F. City Place Santa Clara – Travel Demand Model Validation

FEHR PEERS

MEMORANDUM

Date: April 30, 2015

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From: Daniel Rubins, Julie Morgan, and Sarah Thomas, Fehr & Peers

Subject: City Place Santa Clara Project – Travel Demand Model Validation

SJ14-1528

Fehr & Peers has completed a review and update of the Santa Clara Valley Transportation Authority (VTA) travel demand forecasting model. The VTA travel demand model is the best tool available for developing long-range traffic forecasts for streets and highways in the greater Santa Clara area. The purpose of this current effort was to review the primary model inputs in the City Place Santa Clara Project area (such as base and future year land use inputs and roadway network assumptions) and also to check the performance of the model against typical validation thresholds. Changes to the land use and roadway network inputs and updates to the VTA travel model script were completed to improve the validation of the daily, peak period and peak hour travel models. These changes to the VTA travel model are documented in this memorandum.

REVIEW OF MODEL INPUTS IN SANTA CLARA AREA

The VTA model was fully updated in 2010, and a limited update was done in 2013 to incorporate more recent estimates of existing and future land uses which account for the effects of the Great Recession. A screen capture of the 2013 base year model is shown in **Figure 1**. The 2013 base year model contains a reasonable amount of detail in the roadway network within the Santa Clara area, reflecting the regional freeways, expressways, major arterials and minor arterials within Santa Clara and San Mateo counties. The 2013 model includes recent roadway network changes completed within the past five years, such as:

- I-880/SR 237 Interchange High Occupancy Toll (HOT) lane conversion
- Narrowing of Evelyn Avenue within Sunnyvale
- Southbound I-680 HOT lane

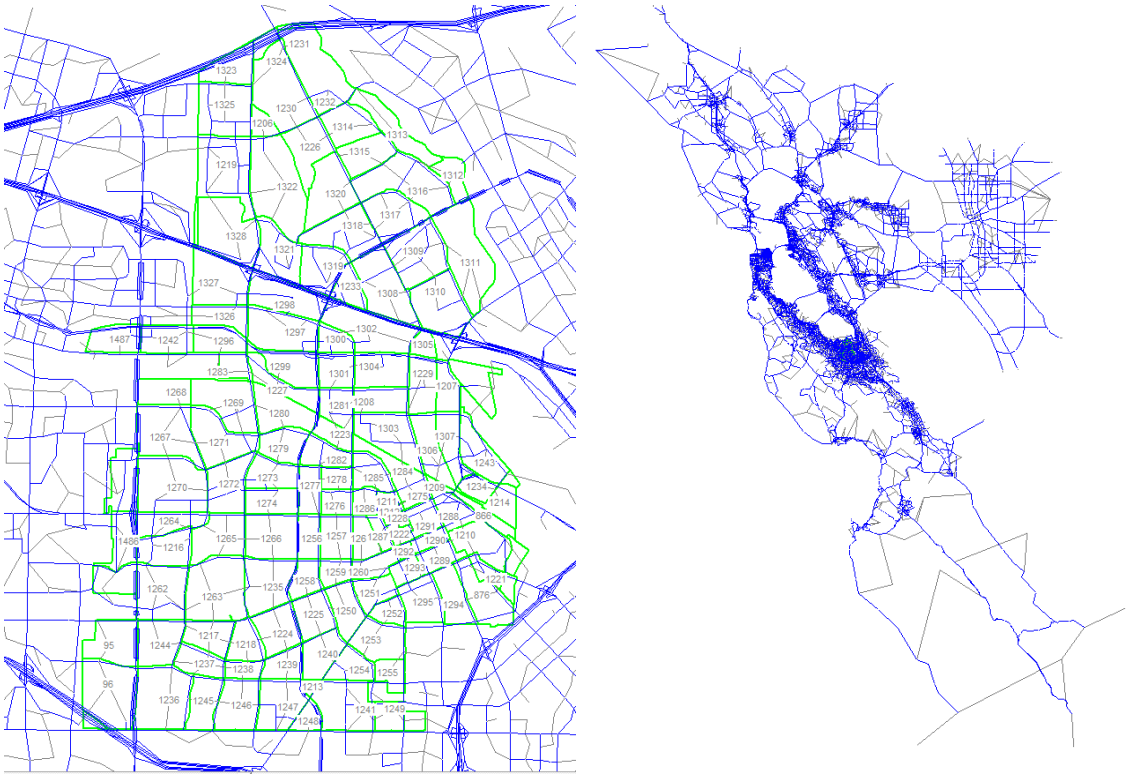


Figure 1: VTA Travel Demand Model with TAZs

The existing and future land use inputs are summarized into traffic analysis zones (TAZs). **Table 1** summarizes land use inputs under existing and future years for the VTA travel demand model. The VTA travel demand model is based on the Plan Bay Area land use projections for 2010, 2020, 2040, which account for the effects of the Great Recession. The VTA base model (2013) includes social and demographic information from the 2010 Census. Note that there is a slight difference in the boundaries of the TAZs and the actual city limit; the summary shown in **Table 1** is as close as we can get to representing the city while still following the TAZ boundaries.

TABLE 1: CITY OF SANTA CLARA LAND USE SUMMARY FROM VTA TRAVEL MODEL

Land Use Category	2010 ABAG	2015 ABAG	2013
Residential			
Total Households	43,021	45,350	42,388
Total Population	116,468	122,500	114,883
Employed Residents	53,460	58,730	53,398
Employment			
Jobs	112,890	121,950	112,123

Notes: All values have been rounded to nearest 10.
Based on summary of City of Santa Clara TAZs 95-96, 866, 876, 1206-1214, 1216-1219, 1221-1328, and 1486-1487.
2010 and 2015 ABAG Projections are from the Association of Bay Area Governments, *Plan Bay Area Projections 2013* report.
Source: Santa Clara Valley Transportation Authority (VTA) travel demand model.

The review and update of the VTA model involved several steps. The land use allocation for the base year (2013) model was reviewed and updated to be consistent with existing conditions citywide. The travel model land use changes from base year to future year (2020 and 2040) models were updated to be consistent with the City of Santa Clara and adjacent city approved and pending project lists. All of these steps are described in more detail in this memorandum.

MODEL VALIDATION GUIDELINES

Since it would be impossible for any travel demand forecasting model to precisely replicate all counts within a given roadway network, two-way daily validation guidelines have been established by Caltrans and other agencies. These guidelines are meant to measure the model's relative performance in replicating current travel volumes while maintaining sensitivity to land use and roadway network changes. Key static validation standards for daily travel demand models based on the *2010 California Regional Transportation Guidelines* (California Transportation Commission, April 2010) are summarized below.

- All roadway screenlines should be within the maximum desirable deviation, which ranges from approximately 17 to 64 percent depending on total screenline volume.
- The two-way sum of the volumes on all roadway links for which counts are available should be within 10 percent of the counts.

- At least 75 percent of the roadway links for which counts are available should be within the maximum desirable deviation, which ranges from approximately 15 to 68 percent depending on total roadway volume (the larger the volume, the less deviation is permitted).
- The model-wide coefficient of determination (R^2) is suggested to be greater than 0.77.
- The correlation coefficient between the actual ground counts and the estimated traffic volumes should be greater than 88 percent.
- The Root Mean Square Error (RMSE) should not exceed 30 percent under peak period and daily conditions or 40 percent under peak hour conditions. This measure of effectiveness (MOE) is most important for screenlines, but is also used to describe the certainty of the functional classification and volume ranges.

INITIAL BASE MODEL RUN

An initial run (Run 0) of the VTA travel model was completed and the validation metrics described above were calculated. Results are shown in **Table 2** for all time periods available from the model, including:

- AM one-hour (8:15 to 9:15 AM)
- PM one-hour (5:00 to 6:00 PM)
- AM four-hour (5:00 to 9:00 AM)
- PM four-hour (3:00 to 7:00 PM)
- Midday six-hour (9:00 AM to 3:00 PM)
- Midnight ten-hour (7:00 PM to 5:00 AM)

The two-way link volumes were compared to 65 traffic count locations on local streets and 39 freeway and ramp locations. Fehr & Peers collected traffic count data in October of 2014 specifically for the purpose of calibrating the model for City of Santa Clara roadways. These roadway counts were supplemented with Caltrans hourly counts from 2014 for calibration of regional freeways and ramps. As shown in the table, the results from the initial model run were that, during the AM and PM one-hour Peak Periods, the base year model replicated current volumes reasonably well and all of the validation criteria were met. The model results were less dependable in other time periods, with higher levels of variation and fewer validation criteria

being met. In addition to the model-wide statistics, the detailed results aggregated by functional class and count volume range are shown in **Attachment A** (see **Tables A-1** to **A-28**).

TABLE 2: VTA TRAVEL DEMAND MODEL – INITIAL BASE MODEL RUN RESULTS

Validation Item	Criterion for Acceptance	AM One-Hour	PM One-Hour	AM Four-Hour	PM Four-Hour	Midday Six-Hour	Mid-night Ten-Hour	Daily 24-Hour
Summary Statistics								
Count Locations	N/A	104	104	104	104	104	104	104
Model/Count Ratio	N/A	1.101	1.053	1.211	1.006	0.866	0.825	0.996
% of Screenlines within Caltrans Standard Deviations	100%	**100%**	**100%**	90%	90%	30%	30%	30%
Static Validation Statistics								
2-way Sum of All Links Counted	Within ± 10%	**10%**	**5%**	21%	**1%**	-13%	-17%	**-3%**
% of Links within Caltrans Standard Deviations	At Least 75%	**88%**	**89%**	63%	69%	51%	45%	35%
Coefficient of Determination (R^2)	At Least 77%	**96%**	**96%**	**96%**	**96%**	**94%**	**84%**	**95%**
Correlation Coefficient	Greater than 88%	**98%**	**98%**	**98%**	**98%**	**97%**	**92%**	**98%**
RMSE	• 30% or less • 40% or less (hourly)	**35%**	**31%**	54%	34%	36%	61%	35%

Notes:

Bold text indicates model validation meets guidelines.

Validation results are shown for local roadways and with freeways and ramps.

Source: Fehr & Peers, January 2015.

MODEL CALIBRATION AND INPUT ADJUSTMENTS

To improve model validation, adjustments were made to several model components, including the land use and roadway network inputs, the non-work trip generation attraction rate calibration factors, and the peak period vehicle trip matrix factors. The changes to the travel model are described in more detail in **Table 3**.

TABLE 3: BASE YEAR VTA TRAVEL DEMAND MODEL CHANGES

Model Component	Change from Initial Base Year Model (Run 0)
Roadway Network Inputs	Lane Coding – Montague Expressway changed from 6 mixed-flow lanes and 2 HOV lanes to 8 mixed-flow lanes between US 101 and Mission College Boulevard.
	Lane Coding – Mission College Boulevard changed from 2 lanes to 4 lanes and extended from Mercado Driveway to Great America Parkway.
	Lane Coding – De La Cruz Boulevard changed from 8 lanes to 4 lanes between US 101 and Central Expressway.
	Lane Coding – Saratoga Avenue changed from 6 lanes to 4 lanes between Stevens Creek Boulevard and San Tomas Expressway.
	Lane Coding – The Alameda changed from 6 lanes to 4 lanes between El Camino Real and I-880.
	Lane Coding – Gold Street changed from 4 lanes to 2 lanes between Gold Street Connector and Sunrise Drive.
	Updated HOV lane configurations on SR 237 between Mathilda Avenue and Lawrence Expressway.
	Added HOV lanes on I-880 between SR 237 and US 101.
	Added HOV lanes on Central Expressway between De La Cruz Boulevard and San Tomas Expressway.
	Intersection Configuration – The intersections of Calle Del Sol/Tasman Drive and Lick Mill Boulevard/Tasman Drive were changed from one 4-way intersection to two 3-way intersections.
	Intersection Configuration – The intersection of Agnew Road-De La Cruz Boulevard/Montague Expressway was changed from two off-set 3-way intersections to one 4-way intersection.
	Intersection Configuration – The intersection of Lafayette Street/Montague Expressway EB Ramps was changed to match existing geometry (loop ramps).
	Yerba Buena (Great America) Way added to connect Great America Parkway and Lafayette Street south of SR 237

TABLE 3: BASE YEAR VTA TRAVEL DEMAND MODEL CHANGES

Model Component	Change from Initial Base Year Model (Run 0)
Land Use Inputs	Existing land use within the City of Santa Clara was reviewed and updated for each TAZ. See section below and **Attachment C** for more detail.
Land Use Inputs	Existing land use within the cities of Sunnyvale, San Jose, and Cupertino was reviewed and updated for TAZs with projects under construction.
Trip Generation	Updated non-work trip generation attraction rate calibration factors.
Trip Assignment	Updated assignment convergence criteria: • PARAMETERS COMBINE = EQUI • PARAMETERS MAXITERS = 99 • PARAMETERS GAP = 0 • PARAMETERS RELATIVEGAP = 0.01 • PARAMETERS AAD = 0 • PARAMETERS RAAD = 0 • PARAMETERS RMSE = 0
	Changed free-flow speed for freeways in central business districts from 60 MPH to 55 MPH for AM and PM one-hour and four-hour time periods
	Vehicle trip matrices were factored to replicate existing roadway counts as detailed below in **Table 5.**

Source: Fehr & Peers, February 2015.

ROADWAY NETWORK

To improve forecasting the roadway network for the VTA model was updated to reflect recent changes in the street network and implement corrections of the existing roadway network within the City of Santa Clara and along regional freeways in Santa Clara County. These updates consisted of modifying street alignments, number of lanes, addition of local streets near the project site, and freeway free-flow speed.

LAND USE

Land use inputs for TAZs in the City of Santa Clara were updated to match existing employment and residential characteristics. Updated employment characteristics, where necessary, were calculated using building square footage and typical employee densities (i.e., 3 employees per 1,000 square feet for office employees) for various employment types. Updated residential characteristics (i.e., number of single family and multi-family households in each TAZ) were observed from aerial imagery. The results of this land use review are shown below in **Table 4**.

TABLE 4: UPDATED CITY OF SANTA CLARA LAND USE

Land Use Category	2010 ABAG	2015 ABAG	2013 (Model)
Residential			
Total Households	43,021	45,350	45,012
Total Population	116,468	122,500	122,670
Employed Residents	53,460	58,730	57,083
Employment			
Jobs	112,890	121,950	127,750

Notes: All values have been rounded to nearest 10.
Based on summary of City of Santa Clara TAZs 95-96, 866, 876, 1206-1214, 1216-1219, 1221-1328, and 1486-1487.
2010 and 2015 ABAG Projections are from the Association of Bay Area Governments, *Plan Bay Area Projections 2013* report.
Source: Santa Clara County Valley Transportation Authority (VTA) travel demand model

Changes made to the land use inputs are further detailed in **Attachment C**, where the difference between the original land use and the edited land use are detailed for each input by TAZ.

PEAK AND OFF-PEAK PERIOD FACTORS

The results of the VTA Model run with the modifications described above replicated field counts within acceptable standards during the peak one-hour AM and PM periods. For the daily (24-hour), four-hour AM and PM, six-hour midday, and ten-hour midnight periods, the calibration results were improved compared to the initial base model run, but still did not fully meet all of the calibration standards and thus needed further refinement. The trip matrices for these periods were adjusted using the following factors shown in **Table 5** to produce results that more closely replicated the roadway traffic counts that were collected in Santa Clara.

TABLE 5: VEHICLE TRIP MATRIX FACTORS

Time Period	Matrix Factors
AM One-Hour	N/A
PM One-Hour	N/A
AM Four-Hour	0.92
PM Four-Hour	1.09
Midday Six-Hour	1.29
Midnight Ten-Hour	0.21

Note: Vehicle trip matrix factors are rounded to the nearest hundredth.
Source: Fehr & Peers, April 2015.

For the AM and PM four-hour and midday six-hour time periods, the values in **Table 5** are used to factor the vehicle trip table for that time period. The VTA model uses a different process to implement the midnight assignment than the other periods, by specifying a factor that represents the percentage of daily traffic that occurs during the "midnight" period. Thus, the factor of 0.21 shown in the table means that 21% of daily traffic is presumed to occur during the time period between 7:00 PM and 5:00 AM.

UPDATED BASE MODEL RUN

By making the adjustments described in the previous sections, the model performance was improved for all time periods. The model validation results for the updated base model run are given below in **Table 6**. The AM peak one-hour meets all the validation criteria, while the PM peak one-hour meets all criteria except one (related to one screenline in North Santa Clara, north of the project site). The AM and PM peak four-hour, midday six-hour, midnight 10-hour and daily (24-hour) time periods are substantially improved, with many more links and screenlines meeting the relevant standard as compared to the initial model run. Based on the extensive updates and adjustments made to the model, and the significant improvements achieved, we recommend proceeding with the analysis using this version of the model.

TABLE 6: VTA TRAVEL DEMAND MODEL – UPDATED BASE MODEL RUN RESULTS

Validation Item	Criterion for Acceptance	AM One-Hour	PM One-Hour	AM Four-Hour	PM Four-Hour	Midday Six-Hour	Mid-night Ten-Hour	Daily 24-Hour
Summary Statistics								
Count Locations	N/A	104	104	104	104	104	104	104
Model/Count Ratio	N/A	1.086	1.038	1.102	1.073	1.065	1.144	1.089
% of Screenlines within Caltrans Standard Deviations	100%	**100%**	90%	**100%**	90%	90%	**100%**	60%
Static Validation Statistics								
2-way Sum of All Links Counted	Within ± 10%	**9%**	**4%**	**10%**	**7%**	**6%**	14%	**9%**
% of Links within Caltrans Standard Deviations	At Least 75%	**90%**	**88%**	73%	64%	55%	56%	40%
Coefficient of Determination (R^2)	At Least 77%	**96%**	**96%**	**96%**	**96%**	**94%**	**90%**	**96%**
Correlation Coefficient	Greater than 88%	**98%**	**98%**	**98%**	**98%**	**97%**	**95%**	**98%**
RMSE	• 30% or less • 40% or less (hourly)	**34%**	**30%**	41%	37%	46%	66%	43%

Notes:
Bold text indicates model validation meets guidelines.
Underlined text indicates model validation results improved from Run 0.
Validation results are shown for local roadways and with freeways and ramps.
Source: Fehr & Peers, January 2015.

In addition to the model-wide statistics, the detailed results aggregated by functional class and count volume range are shown in **Attachment B** (see **Tables B-1** to **B-28**).

ATTACHMENTS

Attachment A

Table A-1: Initial Model Validation Results Summary - Daily Two-Way Total Traffic Volumes
Table A-2: Initial Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes
Table A-3: Initial Model Validation Results - Daily Two-Way Total Traffic Volumes by Functional Class
Table A-4: Initial Model Validation Results - Daily Two-Way Total Traffic Volumes by Volume Range
Table A-5: Initial Model Validation Results Summary - AM Peak 1 Hour Two-Way Total Traffic Volumes
Table A-6: Initial Model Validation Results - Screenlines Using AM Peak 1 Hour Two-Way Traffic Volumes
Table A-7: Initial Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-8: Initial Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Volume Range
Table A-9: Initial Model Validation Results Summary - PM Peak 1 Hour Two-Way Total Traffic Volumes
Table A-10: Initial Model Validation Results - Screenlines Using PM Peak 1 Hour Two-Way Traffic Volumes
Table A-11: Initial Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-12: Initial Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Volume Range
Table A-13: Initial Model Validation Results Summary - AM Peak 4 Hour Two-Way Total Traffic Volumes
Table A-14: Initial Model Validation Results - Screenlines Using AM Peak 4 Hour Two-Way Traffic Volumes
Table A-15: Initial Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-16: Initial Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Volume Range
Table A-17: Initial Model Validation Results Summary - PM Peak 4 Hour Two-Way Total Traffic Volumes
Table A-18: Initial Model Validation Results - Screenlines Using PM Peak 4 Hour Two-Way Traffic Volumes
Table A-19: Initial Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-20: Initial Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Volume Range

Table A-21: Initial Model Validation Results Summary - Midday 6 Hour Two-Way Total Traffic Volumes
Table A-22: Initial Model Validation Results - Screenlines Using Midday 6 Hour Two-Way Traffic Volumes
Table A-23: Initial Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-24: Initial Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Volume Range
Table A-25: Initial Model Validation Results Summary - Overnight 10 Hour Two-Way Total Traffic Volumes
Table A-26: Initial Model Validation Results - Screenlines Using Overnight 10 Hour Two-Way Traffic Volumes
Table A-27: Initial Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Functional Class
Table A-28: Initial Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Volume Range

Attachment B

Table B-1: Final Model Validation Results Summary - Daily Two-Way Total Traffic Volumes
Table B-2: Final Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes
Table B-3: Final Model Validation Results - Daily Two-Way Total Traffic Volumes by Functional Class
Table B-4: Final Model Validation Results - Daily Two-Way Total Traffic Volumes by Volume Range
Table B-5: Final Model Validation Results Summary - AM Peak 1 Hour Two-Way Total Traffic Volumes
Table B-6: Final Model Validation Results - Screenlines Using AM Peak 1 Hour Two-Way Traffic Volumes
Table B-7: Final Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-8: Final Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Volume Range
Table B-9: Final Model Validation Results Summary - PM Peak 1 Hour Two-Way Total Traffic Volumes
Table B-10: Final Travel Demand Model Validation Results - Screenlines Using PM Peak 1 Hour Two-Way Traffic Volumes
Table B-11: Final Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-12: Final Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Volume Range
Table B-13: Final Model Validation Results Summary - AM Peak 4 Hour Two-Way Total Traffic Volumes
Table B-14: Final Model Validation Results - Screenlines Using AM Peak 4 Hour Two-Way Traffic Volumes

Table B-15: Final Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-16: Final Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Volume Range
Table B-17: Final Model Validation Results Summary - PM Peak 4 Hour Two-Way Total Traffic Volumes
Table B-18: Final Model Validation Results - Screenlines Using PM Peak 4 Hour Two-Way Traffic Volumes
Table B-19: Final Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-20: Final Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Volume Range
Table B-21: Final Model Validation Results Summary - Midday 6 Hour Two-Way Total Traffic Volumes
Table B-22: Final Model Validation Results - Screenlines Using Midday 6 Hour Two-Way Traffic Volumes
Table B-23: Final Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-24: Final Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Volume Range
Table B-25: Final Model Validation Results Summary - Overnight 10 Hour Two-Way Total Traffic Volumes
Table B-26: Final Model Validation Results - Screenlines Using Overnight 10 Hour Two-Way Traffic Volumes
Table B-27: Final Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Functional Class
Table B-28: Final Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Volume Range

Attachment C

Table C-1: Existing (Counted Volumes) Land Use Comparison by TAZ
Table C-2: Existing (Near Term) Land Use Comparison by TAZ
Table C-3: Background Land Use Comparison by TAZ
Table C-4: Cumulative Land Use Comparison by TAZ

ATTACHMENT A

Table A-1: Initial Model Validation Results Summary - Daily Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	7,188	14,240	0.505	0.313	No	-7052	49730704
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	7,941	21,710	0.366	0.270	No	-13769	189585361
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	36,665	39,730	0.923	0.224	Yes	-3065	9394225
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	43,836	55,150	0.795	0.190	No	-11314	128006596
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	61,478	78,170	0.786	0.150	No	-16692	278622864
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	51,762	79,370	0.652	0.150	No	-27608	762201664
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	36,499	68,930	0.530	0.166	No	-32431	1051769761
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	48,014	73,210	0.656	0.158	No	-25196	634838416
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	10,678	23,070	0.463	0.265	No	-12392	153561664
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	30,150	52,960	0.569	0.195	No	-22810	520296100
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	21,222	29,690	0.715	0.244	No	-8468	71707024
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	5,014	17,100	0.293	0.294	No	-12086	146071396
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	3,706	13,560	0.273	0.325	No	-9854	97101316
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	7,356	13,840	0.532	0.313	No	-6484	42042256
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	3,106	13,050	0.238	0.325	No	-9944	98883136
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	14,900	21,140	0.705	0.275	No	-6240	38937600
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	8,730	17,120	0.510	0.294	No	-8390	70392100
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	12,921	20,830	0.620	0.275	No	-7909	62552281
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	10,110	21,790	0.464	0.270	No	-11680	136422400
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	27,464	25,620	1.072	0.255	Yes	1844	3400336
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	3,149	13,640	0.231	0.325	No	-10491	110061081
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	3,893	10,890	0.357	0.359	No	-6997	48958009
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	3,486	18,480	0.189	0.286	No	-14994	224820036
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	48,591	65,870	0.738	0.170	No	-17279	298563841
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	63,245	82,340	0.768	0.147	No	-19095	364619025
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	80,590	71,410	1.129	0.162	Yes	9180	84272400
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	61,613	76,630	0.804	0.154	No	-15017	225510289
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	54,771	58,840	0.931	0.185	Yes	-4069	16556761
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	46,393	42,080	1.102	0.219	Yes	4313	18601969
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	2,413	11,290	0.214	0.340	No	-8877	78801129
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	6,017	13,310	0.452	0.325	No	-7293	53187849
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	10,995	19,760	0.556	0.280	No	-8765	76825225
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	9,125	18,260	0.500	0.286	No	-9135	83448225
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	5,226	13,130	0.398	0.325	No	-7904	62473216
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	23,733	16,900	1.404	0.294	No	6833	46689889
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	25,122	23,010	1.092	0.265	Yes	2112	4460544
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	196	9,040	0.022	0.380	No	-8844	78216336
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	32,180	28,920	1.113	0.244	Yes	3260	10627600
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	4,264	9,810	0.435	0.380	No	-5546	30758116
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	16,297	18,220	0.894	0.286	Yes	-1923	3697929
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	25,593	22,150	1.155	0.270	Yes	3443	11854249
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	4,660	10,530	0.443	0.359	No	-5870	34456900
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	47,467	60,650	0.783	0.180	No	-13183	173791489
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	6,060	38,340	0.158	0.224	No	-32280	1041998400
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	23,458	45,210	0.519	0.209	No	-21752	473149504
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	20,672	44,430	0.465	0.214	No	-23758	564442564
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	2,581	14,450	0.179	0.313	No	-11869	140873161
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	11,490	13,700	0.839	0.325	Yes	-2210	4884100
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	8,007	8,740	0.916	0.410	Yes	-733	537289
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	22,102	35,580	0.621	0.229	**No**	-13478	181656484
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	7,824	25,640	0.305	0.255	**No**	-17816	317409856
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	635	10,240	0.062	0.359	**No**	-9605	92256025
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	14,897	22,730	0.655	0.265	**No**	-7833	61355889
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	6,470	12,960	0.499	0.325	**No**	-6490	42120100
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	5,736	28,590	0.201	0.248	**No**	-22854	522305316
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	16,894	21,250	0.795	0.270	Yes	-4356	18974736
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	21,786	30,200	0.721	0.241	**No**	-8414	70795396
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	180	4,120	0.044	0.520	**No**	-3940	15523600
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	4,660	10,180	0.458	0.359	**No**	-5520	30470400
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	15,137	16,540	0.915	0.294	Yes	-1403	1968409
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	3,841	9,310	0.413	0.380	**No**	-5469	29909961
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	3,070	7,100	0.432	0.440	**No**	-4030	16240900
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	11,180	32,050	0.349	0.241	**No**	-20870	435556900
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	8,145	14,120	0.577	0.313	**No**	-5975	35700625
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	10,730	12,720	0.844	0.325	Yes	-1990	3960100
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	112,429	91,408	1.230	0.138	**No**	21,021	441882441
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	133,162	77,769	1.712	0.15	**No**	55,393	3068384449
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	139,148	119,061	1.169	0.136	**No**	20,087	403487569
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	128,994	103,759	1.243	0.136	**No**	25,235	636805225
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	139,959	102,797	1.362	0.136	**No**	37,162	1381014244
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	168,223	144,109	1.167	0.136	**No**	24,114	581484996
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	169,651	147,498	1.150	0.136	**No**	22,153	490755409
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	165,843	162,161	1.023	0.136	Yes	3,682	13557124
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	170,587	136,031	1.254	0.136	**No**	34,556	1194117136
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	173,431	186,442	0.930	0.136	Yes	-13,011	169286121
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	183,460	162,587	1.128	0.136	Yes	20,873	435682129
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	141,969	133,321	1.065	0.136	Yes	8,648	74787904
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	242,410	183,602	1.320	0.136	**No**	58,808	3458380864
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	256,097	218,589	1.172	0.136	**No**	37,508	1406850064
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	174,288	146,739	1.188	0.136	**No**	27,549	758947401
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	173,562	155,556	1.116	0.136	Yes	18,006	324216036
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	180,113	147,899	1.218	0.136	**No**	32,214	1037741796
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	184,775	146,875	1.258	0.136	**No**	37,900	1436410000
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	147,627	135,564	1.089	0.136	Yes	12,063	145515969
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	142,240	159,276	0.893	0.136	Yes	-17,036	290225296
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	7,992	9,910	0.806	0.380	Yes	-1,918	3678724
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	5,683	6,764	0.840	0.440	Yes	-1,081	1168561
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	7,453	8,011	0.930	0.410	Yes	-558	311364
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	7,413	6,503	1.140	0.440	Yes	910	828100
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	8,139	5,460	1.491	0.475	**No**	2,679	7177041
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	7,203	4,891	1.473	0.520	Yes	2,312	5345344
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	6,804	7268	0.936	0.44	Yes	-464	215296
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	9,005	4951	1.819	0.52	**No**	4054	16434916
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	5,352	7323	0.731	0.44	Yes	-1971	3884841
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	4,996	4998	1.000	0.52	Yes	-2	4
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	9,448	11959	0.790	0.34	Yes	-2511	6305121
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	7,335	9876	0.743	0.38	Yes	-2541	6456681
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	3407	5686	0.599	0.475	Yes	-2279	5193841
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	4267	5293	0.806	0.475	Yes	-1026	1052676
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	6325	11171	0.566	0.359	**No**	-4846	23483716
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	3790	6935	0.547	0.44	**No**	-3145	9891025
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	10484	8517	1.231	0.41	Yes	1967	3869089
10501	72137069	WB	SR 237	On Ramp from North 1st Street	9739	8423	1.156	0.41	Yes	1316	1731856
10502	818510716	EB	SR 237	On Ramp from North 1st Street	6279	9131	0.688	0.38	Yes	-2852	8133904

Local Roadway/Freeway/Ramp Results:	**4,712,396**	**4,877,753**	**Model/Count Ratio=**	**0.966**	**-3%**
			Percent within Caltrans Maximum Deviation=	**35% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**35% < 30%**	
			Coefficient of Determination (R^2)=	**0.951 > 0.77**	
			Correlation Coefficient=	**0.975 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**36**	
			Link Outside Deviation=	**68**	
Local Roadway Results:	**1,253,314**	**1,873,640**	**Model/Count Ratio=**	**0.669**	**-33%**
			Percent within Caltrans Maximum Deviation=	**22% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**45% < 30%**	
			Coefficient of Determination (R^2)=	**0.836 > 0.77**	
			Correlation Coefficient=	**0.914 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**14**	
			Link Outside Deviation=	**51**	

Table A-2: Initial Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes

Count ID	Index	Direction	Description: Facility	Description: Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	2,326	5,730	0.406	0.61	Yes	-3404	11587216	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	3,691	7,580	0.487	0.59	Yes	-3889	15124321	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	69,815	55,198	1.265	0.31	Yes	14617	213656689	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	69,333	63,863	1.086	0.3	Yes	5470	29920900	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	88,043	89,440	0.984	0.26	Yes	-1397	1951609	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	85,388	97,002	0.880	0.24	Yes	-11614	134884996	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	129	3,860	0.033	0.63	No	-3731	13920361	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway	67	5,180	0.013	0.61	No	-5113	26142769	
				Westbound	157,658	161,790	0.974	0.2	Yes	-4132	17073424	5%
				Eastbound	161,134	166,063	0.970	0.2	Yes	-4929	24295041	6%
				Screenline 1: West of Santa Clara (North)	318,792	327,853	0.972	0.17	Yes	-9061	82101721	8%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	5,575	11,740	0.475	0.55	Yes	-6165	38007225	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	5,103	11,330	0.450	0.55	Yes	-6227	38775529	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	1,148	6,760	0.170	0.6	No	-5612	31494544	
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive	1,958	6,290	0.311	0.6	No	-4332	18766224	
				Southbound	6,723	18,500	0.363	0.48	No	-11777	138697729	127%
				Northbound	7,061	17,620	0.401	0.48	No	-10559	111492481	120%
				Screenline 2: North Santa Clara	13,784	36,120	0.382	0.38	No	-22336	498896896	124%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	4,201	8,340	0.504	0.58	Yes	-4139	17131321	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	4,924	9,920	0.496	0.57	Yes	-4996	24960016	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	27,864	32,830	0.849	0.39	Yes	-4966	24661156	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	20,727	33,040	0.627	0.39	Yes	-12313	151609969	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	92,570	78,153	1.184	0.27	Yes	14417	207849889	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	90,890	84,434	1.076	0.26	Yes	6456	41679936	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	69,815	55,198	1.265	0.31	Yes	14617	213656689	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	69,333	63,863	1.086	0.3	Yes	5470	29920900	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	16,097	14,910	1.080	0.52	Yes	1187	1408969	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard	16,083	14,010	1.148	0.52	Yes	2073	4297329	
				Westbound	208,867	195,712	1.067	0.18	Yes	13155	173054025	15%
				Eastbound	203,637	198,986	1.023	0.18	Yes	4651	21631801	5%
				Screenline 3: East of Santa Clara (North)	412,504	394,698	1.045	0.17	Yes	17806	317053636	14%
Screenline 4: West of Santa Clara (east of Lawrence Expressway)												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	1,647	6,170	0.267	0.6	No	-4523	20457529	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	1,502	7,470	0.201	0.59	No	-5968	35617024	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	10,524	21,780	0.483	0.45	No	-11256	126697536	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	12,934	23,430	0.552	0.44	No	-10496	110166016	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,468	6,740	0.218	0.6	No	-5272	27793984	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,113	7,710	0.144	0.59	No	-6597	43520409	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	5,851	6,780	0.863	0.6	Yes	-929	863041	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	5,639	6,920	0.815	0.6	Yes	-1281	1640961	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	11,089	17,680	0.627	0.48	Yes	-6591	43441281	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	11,013	17,900	0.615	0.48	Yes	-6887	47430769	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	318	5,450	0.058	0.61	No	-5132	26337424	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	317	4,790	0.066	0.62	No	-4473	20007729	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	2,989	13,660	0.219	0.53	No	-10671	113870241	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	2,747	14,930	0.184	0.52	No	-12183	148425489	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	103,359	69,336	1.491	0.29	No	34023	1157564529	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	81,416	77,539	1.050	0.27	Yes	3877	15031129	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	2,852	6,700	0.426	0.6	Yes	-3848	14807104	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	3,618	6,260	0.578	0.6	Yes	-2642	6980164	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	8,166	11,640	0.702	0.55	Yes	-3474	12068676	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	6,731	11,090	0.607	0.55	Yes	-4359	19000881	
				Westbound	126,320	174,139	0.725	0.2	No	-47819	2286656761	61%
				Eastbound	148,973	169,836	0.877	0.2	Yes	-20863	435264769	27%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	275,293	343,975	0.800	0.17	No	-68682	4717217124	89%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	14,830	28,010	0.529	0.41	No	-13180	173712400	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	15,320	24,950	0.614	0.43	Yes	-9630	92736900	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	33,547	41,320	0.812	0.36	Yes	-7773	60419529	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	29,698	41,020	0.724	0.36	Yes	-11322	128187684	
				Southbound	48,377	69,330	0.698	0.29	No	-20953	439028209	43%
				Northbound	45,018	65,970	0.682	0.29	No	-20952	438986304	45%
				Screenline 5: North-Central Santa Clara (North-South)	93,395	135,300	0.690	0.21	No	-41905	1756029025	62%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	1,760	5,370	0.328	0.61	No	-3610	13032100	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	2,133	5,520	0.386	0.61	No	-3387	11471769	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	33,110	40,020	0.827	0.36	Yes	-6910	47748100	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	28,503	36,610	0.779	0.38	Yes	-8107	65723449	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	8,069	11,040	0.731	0.55	Yes	-2971	8826841	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	4,852	9,790	0.496	0.57	Yes	-4938	24383844	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	20,821	28,500	0.731	0.41	Yes	-7679	58967041	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway	26,646	32,150	0.829	0.4	Yes	-5504	30294016	
				Southbound	63,760	84,930	0.751	0.26	Yes	-21170	448168900	50%
				Northbound	62,134	84,070	0.739	0.26	No	-21936	481188096	52%
				Screenline 6: South of US 101	125,894	169,000	0.745	0.2	No	-43106	1858127236	72%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	19,113	34,580	0.553	0.39	No	-15467	239228089	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	17,386	34,350	0.506	0.39	No	-16964	287777296	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,909	7,290	0.262	0.59	No	-5381	28955161	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	1,797	6,270	0.287	0.6	No	-4473	20007729	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	21,911	30,010	0.730	0.4	Yes	-8099	65593801	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	32,860	28,830	1.140	0.41	Yes	4030	16240900	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,727	9,660	0.179	0.57	No	-7933	62932489	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	1,759	8,820	0.199	0.58	No	-7061	49857721	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	3,922	4,430	0.885	0.62	Yes	-508	258064	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	4,085	4,310	0.948	0.62	Yes	-225	50625	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	5,266	10,920	0.482	0.56	Yes	-5654	31967716	
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real	4,844	10,870	0.446	0.56	Yes	-6026	36312676	
				Southbound	53,848	96,890	0.556	0.24	No	-43042	1852613764	109%
				Northbound	62,731	93,450	0.671	0.25	No	-30719	943656961	81%
				Screenline 7: Central Santa Clara (north of El Camino Real)	116,579	190,340	0.612	0.19	No	-73761	5440685121	134%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	24,044	37,060	0.649	0.38	Yes	-13016	169416256	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	23,970	36,150	0.663	0.38	Yes	-12180	148352400	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	3,226	6,800	0.474	0.6	Yes	-3574	12773476	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	4,130	7,040	0.587	0.59	Yes	-2910	8468100	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	7,390	10,430	0.709	0.56	Yes	-3040	9241600	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	9,504	10,820	0.878	0.56	Yes	-1316	1731856	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	27,819	22,300	1.247	0.45	Yes	5519	30459361	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	18,574	19,780	0.939	0.47	Yes	-1206	1454436	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	75,428	63,165	1.194	0.3	Yes	12263	150381169	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	72,199	72,399	0.997	0.28	Yes	-200	40000	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	75,141	79,638	0.944	0.27	Yes	-4497	20223009	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	67,099	79,638	0.843	0.27	Yes	-12539	157226521	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	7,137	8,020	0.890	0.58	Yes	-883	779689	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	8,000	8,520	0.939	0.58	Yes	-520	270400	
				Southbound	220,185	227,413	0.968	0.17	Yes	-7228	52243984	8%
				Northbound	203,476	234,347	0.868	0.17	Yes	-30871	953018641	35%
				Screenline 8: South Santa Clara (north of Stevens Creek)	423,661	461,760	0.917	0.17	Yes	-38099	1451533801	31%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	12,325	13,220	0.932	0.53	Yes	-895	801025	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	15,139	12,400	1.221	0.54	Yes	2739	7502121	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	136	2,080	0.065	0.64	No	-1944	3779136	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	44	2,040	0.022	0.64	No	-1996	3984016	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	10,967	16,010	0.685	0.5	Yes	-5043	25431849	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	10,819	14,190	0.762	0.52	Yes	-3371	11363641	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	3,364	19,250	0.175	0.47	No	-15886	252364996	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits	2,696	19,090	0.141	0.47	No	-16394	268763236	
				Southbound	26,792	50,560	0.530	0.32	No	-23768	564917824	94%
				Northbound	28,698	47,720	0.601	0.33	No	-19022	361836484	80%
				Screenline 9: Southeastern Boundary of Santa Clara	55,490	98,280	0.565	0.24	No	-42790	1830984100	123%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	5,880	8,240	0.714	0.58	Yes	-2360	5569600	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	2,850	8,880	0.321	0.58	No	-6030	36360900	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	646	5,060	0.128	0.61	No	-4414	19483396	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	4,014	5,470	0.734	0.61	Yes	-1456	2119936	
				Southbound	6,526	13,300	0.491	0.53	Yes	-6774	45887076	72%
				Northbound	6,864	14,350	0.478	0.52	No	-7486	56040196	74%
				Screenline 10: North-Central Santa Clara (from South/West)	13,390	27,650	0.484	0.41	No	-14260	203347600	103%

Total Count	**10**
Screenlines Within Deviation	**3**
Screenlines Outside Deviation	**7**
Percent within Caltrans Maximum Deviation	**30%**

Table A-3: Initial Model Validation Results - Daily Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	21%	30%	Yes	16%	7%	No
Expressway	14	30%	30%	Yes	-23%	25%	Yes
Collector	4	90%	30%	No	-85%	25%	No
Freeway Ramp	19	31%	30%	No	-8%	20%	Yes
Major Arterial	47	54%	30%	No	-41%	25%	No
Overall	104	35%	30%	No	-3%	N/A	

Table A-4: Initial Model Validation Results - Daily Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	0	N/A	116%	N/A	N/A	100%	N/A
5000	4	64%	116%	Yes	13%	50%	Yes
10000	19	42%	43%	Yes	-24%	25%	Yes
20000	27	56%	28%	No	-48%	20%	No
25000	9	40%	25%	No	-30%	20%	No
40000	10	52%	25%	No	-39%	15%	No
50000	3	43%	30%	No	-31%	15%	No
60000	3	27%	30%	Yes	-23%	10%	No
90000	29	23%	19%	No	9%	10%	Yes

Table A-5: Initial Model Validation Results Summary - AM Peak 1 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	634	1,394	0.455	0.630	Yes	-760	577600
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	924	1,769	0.522	0.630	Yes	-845	714025
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	3,211	3,125	1.028	0.575	Yes	86	7396
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	4,011	4,083	0.982	0.520	Yes	-72	5184
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	4,959	5,691	0.871	0.475	Yes	-732	535824
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	5,381	6,090	0.884	0.475	Yes	-709	502681
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	4,013	5,302	0.757	0.475	Yes	-1289	1661521
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,584	5,885	0.779	0.475	Yes	-1301	1692601
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	817	1,506	0.542	0.630	Yes	-689	474721
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	3,332	3,845	0.867	0.520	Yes	-513	263169
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	1,781	2,246	0.793	0.630	Yes	-465	216225
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	774	1,483	0.522	0.630	Yes	-709	502681
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	585	1,217	0.481	0.683	Yes	-632	399424
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	655	1,137	0.576	0.683	Yes	-482	232324
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	373	1,198	0.311	0.683	**No**	-825	680625
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	1,267	1,766	0.717	0.630	Yes	-499	249001
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,444	1,410	1.024	0.630	Yes	34	1156
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,722	1,807	0.953	0.630	Yes	-85	7225
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,851	2,104	0.880	0.630	Yes	-253	64009
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,669	1,896	1.408	0.630	Yes	773	597529
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	445	1,268	0.351	0.630	**No**	-823	677329
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	429	975	0.440	0.683	Yes	-546	298116
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	906	1,420	0.638	0.630	Yes	-514	264196
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	6,227	5,884	1.058	0.475	Yes	343	117649
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	6,821	6,796	1.004	0.440	Yes	25	625
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	7,069	5,667	1.247	0.475	Yes	1402	1965604
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	7,317	6,174	1.185	0.475	Yes	1143	1306449
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	5,204	4,881	1.066	0.520	Yes	323	104329
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	6,279	3,452	1.819	0.575	**No**	2827	7991929
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	447	837	0.534	0.683	Yes	-390	152100
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,115	1,130	0.987	0.683	Yes	-15	225
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,660	1,445	1.149	0.630	Yes	215	46225
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,646	1,580	1.042	0.630	Yes	66	4356
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	858	1,171	0.733	0.683	Yes	-313	97969
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	2,309	1,538	1.501	0.630	Yes	771	594441
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	3,021	2,682	1.126	0.575	Yes	339	114921
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	40	466	0.086	0.683	**No**	-426	181476
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	2,935	2,293	1.280	0.630	Yes	642	412164
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	747	829	0.901	0.683	Yes	-82	6724
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	1,621	1,319	1.229	0.630	Yes	302	91204
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	2,155	2,296	0.939	0.630	Yes	-141	19881
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,506	778	1.936	0.683	**No**	728	529984
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	4,615	4,996	0.924	0.520	Yes	-381	145161
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,931	3,213	0.601	0.575	Yes	-1282	1643524
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,678	4,242	1.103	0.520	Yes	436	190096
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	4,279	4,231	1.011	0.520	Yes	48	2304
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	433	1,167	0.371	0.683	Yes	-734	538756
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,218	1,227	0.993	0.683	Yes	-9	81
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,019	839	1.215	0.683	Yes	180	32400
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,937	2,121	1.856	0.630	**No**	1816	3297856
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,470	1,704	0.863	0.630	Yes	-234	54756
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	134	800	0.168	0.683	**No**	-666	443556
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,398	1,788	1.341	0.630	Yes	610	372100
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,610	1,446	1.113	0.630	Yes	164	26896
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	998	2,051	0.487	0.630	Yes	-1053	1108809
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,098	1,599	1.312	0.630	Yes	499	249001
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,956	2,160	1.369	0.630	Yes	796	633616
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	431	366	1.178	0.683	Yes	65	4225
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	980	813	1.205	0.683	Yes	167	27889
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,291	1,205	1.901	0.683	**No**	1086	1179396
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	500	824	0.607	0.683	Yes	-324	104976
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	497	434	1.145	0.683	Yes	63	3969
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	2,123	1,988	1.068	0.630	Yes	135	18225
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,807	1,162	1.555	0.683	Yes	645	416025
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,656	1,063	1.558	0.683	Yes	593	351649
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	8,860	6,789	1.305	0.44	Yes	2,071	4289041
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	9,703	6,534	1.485	0.44	**No**	3,169	10042561
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	10,027	9,209	1.089	0.380	Yes	818	669124
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	8,798	7,383	1.192	0.440	Yes	1,415	2002225
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	9,276	6,843	1.356	0.440	Yes	2,433	5919489
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	12,436	10,178	1.222	0.359	Yes	2,258	5098564
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	12,408	9,865	1.258	0.380	Yes	2,543	6466849
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	12,610	11,081	1.138	0.359	Yes	1,529	2337841
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	12,974	9,321	1.392	0.380	**No**	3,653	13344409
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	13,071	13,008	1.005	0.325	Yes	63	3969
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	13,487	9,803	1.376	0.380	Yes	3,684	13571856
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	11,833	8,358	1.416	0.410	**No**	3,475	12075625
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	15,245	12,349	1.235	0.340	Yes	2,896	8386816
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	16,033	13,115	1.222	0.325	Yes	2,918	8514724
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	11,013	10,056	1.095	0.359	Yes	957	915849
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	10,657	9,557	1.115	0.380	Yes	1,100	1210000
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Roac							
9301	74489188	SB	I-880	between Brokaw Road and US 101	10,968	9,108	1.204	0.380	Yes	1,860	3459600
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	14,419	10,827	1.332	0.359	Yes	3,592	12902464
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	11,703	10,897	1.074	0.359	Yes	806	649636
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	9,942	11,854	0.839	0.340	Yes	-1,912	3655744
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	763	1,181	0.646	0.683	Yes	-418	174724
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	286	359	0.797	0.683	Yes	-73	5329
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	278	231	1.203	0.683	Yes	47	2209
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	508	594	0.855	0.683	Yes	-86	7396
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	340	345	0.986	0.683	Yes	-5	25
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	413	232	1.780	0.683	**No**	181	32761
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	597	696	0.858	0.683	Yes	-99	9801
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	620	394	1.574	0.683	Yes	226	51076
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	456	695	0.656	0.683	Yes	-239	57121
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	136	277	0.491	0.683	Yes	-141	19881
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	605	1180	0.513	0.683	Yes	-575	330625
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	694	784	0.885	0.683	Yes	-90	8100
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	504	506	0.996	0.683	Yes	-2	4
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	275	482	0.571	0.683	Yes	-207	42849
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	409	465	0.880	0.683	Yes	-56	3136
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	139	353	0.394	0.683	Yes	-214	45796
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	1010	951	1.062	0.683	Yes	59	3481
10501	72137069	WB	SR 237	On Ramp from North 1st Street	703	497	1.414	0.683	Yes	206	42436
10502	818510716	EB	SR 237	On Ramp from North 1st Street	346	413	0.838	0.683	Yes	-67	4489

Local Roadway/Freeway/Ramp Results:	**394,348**	**358,044**	**Model/Count Ratio=**	**1.101** **10%**
			Percent within Caltrans Maximum Deviation=	**88% > 75%**
			Percent Root Mean Square Error (RMSE)=	**35% < 30%**
			Coefficient of Determination (R^2)=	**0.956 > 0.77**
			Correlation Coefficient=	**0.978 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**92**
			Link Outside Deviation=	**12**

Local Roadway Results:	**149,803**	**151,274**	**Model/Count Ratio=**	**0.990** **-1%**
			Percent within Caltrans Maximum Deviation=	**88% > 75%**
			Percent Root Mean Square Error (RMSE)=	**32% < 30%**
			Coefficient of Determination (R^2)=	**0.856 > 0.77**
			Correlation Coefficient=	**0.925 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**57**
			Link Outside Deviation=	**8**

Table A-6: Initial Model Validation Results - Screenlines Using AM Peak 1 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	729	491	1.485	0.64	Yes	238	56644	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	386	639	0.604	0.64	Yes	-253	64009	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	5,412	4,693	1.153	0.62	Yes	719	516961	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	4,615	4,516	1.022	0.62	Yes	99	9801	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	6,328	6,168	1.026	0.6	Yes	160	25600	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	6,743	6,840	0.986	0.6	Yes	-97	9409	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	34	138	0.246	0.64	No	-104	10816	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	6	328	0.018	0.64	No	-322	103684	
				Westbound	12,918	12,162	1.062	0.54	Yes	756	571536	12%
				Eastbound	11,335	11,651	0.973	0.55	Yes	-316	99856	5%
				Screenline 1: West of Santa Clara (North)	24,253	23,813	1.018	0.43	Yes	440	193600	5%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	447	884	0.506	0.64	Yes	-437	190969	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	370	622	0.595	0.64	Yes	-252	63504	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	95	226	0.420	0.64	Yes	-131	17161	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	278	972	0.286	0.64	No	-694	481636	
				Southbound	542	1,110	0.488	0.64	Yes	-568	322624	102%
				Northbound	648	1,594	0.407	0.64	Yes	-946	894916	119%
				Screenline 2: North Santa Clara	1,190	2,704	0.440	0.64	Yes	-1514	2292196	112%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,412	1,083	1.304	0.64	Yes	329	108241	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	234	497	0.471	0.64	Yes	-263	69169	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,599	3,327	1.082	0.63	Yes	272	73984	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	2,628	2,557	1.028	0.64	Yes	71	5041	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	5,964	4,038	1.477	0.62	Yes	1926	3709476	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	7,523	5,765	1.305	0.61	Yes	1758	3090564	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	5,412	4,693	1.153	0.62	Yes	719	516961	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	4,615	4,516	1.022	0.62	Yes	99	9801	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	1,229	1,349	0.911	0.64	Yes	-120	14400	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	1,706	944	1.807	0.64	No	762	580644	
				Westbound	19,175	16,217	1.182	0.5	Yes	2958	8749764	41%
				Eastbound	15,147	12,552	1.207	0.54	Yes	2595	6734025	46%
				Screenline 3: East of Santa Clara (North)	34,322	28,769	1.193	0.41	Yes	5553	30835809	61%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	288	843	0.342	0.64	No	-555	308025	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	157	425	0.369	0.64	Yes	-268	71824	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,478	2,575	0.962	0.64	Yes	-97	9409	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,200	1,667	1.320	0.64	Yes	533	284089	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	262	837	0.313	0.64	No	-575	330625	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	171	330	0.518	0.64	Yes	-159	25281	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	707	693	1.020	0.64	Yes	14	196	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	511	534	0.957	0.64	Yes	-23	529	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	2,069	1,239	1.670	0.64	No	830	688900	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,868	882	2.118	0.64	No	986	972196	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	96	423	0.227	0.64	No	-327	106929	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	38	377	0.101	0.64	No	-339	114921	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	657	1,341	0.490	0.64	Yes	-684	467856	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	341	710	0.480	0.64	Yes	-369	136161	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	7,502	4,246	1.767	0.62	No	3256	10601536	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	6,917	6,581	1.051	0.6	Yes	336	112896	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,055	972	1.085	0.64	Yes	83	6889	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	555	474	1.171	0.64	Yes	81	6561	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,260	1,094	1.152	0.64	Yes	166	27556	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	1,138	694	1.640	0.64	Yes	444	197136	
				Westbound	15,789	16,598	0.951	0.49	Yes	-809	654481	11%
				Eastbound	14,481	10,339	1.401	0.56	Yes	4142	17156164	90%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	30,270	26,937	1.124	0.42	Yes	3333	11108889	55%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	835	1,206	0.692	0.64	Yes	-371	137641	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	2,497	2,639	0.946	0.64	Yes	-142	20164	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	3,396	2,863	1.186	0.64	Yes	533	284089	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	3,425	3,933	0.871	0.63	Yes	-508	258064	
				Southbound	4,231	4,069	1.040	0.62	Yes	162	26244	6%
				Northbound	5,922	6,572	0.901	0.6	Yes	-650	422500	14%
				Screenline 5: North-Central Santa Clara (North-South)	10,153	10,641	0.954	0.56	Yes	-488	238144	9%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	328	159	2.063	0.64	No	169	28561	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	101	816	0.124	0.64	No	-715	511225	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	3,665	2,559	1.432	0.64	Yes	1106	1223236	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	3,652	3,615	1.010	0.63	Yes	37	1369	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	772	593	1.302	0.64	Yes	179	32041	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	950	1,214	0.783	0.64	Yes	-264	69696	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	2,139	2,600	0.823	0.64	Yes	-461	212521	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	2,476	2,396	1.033	0.64	Yes	80	6400	
				Southbound	6,904	5,911	1.168	0.61	Yes	993	986049	34%
				Northbound	7,179	8,041	0.893	0.58	Yes	-862	743044	21%
				Screenline 6: South of US 101	14,083	13,952	1.009	0.53	Yes	131	17161	3%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	1,103	1,499	0.736	0.64	Yes	-396	156816	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	2,910	3,803	0.765	0.63	Yes	-893	797449	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	190	204	0.931	0.64	Yes	-14	196	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	395	1,013	0.390	0.64	Yes	-618	381924	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	1,711	1,260	1.358	0.64	Yes	451	203401	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,493	3,621	0.965	0.63	Yes	-128	16384	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	119	375	0.317	0.64	No	-256	65536	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	787	1,045	0.753	0.64	Yes	-258	66564	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	649	200	3.245	0.64	No	449	201601	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	370	639	0.579	0.64	Yes	-269	72361	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	445	433	1.028	0.64	Yes	12	144	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Rea	1,406	1,671	0.841	0.64	Yes	-265	70225	
				Southbound	4,217	3,971	1.062	0.63	Yes	246	60516	15%
				Northbound	9,361	11,792	0.794	0.55	Yes	-2431	5909761	50%
				Screenline 7: Central Santa Clara (north of El Camino Real)	13,578	15,763	0.861	0.50	Yes	-2185	4774225	48%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	1,615	1,926	0.839	0.64	Yes	-311	96721	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	2,969	3,959	0.750	0.63	Yes	-990	980100	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	192	346	0.555	0.64	Yes	-154	23716	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	463	791	0.585	0.64	Yes	-328	107584	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	868	675	1.286	0.64	Yes	193	37249	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,230	924	1.331	0.64	Yes	306	93636	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	3,578	843	4.244	0.64	No	2735	7480225	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,701	2,609	1.035	0.64	Yes	92	8464	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,251	4,464	1.176	0.62	Yes	787	619369	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	6,452	6,433	1.003	0.6	Yes	19	361	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	4,507	5,927	0.760	0.61	Yes	-1420	2016400	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	5,435	5,927	0.917	0.61	Yes	-492	242064	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	719	408	1.762	0.64	No	311	96721	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	1,572	797	1.972	0.64	No	775	600625	
				Southbound	16,730	14,589	1.147	0.52	Yes	2141	4583881	39%
				Northbound	20,822	21,440	0.971	0.45	Yes	-618	381924	8%
				Screenline 8: South Santa Clara (north of Stevens Creek)	37,552	36,029	1.042	0.38	Yes	1523	2319529	16%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	856	719	1.191	0.64	Yes	137	18769	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	1,813	1,177	1.540	0.64	Yes	636	404496	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	17	82	0.207	0.64	No	-65	4225	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	414	284	1.458	0.64	Yes	130	16900	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,132	627	3.400	0.64	No	1505	2265025	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	824	1,533	0.538	0.64	Yes	-709	502681	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,800	636	2.830	0.64	No	1164	1354896	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	131	2,577	0.051	0.64	No	-2446	5982916	
				Southbound	4,805	2,064	2.328	0.64	No	2741	7513081	266%
				Northbound	3,182	5,571	0.571	0.61	Yes	-2389	5707321	86%
				Screenline 9: Southeastern Boundary of Santa Clara	7,987	7,635	1.046	0.59	Yes	352	123904	13%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	790	501	1.577	0.64	Yes	289	83521	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	654	909	0.719	0.64	Yes	-255	65025	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	290	306	0.948	0.64	Yes	-16	256	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,216	472	2.576	0.64	No	744	553536	
				Southbound	1,080	807	1.338	0.64	Yes	273	74529	48%
				Northbound	1,870	1,381	1.354	0.64	Yes	489	239121	50%
				Screenline 10: North-Central Santa Clara (from South/West)	2,950	2,188	1.348	0.64	Yes	762	580644	70%

Total Count	**10**
Screenlines Within Deviation	**10**
Screenlines Outside Deviation	**0**
Percent within Caltrans Maximum Deviation	**100%**

Table A-7: Initial Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	25%	30%	Yes	20%	7%	No
Expressway	14	21%	30%	Yes	4%	25%	Yes
Collector	4	70%	30%	No	-55%	25%	No
Freeway Ramp	19	38%	30%	No	-15%	20%	Yes
Major Arterial	47	38%	30%	No	-3%	25%	Yes
Overall	104	35%	30%	No	10%	N/A	

Table A-8: Initial Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	28	47%	116%	Yes	-11%	200%	Yes
2500	38	41%	116%	Yes	-3%	100%	Yes
5000	10	26%	116%	Yes	5%	50%	Yes
10000	19	28%	43%	Yes	18%	25%	Yes
20000	9	19%	28%	Yes	13%	20%	Yes
25000	0	N/A	25%	N/A	N/A	20%	N/A

Table A-9: Initial Model Validation Results Summary - PM Peak 1 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	742	1,480	0.501	0.630	Yes	-738	544644
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	717	2,342	0.306	0.630	No	-1625	2640625
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	2,710	2,887	0.939	0.575	Yes	-177	31329
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	4,320	3,790	1.140	0.520	Yes	530	280900
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	4,603	5,340	0.862	0.475	Yes	-737	543169
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	5,532	5,562	0.995	0.475	Yes	-30	900
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	4,423	5,171	0.855	0.475	Yes	-748	559504
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	5,069	5,746	0.882	0.475	Yes	-677	458329
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	938	1,729	0.543	0.630	Yes	-791	625681
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	2,804	4,265	0.657	0.520	Yes	-1461	2134521
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	2,348	2,719	0.864	0.575	Yes	-371	137641
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	698	1,908	0.366	0.630	No	-1210	1464100
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	481	1,515	0.317	0.630	No	-1034	1069156
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	546	1,287	0.424	0.630	Yes	-741	549081
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	361	1,339	0.270	0.630	No	-978	956484
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	1,258	2,114	0.595	0.630	Yes	-856	732736
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,488	1,567	0.950	0.630	Yes	-79	6241
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,793	2,174	0.825	0.630	Yes	-381	145161
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,921	2,217	0.866	0.630	Yes	-296	87616
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,819	2,326	1.212	0.630	Yes	493	243049
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	1,331	1,591	0.837	0.630	Yes	-260	67600
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	701	1,123	0.624	0.683	Yes	-422	178084
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	626	2,056	0.304	0.630	No	-1430	2044900
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	7,032	6,293	1.117	0.440	Yes	739	546121
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	7,756	7,229	1.073	0.440	Yes	527	277729
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	7,566	5,211	1.452	0.475	Yes	2355	5546025
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	7,718	6,506	1.186	0.440	Yes	1212	1468944
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	6,899	4,832	1.428	0.520	Yes	2067	4272489
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	5,954	3,999	1.489	0.520	Yes	1955	3822025
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	421	1,199	0.351	0.683	Yes	-778	605284
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,220	1,701	0.717	0.630	Yes	-481	231361
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,847	2,152	0.858	0.630	Yes	-305	93025
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,826	2,444	0.747	0.630	Yes	-618	381924
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,040	1,374	0.757	0.630	Yes	-334	111556
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	2,481	1,699	1.460	0.630	Yes	782	611524
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	3,329	2,294	1.451	0.630	Yes	1035	1071225
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	17	867	0.020	0.683	No	-850	722500
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	3,133	2,618	1.197	0.575	Yes	515	265225
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	722	1,043	0.692	0.683	Yes	-321	103041
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	1,748	1,404	1.245	0.630	Yes	344	118336
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	1,527	1,838	0.831	0.630	Yes	-311	96721
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	697	861	0.810	0.683	Yes	-164	26896
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	4,281	4,826	0.887	0.520	Yes	-545	297025
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,977	3,349	0.590	0.575	Yes	-1372	1882384
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,451	4,445	1.001	0.520	Yes	6	36
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	4,291	4,307	0.996	0.520	Yes	-16	256
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	442	1,713	0.258	0.630	No	-1271	1615441
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,025	1,372	0.747	0.630	Yes	-347	120409
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,064	981	1.085	0.683	Yes	83	6889
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,414	2,885	1.183	0.575	Yes	529	279841
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,462	2,027	0.721	0.630	Yes	-565	319225
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	61	1,049	0.058	0.683	**No**	-988	976144
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,015	2,117	0.952	0.630	Yes	-102	10404
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,759	1,372	1.282	0.630	Yes	387	149769
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,180	2,488	0.474	0.630	Yes	-1308	1710864
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,874	1,741	1.076	0.630	Yes	133	17689
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,531	2,770	0.914	0.575	Yes	-239	57121
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	254	471	0.539	0.683	Yes	-217	47089
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	686	1,006	0.682	0.683	Yes	-320	102400
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,824	1,543	1.182	0.630	Yes	281	78961
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	507	896	0.566	0.683	Yes	-389	151321
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	490	771	0.636	0.683	Yes	-281	78961
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	2,256	2,710	0.832	0.575	Yes	-454	206116
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,808	1,392	1.299	0.630	Yes	416	173056
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,371	1,279	1.072	0.630	Yes	92	8464
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	8,704	6,617	1.315	0.44	Yes	2,087	4355569
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	9,576	6,202	1.544	0.475	**No**	3,374	11383876
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	9,733	8,694	1.120	0.410	Yes	1,039	1,079,521
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	9,024	7,764	1.162	0.410	Yes	1,260	1,587,600
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	9,627	7,587	1.269	0.410	Yes	2,040	4,161,600
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	11,935	10,151	1.176	0.359	Yes	1,784	3,182,656
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	12,064	9,638	1.252	0.380	Yes	2,426	5,885,476
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	12,046	10,710	1.125	0.359	Yes	1,336	1,784,896
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	12,340	9,509	1.298	0.380	Yes	2,831	8,014,561
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	12,450	11,080	1.124	0.359	Yes	1,370	1,876,900
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	13,349	9,968	1.339	0.380	Yes	3,381	11,431,161
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	10,380	7,986	1.300	0.410	Yes	2,394	5,731,236
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	14,946	13,729	1.089	0.325	Yes	1,217	1,481,089
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	15,870	13,695	1.159	0.325	Yes	2,175	4,730,625
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	10,630	10,582	1.005	0.359	Yes	48	2304
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	10,692	9,557	1.119	0.380	Yes	1,135	1288225
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	10,948	9,303	1.177	0.380	Yes	1,645	2706025
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	13,931	11,402	1.222	0.340	Yes	2,529	6395841
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	11,421	11,054	1.033	0.359	Yes	367	134689
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	9,549	10,854	0.880	0.359	Yes	-1,305	1703025
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	388	640	0.606	0.683	Yes	-252	63504
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	622	529	1.176	0.683	Yes	93	8649
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	670	668	1.003	0.683	Yes	2	4
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	697	522	1.335	0.683	Yes	175	30625
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	340	396	0.859	0.683	Yes	-56	3136
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	642	450	1.427	0.683	Yes	192	36864
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	742	419	1.771	0.683	**No**	323	104329
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	731	333	2.195	0.683	**No**	398	158404
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	342	423	0.809	0.683	Yes	-81	6561
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	563	357	1.577	0.683	Yes	206	42436
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	895	1300	0.688	0.63	Yes	-405	164025
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	290	686	0.423	0.683	Yes	-396	156816
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	268	482	0.556	0.683	Yes	-214	45796
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	415	434	0.956	0.683	Yes	-19	361
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	551	789	0.698	0.683	Yes	-238	56644
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	215	386	0.557	0.683	Yes	-171	29241
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	886	531	1.669	0.683	Yes	355	126025
10501	72137069	WB	SR 237	On Ramp from North 1st Street	716	997	0.718	0.683	Yes	-281	78961
10502	818510716	EB	SR 237	On Ramp from North 1st Street	677	725	0.934	0.683	Yes	-48	2304

Local Roadway/Freeway/Ramp Results:	**392,050**	**372,471**	**Model/Count Ratio=**	**1.053**	**5%**
			Percent within Caltrans Maximum Deviation=	**89% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**31% < 30%**	
			Coefficient of Determination (R^2)=	**0.962 > 0.77**	
			Correlation Coefficient=	**0.981 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**93**	
			Link Outside Deviation=	**11**	
Local Roadway Results:	**152,185**	**165,322**	**Model/Count Ratio=**	**0.921**	**-8%**
			Percent within Caltrans Maximum Deviation=	**88% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**32% < 30%**	
			Coefficient of Determination (R^2)=	**0.866 > 0.77**	
			Correlation Coefficient=	**0.931 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**57**	
			Link Outside Deviation=	**8**	

Table A-10: Initial Model Validation Results - Screenlines Using PM Peak 1 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	477	652	0.732	0.64	Yes	-175	30625	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	743	1,049	0.708	0.64	Yes	-306	93636	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	4,308	3,915	1.100	0.63	Yes	393	154449	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	5,425	4,779	1.135	0.62	Yes	646	417316	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	6,295	5,015	1.255	0.61	Yes	1280	1638400	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	6,155	6,065	1.015	0.6	Yes	90	8100	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	10	314	0.032	0.64	No	-304	92416	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	7	553	0.013	0.64	No	-546	298116	
				Westbound	10,950	10,946	1.000	0.56	Yes	4	16	0%
				Eastbound	12,470	11,396	1.094	0.55	Yes	1074	1153476	19%
				Screenline 1: West of Santa Clara (North)	23,420	22,342	1.048	0.45	Yes	1078	1162084	14%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	464	888	0.523	0.64	Yes	-424	179776	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	474	841	0.564	0.64	Yes	-367	134689	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	194	1,074	0.181	0.64	No	-880	774400	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	167	265	0.630	0.64	Yes	-98	9604	
				Southbound	658	1,962	0.335	0.64	No	-1304	1700416	133%
				Northbound	641	1,106	0.580	0.64	Yes	-465	216225	84%
				Screenline 2: North Santa Clara	1,299	3,068	0.423	0.63	Yes	-1769	3129361	115%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	498	845	0.589	0.64	Yes	-347	120409	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	1,328	1,599	0.831	0.64	Yes	-271	73441	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,409	2,995	1.138	0.64	Yes	414	171396	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,623	3,298	1.099	0.63	Yes	325	105625	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	7,152	4,946	1.446	0.62	Yes	2206	4866436	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	6,197	5,022	1.234	0.61	Yes	1175	1380625	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	4,308	3,915	1.100	0.63	Yes	393	154449	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	5,425	4,779	1.135	0.62	Yes	646	417316	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	1,424	1,309	1.088	0.64	Yes	115	13225	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	1,709	1,309	1.306	0.64	Yes	400	160000	
				Westbound	15,836	14,086	1.124	0.52	Yes	1750	3062500	28%
				Eastbound	19,237	15,931	1.208	0.5	Yes	3306	10929636	46%
				Screenline 3: East of Santa Clara (North)	35,073	30,017	1.168	0.4	Yes	5056	25563136	53%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	593	458	1.295	0.64	Yes	135	18225	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	738	1,133	0.651	0.64	Yes	-395	156025	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	1,938	1,837	1.055	0.64	Yes	101	10201	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,513	2,608	0.964	0.64	Yes	-95	9025	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	225	384	0.586	0.64	Yes	-159	25281	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	217	1,329	0.163	0.64	No	-1112	1236544	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	415	595	0.697	0.64	Yes	-180	32400	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	610	777	0.785	0.64	Yes	-167	27889	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,834	1,182	1.552	0.64	Yes	652	425104	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,580	1,703	0.928	0.64	Yes	-123	15129	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	34	520	0.065	0.64	No	-486	236196	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	27	529	0.051	0.64	No	-502	252004	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	467	958	0.487	0.64	Yes	-491	241081	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	713	1,530	0.466	0.64	Yes	-817	667489	
10601	57158230	EB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	8,008	5,733	1.397	0.61	Yes	2275	5175625	
10602	103818231	WB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	5,923	5,669	1.045	0.61	Yes	254	64516	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	566	511	1.108	0.64	Yes	55	3025	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,193	861	1.386	0.64	Yes	332	110224	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,156	890	1.299	0.64	Yes	266	70756	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	859	1,227	0.700	0.64	Yes	-368	135424	
				Westbound	13,151	13,004	1.011	0.53	Yes	147	21609	3%
				Eastbound	16,458	17,430	0.944	0.49	Yes	-972	944784	12%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	29,609	30,434	0.973	0.40	Yes	-825	680625	12%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	1,889	2,834	0.667	0.64	Yes	-945	893025	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	915	1,431	0.639	0.64	Yes	-516	266256	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	4,323	4,255	1.016	0.62	Yes	68	4624	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	3,433	2,974	1.154	0.64	Yes	459	210681	
				Southbound	6,212	7,089	0.876	0.59	Yes	-877	769129	17%
				Northbound	4,348	4,405	0.987	0.62	Yes	-57	3249	2%
				Screenline 5: North-Central Santa Clara (North-South)	10,560	11,494	0.919	0.55	Yes	-934	872356	16%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	100	874	0.114	0.64	No	-774	599076	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	601	249	2.414	0.64	No	352	123904	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	4,249	3,953	1.075	0.63	Yes	296	87616	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	3,469	2,553	1.359	0.64	Yes	916	839056	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,422	1,613	0.882	0.64	Yes	-191	36481	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	371	561	0.661	0.64	Yes	-190	36100	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	1,517	1,989	0.763	0.64	Yes	-472	222784	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	2,764	2,837	0.974	0.64	Yes	-73	5329	
				Southbound	7,288	8,429	0.865	0.58	Yes	-1141	1301881	27%
				Northbound	7,205	6,200	1.162	0.6	Yes	1005	1010025	32%
				Screenline 6: South of US 101	14,493	14,629	0.991	0.52	Yes	-136	18496	3%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,293	3,420	0.963	0.63	Yes	-127	16129	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	1,130	1,751	0.645	0.64	Yes	-621	385641	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	313	1,173	0.267	0.64	No	-860	739600	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	168	342	0.491	0.64	Yes	-174	30276	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,607	3,426	1.053	0.63	Yes	181	32761	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,292	1,406	2.341	0.64	No	1886	3556996	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	528	1,534	0.344	0.64	No	-1006	1012036	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	98	522	0.188	0.64	No	-424	179776	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	365	716	0.510	0.64	Yes	-351	123201	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	699	265	2.638	0.64	No	434	188356	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,443	1,725	0.837	0.64	Yes	-282	79524	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	478	492	0.972	0.64	Yes	-14	196	
				Southbound	9,549	11,994	0.796	0.55	Yes	-2445	5978025	50%
				Northbound	5,865	4,778	1.228	0.62	Yes	1087	1181569	56%
				Screenline 7: Central Santa Clara (north of El Camino Real)	15,414	16,772	0.919	0.49	Yes	-1358	1844164	28%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	3,438	3,563	0.965	0.63	Yes	-125	15625	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	1,631	2,183	0.747	0.64	Yes	-552	304704	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	298	767	0.389	0.64	Yes	-469	219961	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	248	520	0.477	0.64	Yes	-272	73984	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	951	906	1.050	0.64	Yes	45	2025	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	923	835	1.105	0.64	Yes	88	7744	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,908	2,954	0.984	0.64	Yes	-46	2116	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	3,046	1,045	2.915	0.64	No	2001	4004001	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,900	5,745	1.027	0.61	Yes	155	24025	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,521	5,309	1.040	0.61	Yes	212	44944	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	5,588	5,427	1.030	0.61	Yes	161	25921	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	3,961	5,427	0.730	0.61	Yes	-1466	2149156	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,166	943	1.236	0.64	Yes	223	49729	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	658	600	1.097	0.64	Yes	58	3364	
				Southbound	20,249	20,305	0.997	0.46	Yes	-56	3136	1%
				Northbound	15,988	15,919	1.004	0.5	Yes	69	4761	1%
				Screenline 8: South Santa Clara (north of Stevens Creek)	36,237	36,224	1.000	0.38	Yes	13	169	0%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	1,561	1,496	1.043	0.64	Yes	65	4225	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	1,258	830	1.516	0.64	Yes	428	183184	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	236	342	0.690	0.64	Yes	-106	11236	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	18	129	0.140	0.64	No	-111	12321	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	751	1,901	0.395	0.64	Yes	-1150	1322500	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,780	869	2.048	0.64	No	911	829921	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	452	2,554	0.177	0.64	No	-2102	4418404	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	1,525	795	1.918	0.64	No	730	532900	
				Southbound	3,000	6,293	0.477	0.6	Yes	-3293	10843849	105%
				Northbound	4,581	2,623	1.746	0.64	No	1958	3833764	149%
				Screenline 9: Southeastern Boundary of Santa Clara	7,581	8,916	0.850	0.58	Yes	-1335	1782225	42%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,119	1,015	1.102	0.64	Yes	104	10816	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	369	552	0.668	0.64	Yes	-183	33489	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	84	487	0.172	0.64	No	-403	162409	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	613	374	1.639	0.64	Yes	239	57121	
				Southbound	1,203	1,502	0.801	0.64	Yes	-299	89401	28%
				Northbound	982	926	1.060	0.64	Yes	56	3136	9%
				Screenline 10: North-Central Santa Clara (from South/West)	2,185	2,428	0.900	0.64	Yes	-243	59049	20%

Total Count	**10**
Screenlines Within Deviation	**10**
Screenlines Outside Deviation	**0**
Percent within Caltrans Maximum Deviation	**100%**

Table A-11: Initial Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	20%	30%	Yes	17%	7%	No
Expressway	14	22%	30%	Yes	10%	25%	Yes
Collector	4	84%	30%	No	-74%	25%	No
Freeway Ramp	19	42%	30%	No	-4%	20%	Yes
Major Arterial	47	37%	30%	No	-20%	25%	Yes
Overall	104	31%	30%	No	5%	N/A	

Table A-12: Initial Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	24	47%	116%	Yes	-13%	200%	Yes
2500	38	43%	116%	Yes	-24%	100%	Yes
5000	14	27%	116%	Yes	2%	50%	Yes
10000	19	26%	43%	Yes	19%	25%	Yes
20000	9	13%	28%	Yes	9%	20%	Yes
25000	0	N/A	25%	N/A	N/A	20%	N/A

Table A-13: Initial Model Validation Results Summary - AM Peak 4 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	1,979	2,873	0.689	0.575	Yes	-894	799236
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	2,429	4,112	0.591	0.520	Yes	-1683	2832489
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	9,836	7,947	1.238	0.410	Yes	1889	3568321
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	11,159	10,752	1.038	0.359	Yes	407	165649
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	15,740	13,556	1.161	0.325	Yes	2184	4769856
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	14,195	14,096	1.007	0.313	Yes	99	9801
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	9,986	12,086	0.826	0.340	Yes	-2100	4410000
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	12,425	12,873	0.965	0.325	Yes	-448	200704
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	2,564	3,820	0.671	0.520	Yes	-1256	1577536
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	7,688	8,652	0.889	0.410	Yes	-964	929296
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	4,562	5,115	0.892	0.475	Yes	-553	305809
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	1,338	3,037	0.441	0.575	Yes	-1699	2886601
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,022	2,152	0.475	0.630	Yes	-1130	1276900
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,576	2,096	0.752	0.630	Yes	-520	270400
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	1,025	2,665	0.385	0.575	**No**	-1640	2689600
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	3,732	4,077	0.915	0.520	Yes	-345	119025
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	2,780	3,625	0.767	0.575	Yes	-845	714025
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	3,864	4,214	0.917	0.520	Yes	-350	122500
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	3,010	4,832	0.623	0.520	Yes	-1822	3319684
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	7,402	4,855	1.525	0.520	**No**	2547	6487209
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	398	2,256	0.176	0.630	**No**	-1858	3452164
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	1,187	2,069	0.574	0.630	Yes	-882	777924
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,074	2,950	0.364	0.575	**No**	-1876	3519376
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	14,576	13,076	1.115	0.325	Yes	1500	2250000
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	17,467	16,307	1.071	0.294	Yes	1160	1345600
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	22,955	15,103	1.520	0.303	**No**	7852	61653904
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	17,417	14,762	1.180	0.313	Yes	2655	7049025
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	13,182	11,701	1.127	0.340	Yes	1481	2193361
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	14,213	8,515	1.669	0.410	**No**	5698	32467204
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	739	2,081	0.355	0.630	**No**	-1342	1800964
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,521	2,262	0.672	0.630	Yes	-741	549081
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	2,852	3,056	0.933	0.575	Yes	-204	41616
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	2,382	3,152	0.756	0.575	Yes	-770	592900
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,340	2,647	0.506	0.575	Yes	-1307	1708249
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	7,035	3,420	2.057	0.575	**No**	3615	13068225
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	7,812	5,237	1.492	0.475	**No**	2575	6630625
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	60	925	0.065	0.683	**No**	-865	748225
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	8,486	5,729	1.481	0.475	**No**	2757	7601049
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	1,235	1,653	0.747	0.630	Yes	-418	174724
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	4,946	3,533	1.400	0.575	Yes	1413	1996569
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	5,556	4,587	1.211	0.520	Yes	969	938961
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,945	2,065	0.942	0.630	Yes	-120	14400
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	13,608	13,412	1.015	0.325	Yes	196	38416
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,697	8,385	0.202	0.410	**No**	-6688	44729344
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	6,956	9,473	0.734	0.380	Yes	-2517	6335289
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	5,961	9,607	0.620	0.380	Yes	-3646	13293316
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	617	2,529	0.244	0.575	**No**	-1912	3655744
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	3,369	2,652	1.270	0.575	Yes	717	514089
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	2,311	1,853	1.247	0.630	Yes	458	209764
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	6,599	4,681	1.410	0.520	Yes	1918	3678724
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	2,194	3,958	0.554	0.520	Yes	-1764	3111696
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	155	1,872	0.083	0.630	**No**	-1717	2948089
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	4,160	3,954	1.052	0.520	Yes	206	42436
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,701	2,738	0.621	0.575	Yes	-1037	1075369
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,636	4,076	0.401	0.520	**No**	-2440	5953600
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	5,145	3,313	1.553	0.575	Yes	1832	3356224
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	6,489	5,069	1.280	0.475	Yes	1420	2016400
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	42	801	0.052	0.683	**No**	-759	576081
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,449	1,610	0.900	0.630	Yes	-161	25921
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	4,239	2,380	1.781	0.630	**No**	1859	3455881
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	1,131	1,919	0.589	0.630	Yes	-788	620944
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	885	1,201	0.737	0.683	Yes	-316	99856
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	3,321	4,582	0.725	0.520	Yes	-1261	1590121
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	2,227	2,542	0.876	0.575	Yes	-315	99225
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	3,117	2,402	1.298	0.630	Yes	715	511225
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	28,124	20,042	1.403	0.275	**No**	8,082	65318724
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	32,970	17,861	1.846	0.286	**No**	15,109	228281881
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	34,415	26,645	1.292	0.252	**No**	7,770	60,372,900
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	30,409	21,366	1.423	0.270	**No**	9,043	81,775,849
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	32,928	20,614	1.597	0.275	**No**	12,314	151,634,596
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	40,587	30,955	1.311	0.241	**No**	9,632	92,775,424
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	41,032	31,673	1.295	0.241	**No**	9,359	87,590,881
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	41,767	34,656	1.205	0.235	Yes	7,111	50,566,321
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	43,331	28,202	1.536	0.248	**No**	15,129	228,886,641
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	44,108	39,120	1.128	0.224	Yes	4,988	24,880,144
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	44,488	31,982	1.391	0.241	**No**	12,506	156,400,036
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	36,031	27,432	1.313	0.252	**No**	8,599	73,942,801
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	54,332	40,244	1.350	0.219	**No**	14,088	198,471,744
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	56,881	44,800	1.270	0.214	**No**	12,081	145,950,561
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	39,820	31,313	1.272	0.241	**No**	8,507	72369049
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	38,153	31,755	1.201	0.241	Yes	6,398	40934404
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	40,364	28,926	1.395	0.244	**No**	11,438	130827844
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	49,612	29,552	1.679	0.244	**No**	20,060	402403600
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	40,119	28,321	1.417	0.248	**No**	11,798	139192804
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	36,131	36,420	0.992	0.229	Yes	-289	83521
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	2,807	2,261	1.241	0.630	Yes	546	298116
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	695	897	0.775	0.683	Yes	-202	40804
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	525	562	0.934	0.683	Yes	-37	1369
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	1,788	1,255	1.425	0.630	Yes	533	284089
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	1,977	1,016	1.946	0.683	**No**	961	923521
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	1,722	609	2.828	0.683	**No**	1,113	1238769
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	1,723	2023	0.852	0.63	Yes	-300	90000
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	2,248	930	2.417	0.683	**No**	1318	1737124
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	2,032	1957	1.038	0.63	Yes	75	5625
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	577	742	0.778	0.683	Yes	-165	27225
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	3,434	2948	1.165	0.575	Yes	486	236196
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	2,693	2404	1.120	0.63	Yes	289	83521
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	824	1071	0.769	0.683	Yes	-247	61009
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	920	1223	0.752	0.683	Yes	-303	91809
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	496	1169	0.424	0.683	Yes	-673	452929
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	836	1195	0.700	0.683	Yes	-359	128881
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	3437	1912	1.798	0.63	**No**	1525	2325625
10501	72137069	WB	SR 237	On Ramp from North 1st Street	2681	1276	2.101	0.63	**No**	1405	1974025
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1275	1182	1.079	0.683	Yes	93	8649

Local Roadway/Freeway/Ramp Results:	**1,183,991**	**978,041**	**Model/Count Ratio=**	**1.211**	**21%**
			Percent within Caltrans Maximum Deviation=	**63% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**54% < 30%**	
			Coefficient of Determination (R^2)=	**0.963 > 0.77**	
			Correlation Coefficient=	**0.981 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**66**	
			Link Outside Deviation=	**38**	

Local Roadway Results:	**345,699**	**349,530**	**Model/Count Ratio=**	**0.989**	**-1%**
			Percent within Caltrans Maximum Deviation=	**74% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**39% < 30%**	
			Coefficient of Determination (R^2)=	**0.857 > 0.77**	
			Correlation Coefficient=	**0.926 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**48**	
			Link Outside Deviation=	**17**	

Table A-14: Initial Model Validation Results - Screenlines Using AM Peak 4 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	783	1,137	0.689	0.64	Yes	-354	125316	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	738	1,125	0.656	0.64	Yes	-387	149769	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	19,922	14,941	1.333	0.52	Yes	4981	24810361	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	14,493	11,704	1.238	0.55	Yes	2789	7778521	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	21,226	15,236	1.393	0.51	Yes	5990	35880100	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	22,882	23,884	0.958	0.43	Yes	-1002	1004004	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	55	274	0.201	0.64	No	-219	47961	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	5	651	0.008	0.64	No	-646	417316	
				Westbound	43,642	40,236	1.085	0.36	Yes	3406	11600836	17%
				Eastbound	36,462	28,716	1.270	0.41	Yes	7746	60000516	54%
				Screenline 1: West of Santa Clara (North)	80,104	68,952	1.162	0.29	Yes	11152	124367104	46%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,578	2,359	0.669	0.64	Yes	-781	609961	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	986	1,461	0.675	0.64	Yes	-475	225625	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	226	624	0.362	0.64	Yes	-398	158404	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	799	2,041	0.391	0.64	Yes	-1242	1542564	
				Southbound	1,804	2,983	0.605	0.64	Yes	-1179	1390041	79%
				Northbound	1,785	3,502	0.510	0.63	Yes	-1717	2949089	98%
				Screenline 2: North Santa Clara	3,589	6,485	0.553	0.6	Yes	-2896	8386816	89%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	2,038	2,214	0.921	0.64	Yes	-176	30976	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	344	938	0.367	0.64	Yes	-594	352836	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	10,555	8,016	1.317	0.58	Yes	2539	6446521	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	4,021	5,060	0.795	0.61	Yes	-1039	1079521	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	18,953	11,211	1.691	0.55	No	7742	59938564	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	25,535	20,771	1.229	0.46	Yes	4764	22695696	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	19,922	14,941	1.333	0.52	Yes	4981	24810361	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	14,493	11,704	1.238	0.55	Yes	2789	7778521	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	3,507	3,506	1.000	0.63	Yes	1	1	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	4,979	2,223	2.240	0.64	No	2756	7595536	
				Westbound	61,557	49,448	1.245	0.33	Yes	12109	146627881	55%
				Eastbound	42,790	31,136	1.374	0.4	Yes	11654	135815716	84%
				Screenline 3: East of Santa Clara (North)	104,347	80,584	1.295	0.26	No	23763	564680169	93%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	273	1,563	0.175	0.64	No	-1290	1664100	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	125	693	0.180	0.64	No	-568	322624	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	3,985	6,479	0.615	0.6	Yes	-2494	6220036	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,971	2,994	0.992	0.64	Yes	-23	529	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	256	1,884	0.136	0.64	No	-1628	2650384	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	361	645	0.560	0.64	Yes	-284	80656	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	2,026	1,606	1.262	0.64	Yes	420	176400	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,343	1,046	1.284	0.64	Yes	297	88209	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,257	2,960	1.100	0.64	Yes	297	88209	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,342	1,721	1.942	0.64	No	1621	2627641	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	69	1,098	0.063	0.64	No	-1029	1058841	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	86	774	0.111	0.64	No	-688	473344	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,007	2,845	0.354	0.64	No	-1838	3378244	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	629	1,231	0.511	0.64	Yes	-602	362404	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	25,834	9,485	2.724	0.57	No	16349	267289801	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	23,778	20,067	1.185	0.46	Yes	3711	13771521	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,107	1,953	0.567	0.64	Yes	-846	715716	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	594	785	0.757	0.64	Yes	-191	36481	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,338	2,614	0.894	0.64	Yes	-276	76176	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	1,822	1,340	1.360	0.64	Yes	482	232324	
				Westbound	38,096	43,069	0.885	0.35	Yes	-4973	24730729	26%
				Eastbound	37,107	20,714	1.791	0.46	No	16393	268730449	177%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	75,203	63,783	1.179	0.30	Yes	11420	130416400	80%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	1,310	3,091	0.424	0.63	Yes	-1781	3171961	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	6,378	5,561	1.147	0.61	Yes	817	667489	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	9,427	7,861	1.199	0.59	Yes	1566	2452356	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	8,040	8,446	0.952	0.58	Yes	-406	164836	
				Southbound	10,737	10,952	0.980	0.56	Yes	-215	46225	3%
				Northbound	14,418	14,007	1.029	0.52	Yes	411	168921	4%
				Screenline 5: North-Central Santa Clara (North-South)	25,155	24,959	1.008	0.43	Yes	196	38416	2%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	779	588	1.325	0.64	Yes	191	36481	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	408	1,481	0.275	0.64	No	-1073	1151329	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	8,862	6,701	1.322	0.6	Yes	2161	4669921	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	8,555	8,061	1.061	0.58	Yes	494	244036	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,835	1,489	1.232	0.64	Yes	346	119716	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	2,029	2,725	0.745	0.64	Yes	-696	484416	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	7,512	8,088	0.929	0.58	Yes	-576	331776	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	6,096	5,324	1.145	0.61	Yes	772	595984	
				Southbound	18,988	16,866	1.126	0.49	Yes	2122	4502884	25%
				Northbound	17,088	17,591	0.971	0.48	Yes	-503	253009	6%
				Screenline 6: South of US 101	36,076	34,457	1.047	0.39	Yes	1619	2621161	13%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	2,955	3,697	0.799	0.63	Yes	-742	550564	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	7,031	8,389	0.838	0.58	Yes	-1358	1844164	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	446	473	0.943	0.64	Yes	-27	729	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	576	1,679	0.343	0.64	No	-1103	1216609	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,479	3,505	0.993	0.63	Yes	-26	676	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	9,703	8,196	1.184	0.58	Yes	1507	2271049	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	264	878	0.301	0.64	No	-614	376996	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	810	2,072	0.391	0.64	Yes	-1262	1592644	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,529	507	3.016	0.64	No	1022	1044484	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	782	1,346	0.581	0.64	Yes	-564	318096	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	810	1,046	0.774	0.64	Yes	-236	55696	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	2,200	3,786	0.581	0.63	Yes	-1586	2515396	
				Southbound	9,483	10,106	0.938	0.56	Yes	-623	388129	15%
				Northbound	21,102	25,468	0.829	0.42	Yes	-4366	19061956	42%
				Screenline 7: Central Santa Clara (north of El Camino Real)	30,585	35,574	0.860	0.38	Yes	-4989	24890121	49%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,932	4,479	1.101	0.62	Yes	453	205209	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	7,493	8,394	0.893	0.58	Yes	-901	811801	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	778	742	1.049	0.64	Yes	36	1296	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	798	1,354	0.589	0.64	Yes	-556	309136	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,565	1,696	0.923	0.64	Yes	-131	17161	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	3,580	1,617	2.214	0.64	No	1963	3853369	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	8,045	1,996	4.031	0.64	No	6049	36590401	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	6,168	6,519	0.946	0.6	Yes	-351	123201	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	18,406	9,400	1.958	0.57	No	9006	81108036	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	21,713	18,921	1.148	0.47	Yes	2792	7795264	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	16,908	18,210	0.929	0.48	Yes	-1302	1695204	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	19,223	18,210	1.056	0.48	Yes	1013	1026169	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,462	847	1.726	0.64	No	615	378225	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	2,777	1,533	1.811	0.64	No	1244	1547536	
				Southbound	52,096	37,370	1.394	0.38	No	14726	216855076	104%
				Northbound	61,752	56,548	1.092	0.31	Yes	5204	27081616	24%
				Screenline 8: South Santa Clara (north of Stevens Creek)	113,848	93,918	1.212	0.25	Yes	19930	397204900	79%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,576	2,058	1.252	0.64	Yes	518	268324	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	4,826	2,797	1.725	0.64	No	2029	4116841	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	19	164	0.116	0.64	No	-145	21025	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	23	637	0.036	0.64	No	-614	376996	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	5,086	1,481	3.434	0.64	No	3605	12996025	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,403	3,588	0.391	0.63	Yes	-2185	4774225	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,581	1,557	1.015	0.64	Yes	24	576	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	116	6,828	0.017	0.6	No	-6712	45050944	
				Southbound	9,262	5,260	1.761	0.61	No	4002	16016004	152%
				Northbound	6,368	13,850	0.460	0.53	No	-7482	55980324	108%
				Screenline 9: Southeastern Boundary of Santa Clara	15,630	19,110	0.818	0.47	Yes	-3480	12110400	52%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,727	1,450	1.191	0.64	Yes	277	76729	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	1,053	2,175	0.484	0.64	Yes	-1122	1258884	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	368	1,005	0.366	0.64	Yes	-637	405769	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,577	1,060	1.488	0.64	Yes	517	267289	
				Southbound	2,095	2,455	0.853	0.64	Yes	-360	129600	21%
				Northbound	2,630	3,235	0.813	0.63	Yes	-605	366025	26%
				Screenline 10: North-Central Santa Clara (from South/West)	4,725	5,690	0.830	0.61	Yes	-965	931225	34%

Total Count	**10**
Screenlines Within Deviation	**9**
Screenlines Outside Deviation	**1**
Percent within Caltrans Maximum Deviation	**90%**

Table A-15: Initial Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	37%	30%	No	34%	7%	No
Expressway	14	26%	30%	Yes	10%	25%	Yes
Collector	4	80%	30%	No	-75%	25%	No
Freeway Ramp	19	52%	30%	No	23%	20%	No
Major Arterial	47	47%	30%	No	-9%	25%	Yes
Overall	104	54%	30%	No	21%	N/A	

Table A-16: Initial Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	7	101%	116%	Yes	7%	200%	Yes
2500	28	51%	116%	Yes	-7%	100%	Yes
5000	28	43%	116%	Yes	-10%	50%	Yes
10000	10	47%	43%	No	0%	25%	Yes
20000	12	37%	28%	No	18%	20%	Yes
25000	3	48%	25%	No	47%	20%	No
40000	14	34%	25%	No	30%	15%	No
50000	2	31%	30%	No	31%	15%	No
60000	0	N/A	30%	N/A	N/A	10%	N/A

Table A-17: Initial Model Validation Results Summary - PM Peak 4 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	2,317	4,138	0.560	0.520	Yes	-1821	3316041
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	2,267	6,783	0.334	0.440	No	-4516	20394256
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	9,488	10,326	0.919	0.359	Yes	-838	702244
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	13,160	13,803	0.953	0.313	Yes	-643	413449
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	16,244	20,222	0.803	0.275	Yes	-3978	15824484
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	16,826	21,233	0.792	0.275	Yes	-4407	19421649
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	12,684	19,313	0.657	0.280	No	-6629	43943641
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	15,145	21,677	0.699	0.270	No	-6532	42667024
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	2,826	6,098	0.463	0.475	No	-3272	10705984
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	8,775	14,657	0.599	0.313	No	-5882	34597924
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	6,987	9,053	0.772	0.380	Yes	-2066	4268356
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	1,738	5,837	0.298	0.475	No	-4099	16801801
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,267	4,730	0.268	0.520	No	-3463	11992369
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,749	4,545	0.385	0.520	No	-2796	7817616
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	1,060	4,153	0.255	0.520	No	-3093	9566649
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	4,330	6,660	0.650	0.440	Yes	-2330	5428900
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	3,485	5,173	0.674	0.475	Yes	-1688	2849344
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	4,623	6,943	0.666	0.440	Yes	-2320	5382400
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	4,285	7,197	0.595	0.440	Yes	-2912	8479744
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	9,164	7,917	1.158	0.410	Yes	1247	1555009
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	2,077	4,751	0.437	0.520	No	-2674	7150276
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	1,443	3,481	0.415	0.575	No	-2038	4153444
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,223	6,370	0.192	0.440	No	-5147	26491609
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	19,989	20,339	0.983	0.275	Yes	-350	122500
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	23,400	23,847	0.981	0.260	Yes	-447	199809
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	26,347	19,855	1.327	0.280	No	6492	42146064
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	22,864	22,463	1.018	0.270	Yes	401	160801
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	22,797	17,668	1.290	0.286	No	5129	26306641
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	16,339	14,282	1.144	0.313	Yes	2057	4231249
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	900	3,768	0.239	0.520	No	-2868	8225424
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	2,933	5,157	0.569	0.475	Yes	-2224	4946176
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	4,509	6,879	0.655	0.440	Yes	-2370	5616900
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	4,228	7,104	0.595	0.440	Yes	-2876	8271376
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	2,100	4,349	0.483	0.520	Yes	-2249	5058001
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	7,562	5,407	1.399	0.475	Yes	2155	4644025
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	9,697	7,049	1.376	0.440	Yes	2648	7011904
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	54	2,870	0.019	0.575	No	-2816	7929856
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	10,803	8,802	1.227	0.380	Yes	2001	4004001
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	1,854	3,243	0.572	0.575	Yes	-1389	1929321
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	4,998	4,987	1.002	0.520	Yes	11	121
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	6,050	5,928	1.021	0.475	Yes	122	14884
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,517	3,012	0.504	0.575	Yes	-1495	2235025
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	16,630	17,838	0.932	0.286	Yes	-1208	1459264
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	2,913	12,381	0.235	0.340	No	-9468	89643024
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	11,944	15,662	0.763	0.303	Yes	-3718	13823524
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	11,745	15,632	0.751	0.303	Yes	-3887	15108769
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	971	5,125	0.189	0.475	No	-4154	17255716
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	3,353	4,558	0.736	0.520	Yes	-1205	1452025
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	3,096	2,955	1.048	0.575	Yes	141	19881
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	9,269	10,521	0.881	0.359	Yes	-1252	1567504
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	3,325	7,434	0.447	0.440	**No**	-4109	16883881
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	193	3,478	0.055	0.575	**No**	-3285	10791225
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	5,530	7,282	0.759	0.440	Yes	-1752	3069504
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	3,202	4,533	0.706	0.520	Yes	-1331	1771561
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	2,364	8,958	0.264	0.380	**No**	-6594	43480836
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	5,251	6,292	0.835	0.440	Yes	-1041	1083681
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	7,200	9,334	0.771	0.380	Yes	-2134	4553956
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	115	1,464	0.079	0.630	**No**	-1349	1819801
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,684	3,302	0.510	0.575	Yes	-1618	2617924
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	4,830	5,226	0.924	0.475	Yes	-396	156816
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	1,392	2,757	0.505	0.575	Yes	-1365	1863225
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	1,172	2,398	0.489	0.630	Yes	-1226	1503076
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	6,606	10,055	0.657	0.359	Yes	-3449	11895601
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	3,292	4,780	0.689	0.520	Yes	-1488	2214144
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	3,459	4,193	0.825	0.520	Yes	-734	538756
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	31,783	24,180	1.314	0.26	**No**	7,603	57805609
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	35,237	22,674	1.554	0.265	**No**	12,563	157828969
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	36,017	31,854	1.131	0.241	Yes	4,163	17,330,569
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	33,371	28,827	1.158	0.244	Yes	4,544	20,647,936
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	35,450	29,167	1.215	0.244	Yes	6,283	39,476,089
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	44,394	39,195	1.133	0.224	Yes	5,199	27,029,601
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	44,689	36,754	1.216	0.229	Yes	7,935	62,964,225
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	45,305	40,157	1.128	0.219	Yes	5,148	26,501,904
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	46,450	35,797	1.298	0.229	**No**	10,653	113,486,409
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	47,037	40,329	1.166	0.219	Yes	6,708	44,997,264
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	49,721	36,531	1.361	0.229	**No**	13,190	173,976,100
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	38,058	28,792	1.322	0.244	**No**	9,266	85,858,756
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	57,650	50,089	1.151	0.199	Yes	7,561	57,168,721
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	61,799	50,792	1.217	0.199	**No**	11,007	121,154,049
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	40,746	39,342	1.036	0.224	Yes	1,404	1971216
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	40,652	34,928	1.164	0.235	Yes	5,724	32764176
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	42,156	35,672	1.182	0.229	Yes	6,484	42042256
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	53,028	40,996	1.293	0.219	**No**	12,032	144769024
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	43,756	40,764	1.073	0.219	Yes	2,992	8952064
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	35,545	41,074	0.865	0.219	Yes	-5,529	30569841
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	1,300	2,278	0.571	0.630	Yes	-978	956484
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	2,482	1,810	1.371	0.630	Yes	672	451584
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	2,579	2,573	1.002	0.575	Yes	6	36
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	2,751	1,618	1.700	0.630	**No**	1,133	1283689
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	1,917	1,405	1.364	0.630	Yes	512	262144
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	2,381	1,422	1.674	0.630	**No**	959	919681
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	2,368	1560	1.518	0.63	Yes	808	652864
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	2,516	1193	2.109	0.683	**No**	1323	1750329
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	1,342	1607	0.835	0.63	Yes	-265	70225
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	1,722	1364	1.262	0.63	Yes	358	128164
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	2,753	3957	0.696	0.52	Yes	-1204	1449616
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	1,075	2215	0.485	0.63	Yes	-1140	1299600
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	1092	1741	0.627	0.63	Yes	-649	421201
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	1411	1494	0.944	0.63	Yes	-83	6889
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	2209	3101	0.712	0.575	Yes	-892	795664
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	854	1382	0.618	0.63	Yes	-528	278784
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	2622	1927	1.361	0.63	Yes	695	483025
10501	72137069	WB	SR 237	On Ramp from North 1st Street	2728	2968	0.919	0.575	Yes	-240	57600
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1849	2684	0.689	0.575	Yes	-835	697225

Local Roadway/Freeway/Ramp Results:	**1,342,435**	**1,334,440**	**Model/Count Ratio=**	**1.006** **1%**
			Percent within Caltrans Maximum Deviation=	**69% > 75%**
			Percent Root Mean Square Error (RMSE)=	**34% < 30%**
			Coefficient of Determination (R^2)=	**0.956 > 0.77**
			Correlation Coefficient=	**0.978 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**72**
			Link Outside Deviation=	**32**

Local Roadway Results:	**441,640**	**568,227**	**Model/Count Ratio=**	**0.777** **-22%**
			Percent within Caltrans Maximum Deviation=	**66% > 75%**
			Percent Root Mean Square Error (RMSE)=	**37% < 30%**
			Coefficient of Determination (R^2)=	**0.846 > 0.77**
			Correlation Coefficient=	**0.920 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**43**
			Link Outside Deviation=	**22**

Table A-18: Initial Model Validation Results - Screenlines Using PM Peak 4 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,025	1,984	0.517	0.64	Yes	-959	919681	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	1,908	3,173	0.601	0.63	Yes	-1265	1600225	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	16,236	13,355	1.216	0.53	Yes	2881	8300161	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	19,781	18,499	1.069	0.48	Yes	1282	1643524	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	23,725	18,910	1.255	0.47	Yes	4815	23184225	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	23,312	21,419	1.088	0.45	Yes	1893	3583449	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	28	1,114	0.025	0.64	**No**	-1086	1179396	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	26	1,756	0.015	0.64	**No**	-1730	2992900	
				Westbound	40,601	37,872	1.072	0.37	Yes	2729	7447441	14%
				Eastbound	45,440	42,338	1.073	0.36	Yes	3102	9622404	15%
				Screenline 1: West of Santa Clara (North)	86,041	80,210	1.073	0.26	Yes	5831	34000561	21%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,399	2,981	0.469	0.64	Yes	-1582	2502724	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,427	3,117	0.458	0.63	Yes	-1690	2856100	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	519	3,182	0.163	0.63	**No**	-2663	7091569	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	541	971	0.557	0.64	Yes	-430	184900	
				Southbound	1,918	6,163	0.311	0.6	**No**	-4245	18020025	138%
				Northbound	1,968	4,088	0.481	0.62	Yes	-2120	4494400	104%
				Screenline 2: North Santa Clara	3,886	10,251	0.379	0.56	**No**	-6365	40513225	124%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,119	2,284	0.490	0.64	Yes	-1165	1357225	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	3,109	4,820	0.645	0.62	Yes	-1711	2927521	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	9,174	9,095	1.009	0.57	Yes	79	6241	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	10,815	11,244	0.962	0.55	Yes	-429	184041	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	26,593	18,457	1.441	0.48	Yes	8136	66194496	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	23,128	18,074	1.280	0.48	Yes	5054	25542916	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	16,236	13,355	1.216	0.53	Yes	2881	8300161	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	19,781	18,499	1.069	0.48	Yes	1282	1643524	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	5,197	4,076	1.275	0.62	Yes	1121	1256641	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	5,606	4,726	1.186	0.62	Yes	880	774400	
				Westbound	54,854	46,884	1.170	0.34	Yes	7970	63520900	38%
				Eastbound	65,904	57,746	1.141	0.31	Yes	8158	66552964	32%
				Screenline 3: East of Santa Clara (North)	120,758	104,630	1.154	0.24	Yes	16128	260112384	49%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	994	1,378	0.721	0.64	Yes	-384	147456	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	1,083	3,373	0.321	0.63	**No**	-2290	5244100	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,519	5,502	0.821	0.61	Yes	-983	966289	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	7,425	10,160	0.731	0.56	Yes	-2735	7480225	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	634	1,359	0.467	0.64	Yes	-725	525625	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	337	3,766	0.089	0.63	**No**	-3429	11758041	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,396	1,967	0.710	0.64	Yes	-571	326041	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,957	2,591	0.755	0.64	Yes	-634	401956	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	4,628	4,561	1.015	0.62	Yes	67	4489	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	4,641	5,960	0.779	0.61	Yes	-1319	1739761	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	103	1,703	0.060	0.64	**No**	-1600	2560000	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	90	1,775	0.051	0.64	**No**	-1685	2839225	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	885	3,418	0.259	0.63	**No**	-2533	6416089	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,479	5,540	0.267	0.61	**No**	-4061	16491721	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	30,553	20,416	1.497	0.46	**No**	10137	102758769	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	22,475	20,580	1.092	0.46	Yes	1895	3591025	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	943	1,783	0.529	0.64	Yes	-840	705600	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	2,259	2,750	0.821	0.64	Yes	-491	241081	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,935	3,156	0.930	0.63	Yes	-221	48841	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	2,595	4,126	0.629	0.62	Yes	-1531	2343961	
				Westbound	39,512	45,407	0.870	0.34	Yes	-5895	34751025	29%
				Eastbound	52,419	60,457	0.867	0.3	Yes	-8038	64609444	30%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	91,931	105,864	0.868	0.24	Yes	-13933	194128489	59%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	5,989	9,481	0.632	0.57	Yes	-3492	12194064	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	2,786	5,176	0.538	0.61	Yes	-2390	5712100	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	12,574	13,309	0.945	0.53	Yes	-735	540225	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	10,826	10,538	1.027	0.56	Yes	288	82944	
				Southbound	18,563	22,790	0.815	0.44	Yes	-4227	17867529	26%
				Northbound	13,612	15,714	0.866	0.5	Yes	-2102	4418404	19%
				Screenline 5: North-Central Santa Clara (North-South)	32,175	38,504	0.836	0.37	Yes	-6329	40056241	33%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	335	2,434	0.138	0.64	**No**	-2099	4405801	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	1,108	1,047	1.058	0.64	Yes	61	3721	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	12,847	13,249	0.970	0.53	Yes	-402	161604	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	10,017	9,214	1.087	0.57	Yes	803	644809	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	3,488	4,778	0.730	0.62	Yes	-1290	1664100	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	1,135	2,165	0.524	0.64	Yes	-1030	1060900	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	6,091	6,588	0.925	0.6	Yes	-497	247009	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	10,539	11,250	0.937	0.55	Yes	-711	505521	
				Southbound	22,761	27,049	0.841	0.42	Yes	-4288	18386944	32%
				Northbound	22,799	23,676	0.963	0.44	Yes	-877	769129	7%
				Screenline 6: South of US 101	45,560	50,725	0.898	0.32	Yes	-5165	26677225	29%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	8,933	12,481	0.716	0.54	Yes	-3548	12588304	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,751	6,832	0.549	0.6	Yes	-3081	9492561	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	733	3,423	0.214	0.63	**No**	-2690	7236100	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	534	1,307	0.409	0.64	Yes	-773	597529	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	11,999	12,249	0.980	0.54	Yes	-250	62500	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	10,798	5,419	1.993	0.61	**No**	5379	28933641	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	872	4,398	0.198	0.62	**No**	-3526	12432676	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	351	1,972	0.178	0.64	**No**	-1621	2627641	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,045	2,052	0.509	0.64	Yes	-1007	1014049	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	2,051	903	2.271	0.64	**No**	1148	1317904	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	3,093	5,255	0.589	0.61	Yes	-2162	4674244	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	1,192	1,942	0.614	0.64	Yes	-750	562500	
				Southbound	26,675	39,858	0.669	0.37	Yes	-13183	173791489	81%
				Northbound	18,677	18,375	1.016	0.48	Yes	302	91204	4%
				Screenline 7: Central Santa Clara (north of El Camino Real)	45,352	58,233	0.779	0.31	Yes	-12881	165920161	77%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	9,258	13,284	0.697	0.53	Yes	-4026	16208676	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	5,887	8,393	0.701	0.58	Yes	-2506	6280036	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	821	2,584	0.318	0.64	**No**	-1763	3108169	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	928	1,961	0.473	0.64	Yes	-1033	1067089	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,964	3,210	0.923	0.63	Yes	-246	60516	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,287	3,082	0.742	0.63	Yes	-795	632025	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	9,113	10,447	0.872	0.56	Yes	-1334	1779556	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	7,226	3,835	1.884	0.63	**No**	3391	11498881	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	23,004	21,439	1.073	0.45	Yes	1565	2449225	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	20,752	19,325	1.074	0.47	Yes	1427	2036329	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	20,370	20,537	0.992	0.46	Yes	-167	27889	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	15,175	20,537	0.739	0.46	Yes	-5362	28751044	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,796	3,020	0.926	0.63	Yes	-224	50176	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	2,034	2,206	0.922	0.64	Yes	-172	29584	
				Southbound	68,326	74,521	0.917	0.28	Yes	-6195	38378025	22%
				Northbound	54,289	59,339	0.915	0.31	Yes	-5050	25502500	23%
				Screenline 8: South Santa Clara (north of Stevens Creek)	122,615	133,860	0.916	0.22	Yes	-11245	126450025	31%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	5,090	4,894	1.040	0.62	Yes	196	38416	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	4,074	3,023	1.348	0.63	Yes	1051	1104601	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	105	1,007	0.104	0.64	**No**	-902	813604	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	10	457	0.022	0.64	**No**	-447	199809	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,165	6,127	0.353	0.6	**No**	-3962	15697444	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	5,035	3,207	1.570	0.63	Yes	1828	3341584	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	806	9,263	0.087	0.57	**No**	-8457	71520849	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	2,107	3,118	0.676	0.63	Yes	-1011	1022121	
				Southbound	8,166	21,291	0.384	0.45	**No**	-13125	172265625	123%
				Northbound	11,226	9,805	1.145	0.57	Yes	1421	2019241	29%
				Screenline 9: Southeastern Boundary of Santa Clara	19,392	31,096	0.624	0.4	Yes	-11704	136983616	106%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	2,493	3,122	0.799	0.63	Yes	-629	395641	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	992	2,051	0.484	0.64	Yes	-1059	1121481	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	171	1,642	0.104	0.64	**No**	-1471	2163841	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,346	1,370	0.982	0.64	Yes	-24	576	
				Southbound	2,664	4,764	0.559	0.62	Yes	-2100	4410000	62%
				Northbound	2,338	3,421	0.683	0.63	Yes	-1083	1172889	45%
				Screenline 10: North-Central Santa Clara (from South/West)	5,002	8,185	0.611	0.58	Yes	-3183	10131489	78%

Total Count	**10**
Screenlines Within Deviation	**9**
Screenlines Outside Deviation	**1**
Percent within Caltrans Maximum Deviation	**90%**

Table A-19: Initial Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	22%	30%	Yes	19%	7%	No
Expressway	14	22%	30%	Yes	-7%	25%	Yes
Collector	4	90%	30%	No	-83%	25%	No
Freeway Ramp	19	39%	30%	No	-1%	20%	Yes
Major Arterial	47	47%	30%	No	-33%	25%	No
Overall	104	34%	30%	No	1%	N/A	

Table A-20: Initial Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	16	52%	116%	Yes	1%	100%	Yes
5000	25	52%	116%	Yes	-43%	50%	Yes
10000	24	45%	43%	No	-29%	25%	No
20000	13	32%	28%	No	-12%	20%	Yes
25000	8	27%	25%	No	3%	20%	Yes
40000	11	22%	25%	Yes	20%	15%	No
50000	5	18%	30%	Yes	11%	15%	Yes
60000	2	19%	30%	Yes	18%	10%	No
90000	0	N/A	19%	N/A	N/A	10%	N/A

Table A-21: Initial Model Validation Results Summary - Midday 6 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	2,115	5,924	0.357	0.475	No	-3809	14508481
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	2,461	7,621	0.323	0.410	No	-5160	26625600
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	11,819	14,407	0.820	0.313	Yes	-2588	6697744
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	13,679	19,764	0.692	0.280	No	-6085	37027225
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	20,860	29,289	0.712	0.244	No	-8429	71048041
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	15,251	29,288	0.521	0.244	No	-14037	197037369
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	10,337	24,683	0.419	0.260	No	-14346	205807716
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	15,710	25,868	0.607	0.255	No	-10158	103184964
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	3,495	9,493	0.368	0.380	No	-5998	35976004
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	9,660	20,372	0.474	0.275	No	-10712	114746944
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	7,269	10,846	0.670	0.359	Yes	-3577	12794929
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	1,392	5,370	0.259	0.475	No	-3978	15824484
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,129	4,594	0.246	0.520	No	-3465	12006225
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	2,941	4,788	0.614	0.520	Yes	-1847	3411409
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	747	4,459	0.168	0.520	No	-3712	13778944
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	5,180	7,190	0.720	0.440	Yes	-2010	4040100
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	2,055	5,970	0.344	0.475	No	-3915	15327225
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	3,477	7,368	0.472	0.440	No	-3891	15139881
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	2,138	7,446	0.287	0.440	No	-5308	28174864
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	7,704	8,166	0.943	0.410	Yes	-462	213444
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	522	5,241	0.100	0.475	No	-4719	22268961
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	1,085	4,050	0.268	0.520	No	-2965	8791225
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	906	6,200	0.146	0.475	No	-5294	28026436
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	10,858	22,348	0.486	0.270	No	-11490	132020100
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	17,003	28,786	0.591	0.244	No	-11783	138839089
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	23,316	24,940	0.935	0.260	Yes	-1624	2637376
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	15,931	26,520	0.601	0.252	No	-10589	112126921
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	14,806	19,446	0.761	0.280	Yes	-4640	21529600
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	12,077	12,451	0.970	0.340	Yes	-374	139876
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	533	3,611	0.148	0.575	No	-3078	9474084
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,199	4,409	0.272	0.520	No	-3210	10304100
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	2,712	6,914	0.392	0.440	No	-4202	17656804
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,898	5,548	0.342	0.475	No	-3650	13322500
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,372	4,813	0.285	0.520	No	-3441	11840481
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	6,791	6,055	1.122	0.475	Yes	736	541696
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	6,114	8,402	0.728	0.410	Yes	-2288	5234944
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	57	3,275	0.017	0.575	No	-3218	10355524
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	10,246	10,973	0.934	0.359	Yes	-727	528529
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	917	3,226	0.284	0.575	No	-2309	5331481
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	4,954	6,550	0.756	0.440	Yes	-1596	2547216
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	9,310	8,614	1.081	0.410	Yes	696	484416
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	882	3,853	0.229	0.520	No	-2971	8826841
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	13,150	21,487	0.612	0.270	No	-8337	69505569
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,057	12,947	0.082	0.325	No	-11890	141372100
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	3,613	14,225	0.254	0.313	No	-10612	112614544
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	2,477	13,422	0.185	0.325	No	-10945	119793025
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	735	5,197	0.141	0.475	No	-4462	19909444
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	3,578	3,818	0.937	0.520	Yes	-240	57600
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,861	2,514	0.740	0.575	Yes	-653	426409
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	4,896	12,698	0.386	0.325	**No**	-7802	60871204
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,755	9,578	0.183	0.380	**No**	-7823	61199329
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	237	3,347	0.071	0.575	**No**	-3110	9672100
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	3,980	7,771	0.512	0.410	**No**	-3791	14371681
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,294	3,976	0.325	0.520	**No**	-2682	7193124
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,459	10,882	0.134	0.359	**No**	-9423	88792929
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	4,865	7,547	0.645	0.410	Yes	-2682	7193124
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	5,375	9,696	0.554	0.380	**No**	-4321	18671041
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	20	1,196	0.017	0.683	**No**	-1176	1382976
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,168	3,391	0.344	0.575	**No**	-2223	4941729
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	4,583	5,799	0.790	0.475	Yes	-1216	1478656
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	946	3,262	0.290	0.575	**No**	-2316	5363856
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	782	2,335	0.335	0.630	**No**	-1553	2411809
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	1,107	11,740	0.094	0.340	**No**	-10633	113060689
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	2,071	4,634	0.447	0.520	**No**	-2563	6568969
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	2,954	3,887	0.760	0.520	Yes	-933	870489
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	35,573	28,940	1.229	0.244	Yes	6,633	43996689
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	43,565	27,710	1.572	0.248	**No**	15,855	251381025
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	45,571	42,146	1.081	0.219	Yes	3,425	11,730,625
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	42,217	38,271	1.103	0.224	Yes	3,946	15,570,916
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	45,823	35,927	1.275	0.229	**No**	9,896	97,930,816
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	56,802	48,426	1.173	0.204	Yes	8,376	70,157,376
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	57,213	48,179	1.188	0.204	Yes	9,034	81,613,156
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	55,345	56,506	0.979	0.190	Yes	-1,161	1,347,921
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	56,786	46,899	1.211	0.209	**No**	9,887	97,752,769
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	57,386	67,723	0.847	0.166	Yes	-10,337	106,853,569
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	62,074	56,559	1.098	0.190	Yes	5,515	30,415,225
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	47,026	46,032	1.022	0.209	Yes	994	988,036
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	73,820	63,433	1.164	0.175	Yes	10,387	107,889,769
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	78,901	69,414	1.137	0.166	Yes	9,487	90,003,169
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	53,883	52,503	1.026	0.195	Yes	1,380	1904400
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	54,126	49,969	1.083	0.204	Yes	4,157	17280649
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	56,456	49,759	1.135	0.204	Yes	6,697	44849809
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	60,628	51,276	1.182	0.199	Yes	9,352	87459904
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	46,945	49,016	0.958	0.204	Yes	-2,071	4289041
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	45,937	54,422	0.844	0.195	Yes	-8,485	71995225
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	3,124	4,273	0.731	0.520	Yes	-1,149	1320201
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	1,660	2,774	0.598	0.575	Yes	-1,114	1240996
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	2,522	3,016	0.836	0.575	Yes	-494	244036
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	2,068	2,527	0.818	0.575	Yes	-459	210681
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	3,297	2,324	1.419	0.630	Yes	973	946729
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	2,216	1,789	1.239	0.630	Yes	427	182329
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	2,182	2899	0.753	0.575	Yes	-717	514089
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	2,671	2061	1.296	0.63	Yes	610	372100
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	1,383	2963	0.467	0.575	Yes	-1580	2496400
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	1,697	1952	0.869	0.63	Yes	-255	65025
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	2,463	3721	0.662	0.575	Yes	-1258	1582564
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	2,608	4058	0.643	0.52	Yes	-1450	2102500
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	1211	2171	0.558	0.63	Yes	-960	921600
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	1375	1825	0.753	0.63	Yes	-450	202500
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	1984	4013	0.494	0.52	Yes	-2029	4116841
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	1460	2945	0.496	0.575	Yes	-1485	2205225
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	3556	3508	1.014	0.575	Yes	48	2304
10501	72137069	WB	SR 237	On Ramp from North 1st Street	3361	2799	1.201	0.575	Yes	562	315844
10502	818510716	EB	SR 237	On Ramp from North 1st Street	2103	3309	0.636	0.575	Yes	-1206	1454436

Local Roadway/Freeway/Ramp Results:	**1,465,889**	**1,692,517**	**Model/Count Ratio=**	**0.866** **-13%**
			Percent within Caltrans Maximum Deviation=	**51% > 75%**
			Percent Root Mean Square Error (RMSE)=	**36% < 30%**
			Coefficient of Determination (R^2)=	**0.935 > 0.77**
			Correlation Coefficient=	**0.967 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**53**
			Link Outside Deviation=	**51**

Local Roadway Results:	**346,871**	**654,480**	**Model/Count Ratio=**	**0.530** **-47%**
			Percent within Caltrans Maximum Deviation=	**28% > 75%**
			Percent Root Mean Square Error (RMSE)=	**60% < 30%**
			Coefficient of Determination (R^2)=	**0.788 > 0.77**
			Correlation Coefficient=	**0.888 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**18**
			Link Outside Deviation=	**47**

Table A-22: Initial Model Validation Results - Screenlines Using Midday 6 Hour Two-Way Traffic Volumes

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	411	1,906	0.216	0.64	**No**	-1495	2235025	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	788	2,503	0.315	0.64	**No**	-1715	2941225	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	23,890	19,606	1.219	0.47	Yes	4284	18352656	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	21,681	22,540	0.962	0.44	Yes	-859	737881	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	29,350	33,608	0.873	0.39	Yes	-4258	18130564	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	28,036	34,115	0.822	0.39	Yes	-6079	36954241	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	38	1,361	0.028	0.64	**No**	-1323	1750329	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	19	1,914	0.010	0.64	**No**	-1895	3591025	
				Westbound	52,375	56,988	0.919	0.31	Yes	-4613	21279769	16%
				Eastbound	51,838	60,565	0.856	0.3	Yes	-8727	76160529	29%
				Screenline 1: West of Santa Clara (North)	104,213	117,553	0.887	0.23	Yes	-13340	177955600	32%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,883	4,964	0.379	0.62	**No**	-3081	9492561	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,612	4,529	0.356	0.62	**No**	-2917	8508889	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	270	1,832	0.147	0.64	**No**	-1562	2439844	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	477	2,627	0.182	0.64	**No**	-2150	4622500	
				Southbound	2,153	6,796	0.317	0.6	**No**	-4643	21557449	137%
				Northbound	2,089	7,156	0.292	0.59	**No**	-5067	25674489	142%
				Screenline 2: North Santa Clara	4,242	13,952	0.304	0.53	**No**	-9710	94284100	139%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	921	3,028	0.304	0.63	**No**	-2107	4439449	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	977	2,520	0.388	0.64	Yes	-1543	2380849	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	6,491	11,344	0.572	0.55	Yes	-4853	23551609	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	4,367	11,004	0.397	0.55	**No**	-6637	44049769	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	30,491	26,570	1.148	0.42	Yes	3921	15374241	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	31,583	29,989	1.053	0.41	Yes	1594	2540836	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	23,890	19,606	1.219	0.47	Yes	4284	18352656	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	21,681	22,540	0.962	0.44	Yes	-859	737881	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	5,578	5,737	0.972	0.61	Yes	-159	25281	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	4,668	5,236	0.892	0.61	Yes	-568	322624	
				Westbound	68,463	69,704	0.982	0.29	Yes	-1241	1540081	4%
				Eastbound	62,184	67,870	0.916	0.29	Yes	-5686	32330596	19%
				Screenline 3: East of Santa Clara (North)	130,647	137,574	0.950	0.21	Yes	-6927	47983329	16%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	290	2,643	0.110	0.64	**No**	-2353	5536609	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	232	2,598	0.089	0.64	**No**	-2366	5597956	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	1,561	7,421	0.210	0.59	**No**	-5860	34339600	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,052	6,804	0.302	0.6	**No**	-4752	22581504	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	400	2,849	0.140	0.64	**No**	-2449	5997601	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	335	2,348	0.143	0.64	**No**	-2013	4052169	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,847	1,987	0.930	0.64	Yes	-140	19600	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,731	1,831	0.945	0.64	Yes	-100	10000	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	2,378	6,441	0.369	0.6	**No**	-4063	16507969	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	2,518	6,257	0.402	0.6	Yes	-3739	13980121	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	117	1,817	0.064	0.64	**No**	-1700	2890000	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	120	1,530	0.078	0.64	**No**	-1410	1988100	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	892	5,592	0.160	0.61	**No**	-4700	22090000	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	567	5,290	0.107	0.61	**No**	-4723	22306729	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	34,725	23,104	1.503	0.44	**No**	11621	135047641	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	25,903	28,172	0.919	0.41	Yes	-2269	5148361	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	661	2,179	0.303	0.64	**No**	-1518	2304324	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	633	1,797	0.352	0.64	**No**	-1164	1354896	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,203	4,118	0.535	0.62	Yes	-1915	3667225	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	1,777	3,653	0.486	0.63	Yes	-1876	3519376	
				Westbound	36,252	63,219	0.573	0.3	**No**	-26967	727219089	95%
				Eastbound	44,690	55,212	0.809	0.31	Yes	-10522	110712484	43%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	80,942	118,431	0.683	0.23	**No**	-37489	1405425121	142%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	4,561	9,363	0.487	0.57	Yes	-4802	23059204	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	5,099	11,009	0.463	0.55	Yes	-5910	34928100	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	8,619	13,737	0.627	0.53	Yes	-5118	26193924	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	8,384	15,049	0.557	0.51	Yes	-6665	44422225	
				Southbound	13,180	23,100	0.571	0.44	Yes	-9920	98406400	61%
				Northbound	13,483	26,058	0.517	0.42	**No**	-12575	158130625	68%
				Screenline 5: North-Central Santa Clara (North-South)	26,663	49,158	0.542	0.33	**No**	-22495	506025025	92%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	563	1,702	0.331	0.64	**No**	-1139	1297321	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	522	2,348	0.222	0.64	**No**	-1826	3334276	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	8,858	13,489	0.657	0.53	Yes	-4631	21446161	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	7,073	13,031	0.543	0.53	Yes	-5958	35497764	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	2,076	3,535	0.587	0.63	Yes	-1459	2128681	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	1,401	3,833	0.366	0.63	**No**	-2432	5914624	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	5,897	10,734	0.549	0.56	Yes	-4837	23396569	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	7,253	10,753	0.675	0.56	Yes	-3500	12250000	
				Southbound	17,394	29,460	0.590	0.41	Yes	-12066	145588356	82%
				Northbound	16,249	29,965	0.542	0.41	**No**	-13716	188128656	92%
				Screenline 6: South of US 101	33,643	59,425	0.566	0.31	**No**	-25782	664711524	123%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	5,189	10,935	0.475	0.56	Yes	-5746	33016516	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	5,148	13,748	0.374	0.53	**No**	-8600	73960000	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	577	2,162	0.267	0.64	**No**	-1585	2512225	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	552	2,432	0.227	0.64	**No**	-1880	3534400	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	4,802	8,531	0.563	0.58	Yes	-3729	13905441	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	10,004	10,915	0.917	0.56	Yes	-911	829921	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	421	2,870	0.147	0.64	**No**	-2449	5997601	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	485	3,330	0.146	0.63	**No**	-2845	8094025	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,002	1,074	0.933	0.64	Yes	-72	5184	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	859	1,440	0.597	0.64	Yes	-581	337561	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	990	3,315	0.299	0.63	**No**	-2325	5405625	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	1,148	4,131	0.278	0.62	**No**	-2983	8898289	
				Southbound	12,981	28,887	0.449	0.41	**No**	-15906	253000836	135%
				Northbound	18,196	35,996	0.506	0.38	**No**	-17800	316840000	121%
				Screenline 7: Central Santa Clara (north of El Camino Real)	31,177	64,883	0.481	0.30	**No**	-33706	1136094436	180%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	7,469	11,878	0.629	0.55	Yes	-4409	19439281	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	8,241	13,990	0.589	0.53	Yes	-5749	33051001	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,147	2,175	0.527	0.64	Yes	-1028	1056784	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,794	2,613	0.687	0.64	Yes	-819	670761	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,147	3,636	0.590	0.63	Yes	-1489	2217121	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,718	3,911	0.695	0.63	Yes	-1193	1423249	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	7,751	5,625	1.378	0.61	Yes	2126	4519876	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	4,326	6,826	0.634	0.6	Yes	-2500	6250000	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	25,031	22,118	1.132	0.45	Yes	2913	8485569	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	21,914	26,898	0.815	0.42	Yes	-4984	24840256	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	24,744	27,211	0.909	0.42	Yes	-2467	6086089	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	21,193	27,211	0.779	0.42	Yes	-6018	36216324	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,035	2,791	0.729	0.64	Yes	-756	571536	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	2,548	3,008	0.847	0.63	Yes	-460	211600	
				Southbound	70,324	75,434	0.932	0.27	Yes	-5110	26112100	18%
				Northbound	62,734	84,457	0.743	0.26	Yes	-21723	471888729	68%
				Screenline 8: South Santa Clara (north of Stevens Creek)	133,058	159,891	0.832	0.21	Yes	-26833	720009889	63%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	3,275	3,971	0.825	0.63	Yes	-696	484416	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	4,429	4,195	1.056	0.62	Yes	234	54756	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	11	523	0.021	0.64	**No**	-512	262144	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	9	673	0.013	0.64	**No**	-664	440896	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,877	4,631	0.621	0.62	Yes	-1754	3076516	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	2,498	5,065	0.493	0.61	Yes	-2567	6589489	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	747	5,606	0.133	0.61	**No**	-4859	23609881	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	310	7,341	0.042	0.59	**No**	-7031	49434961	
				Southbound	6,910	14,731	0.469	0.52	**No**	-7821	61168041	106%
				Northbound	7,246	17,274	0.419	0.49	**No**	-10028	100560784	116%
				Screenline 9: Southeastern Boundary of Santa Clara	14,156	32,005	0.442	0.4	**No**	-17849	318586801	158%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,393	2,622	0.531	0.64	Yes	-1229	1510441	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	662	3,348	0.198	0.63	**No**	-2686	7214596	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	96	1,727	0.056	0.64	**No**	-1631	2660161	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	786	2,126	0.370	0.64	Yes	-1340	1795600	
				Southbound	1,489	4,349	0.342	0.62	**No**	-2860	8179600	93%
				Northbound	1,448	5,474	0.265	0.61	**No**	-4026	16208676	104%
				Screenline 10: North-Central Santa Clara (from South/West)	2,937	9,823	0.299	0.57	**No**	-6886	47416996	140%

Total Count	**10**
Screenlines Within Deviation	**3**
Screenlines Outside Deviation	**7**
Percent within Caltrans Maximum Deviation	**30%**

Table A-23: Initial Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	16%	30%	Yes	9%	7%	No
Expressway	14	43%	30%	No	-39%	25%	No
Collector	4	93%	30%	No	-89%	25%	No
Freeway Ramp	19	36%	30%	No	-22%	20%	No
Major Arterial	47	67%	30%	No	-53%	25%	No
Overall	104	36%	30%	No	-13%	N/A	

Table A-24: Initial Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	8	46%	116%	Yes	-15%	100%	Yes
5000	31	60%	116%	Yes	-51%	50%	No
10000	23	56%	43%	No	-48%	25%	No
20000	12	57%	28%	No	-48%	20%	No
25000	5	45%	25%	No	-41%	20%	No
40000	9	36%	25%	No	-7%	15%	Yes
50000	8	13%	30%	Yes	11%	15%	Yes
60000	5	11%	30%	Yes	2%	10%	Yes
90000	3	15%	19%	Yes	5%	10%	Yes

Table A-25: Initial Model Validation Results Summary - Overnight 10 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	777	1,305	0.595	0.630	Yes	-528	278784
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	783	3,188	0.246	0.575	No	-2405	5784025
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	5,522	7,046	0.784	0.440	Yes	-1524	2322576
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	5,838	10,827	0.539	0.359	No	-4989	24890121
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	8,634	15,101	0.572	0.303	No	-6467	41822089
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	5,489	14,760	0.372	0.313	No	-9271	85951441
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,492	12,844	0.272	0.325	No	-9352	87459904
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,734	12,793	0.370	0.325	No	-8059	64947481
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,792	3,651	0.491	0.575	Yes	-1859	3455881
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	4,027	9,269	0.434	0.380	No	-5242	27478564
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	2,404	4,677	0.514	0.520	Yes	-2273	5166529
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	547	2,858	0.191	0.575	No	-2311	5340721
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	289	2,081	0.139	0.630	No	-1792	3211264
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,090	2,409	0.452	0.630	Yes	-1319	1739761
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	272	1,769	0.154	0.630	No	-1497	2241009
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	1,658	3,213	0.516	0.575	Yes	-1555	2418025
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	410	2,356	0.174	0.630	No	-1946	3786916
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	955	2,305	0.414	0.630	Yes	-1350	1822500
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	677	2,309	0.293	0.630	No	-1632	2663424
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	3,193	4,681	0.682	0.520	Yes	-1488	2214144
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	153	1,398	0.109	0.630	No	-1245	1550025
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	178	1,293	0.138	0.630	No	-1115	1243225
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	284	2,961	0.096	0.575	No	-2677	7166329
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,168	10,108	0.313	0.359	No	-6940	48163600
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	5,374	13,397	0.401	0.325	No	-8023	64368529
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	7,970	11,520	0.692	0.340	Yes	-3550	12602500
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	5,402	12,881	0.419	0.325	No	-7479	55935441
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,984	10,022	0.398	0.359	No	-6038	36457444
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	3,763	6,824	0.551	0.440	No	-3061	9369721
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	242	1,825	0.133	0.630	No	-1583	2505889
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	364	1,488	0.245	0.630	No	-1124	1263376
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	921	2,909	0.317	0.575	No	-1988	3952144
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	617	2,462	0.251	0.630	No	-1845	3404025
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	414	1,329	0.312	0.630	No	-915	837225
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	2,345	2,021	1.160	0.630	Yes	324	104976
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	1,501	2,321	0.647	0.630	Yes	-820	672400
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	24	1,969	0.012	0.630	No	-1945	3783025
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	2,645	3,412	0.775	0.575	Yes	-767	588289
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	257	1,696	0.152	0.630	No	-1439	2070721
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	1,398	3,145	0.445	0.575	Yes	-1747	3052009
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	4,676	3,022	1.547	0.575	Yes	1654	2735716
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	316	1,599	0.198	0.630	No	-1283	1646089
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	4,080	7,903	0.516	0.410	No	-3823	14615329
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	392	4,624	0.085	0.520	No	-4232	17909824
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	946	5,845	0.162	0.475	No	-4899	24000201
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	490	5,762	0.085	0.475	No	-5272	27793984
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	259	1,597	0.162	0.630	No	-1338	1790244
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,188	2,672	0.445	0.575	Yes	-1484	2202256
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	740	1,418	0.522	0.630	Yes	-678	459684
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,337	7,677	0.174	0.410	**No**	-6340	40195600
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	549	4,677	0.117	0.520	**No**	-4128	17040384
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	50	1,540	0.032	0.630	**No**	-1490	2220100
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,227	3,714	0.330	0.575	**No**	-2487	6185169
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	273	1,710	0.160	0.630	**No**	-1437	2064969
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	276	4,673	0.059	0.520	**No**	-4397	19333609
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,634	4,099	0.399	0.520	**No**	-2465	6076225
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,722	6,100	0.446	0.475	**No**	-3378	11410884
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	4	658	0.006	0.683	**No**	-654	427716
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	358	1,874	0.191	0.630	**No**	-1516	2298256
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,483	3,134	0.473	0.575	Yes	-1651	2725801
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	373	1,380	0.270	0.630	**No**	-1007	1014049
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	231	1,162	0.199	0.683	**No**	-931	866761
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	146	5,667	0.026	0.475	**No**	-5521	30481441
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	555	2,158	0.257	0.630	**No**	-1603	2569609
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,199	2,235	0.536	0.630	Yes	-1036	1073296
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	16,949	18,245	0.929	0.286	Yes	-1,296	1679616
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	21,391	9,525	2.246	0.38	**No**	11,866	140801956
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	23,144	18,416	1.257	0.286	Yes	4,728	22,353,984
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	22,997	15,295	1.504	0.303	**No**	7,702	59,320,804
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	25,756	17,089	1.507	0.294	**No**	8,667	75,116,889
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	26,438	25,534	1.035	0.255	Yes	904	817,216
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	26,716	30,892	0.865	0.241	Yes	-4,176	17,438,976
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	23,427	30,843	0.760	0.241	Yes	-7,416	54,997,056
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	24,022	25,133	0.956	0.255	Yes	-1,111	1,234,321
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	24,901	39,270	0.634	0.224	**No**	-14,369	206,468,161
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	27,175	37,515	0.724	0.224	**No**	-10,340	106,915,600
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	20,856	31,065	0.671	0.241	**No**	-10,209	104,223,681
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	56,607	29,835	1.897	0.244	**No**	26,772	716,739,984
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	58,519	53,585	1.092	0.195	Yes	4,934	24,344,356
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	39,839	23,581	1.689	0.265	**No**	16,258	264322564
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	40,631	38,904	1.044	0.224	Yes	1,727	2982529
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	41,137	33,542	1.226	0.235	Yes	7,595	57684025
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	21,506	25,051	0.858	0.255	Yes	-3,545	12567025
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	16,807	17,463	0.962	0.294	Yes	-656	430336
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	24,628	27,360	0.900	0.252	Yes	-2,732	7463824
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	761	1,097	0.694	0.683	Yes	-336	112896
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	846	1,283	0.659	0.630	Yes	-437	190969
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	1,827	1,861	0.982	0.630	Yes	-34	1156
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	806	1,103	0.731	0.683	Yes	-297	88209
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	948	715	1.326	0.683	Yes	233	54289
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	883	1,071	0.824	0.683	Yes	-188	35344
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	530	786	0.674	0.683	Yes	-256	65536
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	1,569	767	2.046	0.683	**No**	802	643204
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	596	796	0.749	0.683	Yes	-200	40000
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	1,000	939	1.065	0.683	Yes	61	3721
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	798	1333	0.599	0.63	Yes	-535	286225
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	959	1199	0.800	0.683	Yes	-240	57600
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	281	703	0.400	0.683	Yes	-422	178084
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	561	751	0.747	0.683	Yes	-190	36100
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	1636	2888	0.566	0.575	Yes	-1252	1567504
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	639	1413	0.452	0.63	Yes	-774	599076
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	869	1170	0.743	0.683	Yes	-301	90601
10501	72137069	WB	SR 237	On Ramp from North 1st Street	969	1380	0.702	0.63	Yes	-411	168921
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1052	1956	0.538	0.63	Yes	-904	817216

Local Roadway/Freeway/Ramp Results:	**720,067**	**872,677**	**Model/Count Ratio=**	**0.825** **-17%**
			Percent within Caltrans Maximum Deviation=	**45% > 75%**
			Percent Root Mean Square Error (RMSE)=	**61% < 30%**
			Coefficient of Determination (R^2)=	**0.839 > 0.77**
			Correlation Coefficient=	**0.916 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**47**
			Link Outside Deviation=	**57**

Local Roadway Results:	**119,091**	**301,323**	**Model/Count Ratio=**	**0.395** **-60%**
			Percent within Caltrans Maximum Deviation=	**28% > 75%**
			Percent Root Mean Square Error (RMSE)=	**79% < 30%**
			Coefficient of Determination (R^2)=	**0.733 > 0.77**
			Correlation Coefficient=	**0.856 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**18**
			Link Outside Deviation=	**47**

Table A-26: Initial Model Validation Results - Screenlines Using Overnight 10 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	107	705	0.152	0.64	No	-598	357604	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	257	783	0.328	0.64	No	-526	276676	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	9,766	7,296	1.339	0.59	Yes	2470	6100900	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	13,378	11,120	1.203	0.55	Yes	2258	5098564	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	13,741	21,686	0.634	0.45	Yes	-7945	63123025	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	11,160	17,584	0.635	0.48	Yes	-6424	41267776	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	7	1,112	0.006	0.64	No	-1105	1221025	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	17	857	0.020	0.64	No	-840	705600	
				Westbound	21,040	26,697	0.788	0.42	Yes	-5657	32001649	42%
				Eastbound	27,393	34,446	0.795	0.39	Yes	-7053	49744809	41%
				Screenline 1: West of Santa Clara (North)	48,433	61,143	0.792	0.3	Yes	-12710	161544100	59%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	715	1,431	0.500	0.64	Yes	-716	512656	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,077	2,220	0.485	0.64	Yes	-1143	1306449	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	132	1,119	0.118	0.64	No	-987	974169	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	140	650	0.215	0.64	No	-510	260100	
				Southbound	847	2,550	0.332	0.64	No	-1703	2900209	134%
				Northbound	1,217	2,870	0.424	0.64	Yes	-1653	2732409	115%
				Screenline 2: North Santa Clara	2,064	5,420	0.381	0.61	No	-3356	11262736	124%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	123	816	0.151	0.64	No	-693	480249	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	494	1,646	0.300	0.64	No	-1152	1327104	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	1,644	4,378	0.376	0.62	No	-2734	7474756	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	1,524	5,730	0.266	0.61	No	-4206	17690436	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	16,532	21,915	0.754	0.45	Yes	-5383	28976689	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	10,643	15,600	0.682	0.51	Yes	-4957	24571849	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	9,766	7,296	1.339	0.59	Yes	2470	6100900	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	13,378	11,120	1.203	0.55	Yes	2258	5098564	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	1,815	1,591	1.141	0.64	Yes	224	50176	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	830	1,821	0.456	0.64	Yes	-991	982081	
				Westbound	23,991	29,681	0.808	0.41	Yes	-5690	32376100	43%
				Eastbound	32,758	42,232	0.776	0.36	Yes	-9474	89756676	50%
				Screenline 3: East of Santa Clara (North)	56,749	71,913	0.789	0.28	Yes	-15164	229946896	67%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	91	590	0.154	0.64	No	-499	249001	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	62	808	0.077	0.64	No	-746	556516	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	459	2,376	0.193	0.64	No	-1917	3674889	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	487	3,469	0.140	0.63	No	-2982	8892324	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	179	651	0.275	0.64	No	-472	222784	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	80	946	0.085	0.64	No	-866	749956	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	581	1,216	0.478	0.64	Yes	-635	403225	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	607	1,456	0.417	0.64	Yes	-849	720801	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	825	3,718	0.222	0.63	No	-2893	8369449	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	512	3,959	0.129	0.63	No	-3447	11881809	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	29	830	0.035	0.64	No	-801	641601	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	21	710	0.030	0.64	No	-689	474721	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	205	1,800	0.114	0.64	No	-1595	2544025	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	71	2,873	0.025	0.64	No	-2802	7851204	
10601	57158230	EB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	12,247	16,331	0.750	0.49	Yes	-4084	16679056	
10602	103818231	WB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	9,259	8,720	1.062	0.58	Yes	539	290521	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	142	786	0.181	0.64	No	-644	414736	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	131	924	0.142	0.64	No	-793	628849	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	690	1,747	0.395	0.64	Yes	-1057	1117249	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	537	1,967	0.273	0.64	No	-1430	2044900	
				Westbound	12,460	22,434	0.555	0.45	Yes	-9974	99480676	99%
				Eastbound	14,755	33,443	0.441	0.39	No	-18688	349241344	125%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	27,215	55,877	0.487	0.31	No	-28662	821510244	229%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	2,970	6,070	0.489	0.6	Yes	-3100	9610000	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	1,057	3,199	0.330	0.63	No	-2142	4588164	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	2,927	6,413	0.456	0.6	Yes	-3486	12152196	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	2,447	6,984	0.350	0.6	No	-4537	20584369	
				Southbound	5,897	12,483	0.472	0.54	Yes	-6586	43375396	75%
				Northbound	3,504	10,183	0.344	0.56	No	-6679	44609041	93%
				Screenline 5: North-Central Santa Clara (North-South)	9,401	22,666	0.415	0.44	No	-13265	175960225	117%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	83	647	0.128	0.64	No	-564	318096	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	95	646	0.147	0.64	No	-551	303601	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	2,543	6,579	0.387	0.6	No	-4036	16289296	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	2,859	6,302	0.454	0.6	Yes	-3443	11854249	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	669	1,237	0.541	0.64	Yes	-568	322624	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	286	1,068	0.268	0.64	No	-782	611524	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	1,322	3,085	0.429	0.63	Yes	-1763	3108169	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	2,758	4,818	0.572	0.62	Yes	-2060	4243600	
				Southbound	4,617	11,548	0.400	0.55	No	-6931	48038761	120%
				Northbound	5,998	12,834	0.467	0.54	Yes	-6836	46730896	107%
				Screenline 6: South of US 101	10,615	24,382	0.435	0.43	No	-13767	189530289	160%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	2,037	7,466	0.273	0.59	No	-5429	29474041	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	1,455	5,378	0.271	0.61	No	-3923	15389929	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	153	1,232	0.124	0.64	No	-1079	1164241	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	136	849	0.160	0.64	No	-713	508369	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	1,630	5,727	0.285	0.61	No	-4097	16785409	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	2,354	4,295	0.548	0.62	Yes	-1941	3767481	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	171	1,516	0.113	0.64	No	-1345	1809025	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	113	1,445	0.078	0.64	No	-1332	1774224	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	347	800	0.434	0.64	Yes	-453	205209	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	393	618	0.636	0.64	Yes	-225	50625	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	373	1,301	0.287	0.64	No	-928	861184	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Rea	304	1,008	0.302	0.64	No	-704	495616	
				Southbound	4,711	18,042	0.261	0.48	No	-13331	177715561	181%
				Northbound	4,755	13,593	0.350	0.53	No	-8838	78110244	159%
				Screenline 7: Central Santa Clara (north of El Camino Real)	9,466	31,635	0.299	0.40	No	-22169	491464561	243%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	2,385	7,418	0.322	0.59	No	-5033	25331089	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	2,349	5,375	0.437	0.61	Yes	-3026	9156676	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	480	1,301	0.369	0.64	Yes	-821	674041	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	610	1,108	0.551	0.64	Yes	-498	248004	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	714	1,887	0.378	0.64	Yes	-1173	1375929	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	920	2,212	0.416	0.64	Yes	-1292	1669264	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,911	4,229	0.688	0.62	Yes	-1318	1737124	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	852	2,595	0.328	0.64	No	-1743	3038049	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	8,985	10,208	0.880	0.56	Yes	-1223	1495729	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	7,822	7,255	1.078	0.59	Yes	567	321489	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	13,119	13,680	0.959	0.53	Yes	-561	314721	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	11,509	13,680	0.841	0.53	Yes	-2171	4713241	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	843	1,357	0.621	0.64	Yes	-514	264196	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	640	1,777	0.360	0.64	Yes	-1137	1292769	
				Southbound	29,437	40,080	0.734	0.36	Yes	-10643	113273449	70%
				Northbound	24,702	34,002	0.726	0.39	Yes	-9300	86490000	72%
				Screenline 8: South Santa Clara (north of Stevens Creek)	54,139	74,082	0.731	0.28	Yes	-19943	397723249	101%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	1,383	2,293	0.603	0.64	Yes	-910	828100	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	1,810	2,388	0.758	0.64	Yes	-578	334084	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	2	389	0.005	0.64	No	-387	149769	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	2	269	0.007	0.64	No	-267	71289	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	838	3,770	0.222	0.63	No	-2932	8596624	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,884	2,330	0.809	0.64	Yes	-446	198916	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	230	2,825	0.081	0.64	No	-2595	6734025	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	162	1,799	0.090	0.64	No	-1637	2679769	
				Southbound	2,453	9,277	0.264	0.57	No	-6824	46566976	147%
				Northbound	3,858	6,786	0.569	0.6	Yes	-2928	8573184	86%
				Screenline 9: Southeastern Boundary of Santa Clara	6,311	16,063	0.393	0.5	No	-9752	95101504	172%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	267	1,050	0.254	0.64	No	-783	613089	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	143	1,306	0.109	0.64	No	-1163	1352569	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	11	682	0.016	0.64	No	-671	450241	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	305	917	0.333	0.64	No	-612	374544	
				Southbound	278	1,732	0.161	0.64	No	-1454	2114116	119%
				Northbound	448	2,223	0.202	0.64	No	-1775	3150625	113%
				Screenline 10: North-Central Santa Clara (from South/West)	726	3,955	0.184	0.63	No	-3229	10426441	163%

Total Count	**10**
Screenlines Within Deviation	**3**
Screenlines Outside Deviation	**7**
Percent within Caltrans Maximum Deviation	**30%**

Table A-27: Initial Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	35%	30%	No	6%	7%	Yes
Expressway	14	60%	30%	No	-57%	25%	No
Collector	4	98%	30%	No	-92%	25%	No
Freeway Ramp	19	42%	30%	No	-24%	20%	No
Major Arterial	47	79%	30%	No	-63%	25%	No
Overall	104	61%	30%	No	-17%	N/A	

Table A-28: Initial Model Validation Results -Overnight 10 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	8	56%	116%	Yes	-10%	200%	Yes
2500	38	69%	116%	Yes	-60%	100%	Yes
5000	19	69%	116%	Yes	-58%	50%	No
10000	10	80%	43%	No	-38%	25%	No
20000	15	48%	28%	No	-24%	20%	No
25000	1	69%	25%	No	69%	20%	No
40000	12	33%	25%	No	-5%	15%	Yes
50000	0	N/A	30%	N/A	N/A	15%	N/A
60000	1	9%	30%	Yes	9%	10%	Yes
90000	0	N/A	19%	N/A	N/A	10%	N/A

ATTACHMENT B

Table B-1: Final Model Validation Results - Daily Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	8,160	14,240	0.573	0.313	No	-6080	36966400
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	10,026	21,710	0.462	0.270	No	-11684	136515856
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	39,256	39,730	0.988	0.224	Yes	-474	224676
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	50,866	55,150	0.922	0.190	Yes	-4284	18352656
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	66,888	78,170	0.856	0.150	Yes	-11282	127283524
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	60,151	79,370	0.758	0.150	No	-19219	369369961
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	42,639	68,930	0.619	0.166	No	-26291	691216681
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	57,206	73,210	0.781	0.158	No	-16004	256128016
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	13,946	23,070	0.605	0.265	No	-9124	83247376
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	38,747	52,960	0.732	0.195	No	-14213	202009369
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	23,086	29,690	0.778	0.244	Yes	-6604	43612816
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	5,895	17,100	0.345	0.294	No	-11205	125552025
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	4,301	13,560	0.317	0.325	No	-9259	85729081
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	7,803	13,840	0.564	0.313	No	-6037	36445369
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	976	13,050	0.075	0.325	No	-12074	145781476
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	16,988	21,140	0.804	0.275	Yes	-4152	17239104
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	14,497	17,120	0.847	0.294	Yes	-2623	6880129
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	21,142	20,830	1.015	0.275	Yes	312	97344
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	14,873	21,790	0.683	0.270	No	-6917	47844889
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	32,302	25,620	1.261	0.255	No	6682	44649124
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	4,262	13,640	0.312	0.325	No	-9378	87946884
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	7,254	10,890	0.666	0.359	Yes	-3636	13220496
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	4,285	18,480	0.232	0.286	No	-14195	201498025
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	67,002	65,870	1.017	0.170	Yes	1132	1281424
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	79,998	82,340	0.972	0.147	Yes	-2342	5484964
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	95,087	71,410	1.332	0.162	No	23677	560600329
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	77,305	76,630	1.009	0.154	Yes	675	455625
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	73,668	58,840	1.252	0.185	No	14828	219869584
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	59,719	42,080	1.419	0.219	No	17639	311134321
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	2,888	11,290	0.256	0.340	No	-8402	70593604
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	5,915	13,310	0.444	0.325	No	-7395	54686025
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	10,652	19,760	0.539	0.280	No	-9108	82955664
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	15,841	18,260	0.868	0.286	Yes	-2419	5851561
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	6,464	13,130	0.492	0.325	No	-6666	44435556
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	27,472	16,900	1.626	0.294	No	10572	111767184
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	29,135	23,010	1.266	0.265	No	6125	37515625
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	2,987	9,040	0.330	0.380	No	-6053	36638809
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	37,913	28,920	1.311	0.244	No	8993	80874049
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	5,169	9,810	0.527	0.380	No	-4641	21538881
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	18,317	18,220	1.005	0.286	Yes	97	9409
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	28,424	22,150	1.283	0.270	No	6274	39363076
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	7,421	10,530	0.705	0.359	Yes	-3109	9665881
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	60,053	60,650	0.990	0.180	Yes	-597	356409
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	9,850	38,340	0.257	0.224	No	-28490	811680100
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	31,659	45,210	0.700	0.209	No	-13551	183629601
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	30,637	44,430	0.690	0.214	No	-13793	190246849
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	3,277	14,450	0.227	0.313	No	-11173	124835929
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	10,034	13,700	0.732	0.325	Yes	-3666	13439556
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	9,513	8,740	1.088	0.410	Yes	773	597529
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	26,912	35,580	0.756	0.229	**No**	-8668	75134224
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	10,005	25,640	0.390	0.255	**No**	-15635	244453225
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	567	10,240	0.055	0.359	**No**	-9673	93566929
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	16,675	22,730	0.734	0.265	**No**	-6055	36663025
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	9,126	12,960	0.704	0.325	Yes	-3834	14699556
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	7,250	28,590	0.254	0.248	**No**	-21340	455395600
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	20,336	21,250	0.957	0.270	Yes	-914	835396
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	25,432	30,200	0.842	0.241	Yes	-4768	22733824
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	234	4,120	0.057	0.520	**No**	-3886	15100996
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	5,802	10,180	0.570	0.359	**No**	-4378	19166884
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	18,012	16,540	1.089	0.294	Yes	1472	2166784
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	2,188	9,310	0.235	0.380	**No**	-7122	50722884
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	4,023	7,100	0.567	0.440	Yes	-3077	9467929
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	13,571	32,050	0.423	0.241	**No**	-18479	341473441
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	9,810	14,120	0.695	0.313	Yes	-4310	18576100
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	11,379	12,720	0.895	0.325	Yes	-1341	1798281
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	124,993	91,408	1.367	0.138	**No**	33,585	1127952225
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	147,451	77,769	1.896	0.15	**No**	69,682	4855581124
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	151,360	119,061	1.271	0.136	**No**	32,299	1043225401
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	136,978	103,759	1.320	0.136	**No**	33,219	1103501961
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	151,579	102,797	1.475	0.136	**No**	48,782	2379683524
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	182,571	144,109	1.267	0.136	**No**	38,462	1479325444
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	184,079	147,498	1.248	0.136	**No**	36,581	1338169561
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	181,382	162,161	1.119	0.136	Yes	19,221	369446841
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	185,528	136,031	1.364	0.136	**No**	49,497	2449953009
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	187,114	186,442	1.004	0.136	Yes	672	451584
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	196,366	162,587	1.208	0.136	**No**	33,779	1141020841
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	159,820	133,321	1.199	0.136	**No**	26,499	702197001
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	239,566	183,602	1.305	0.136	**No**	55,964	3131969296
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	258,176	218,589	1.181	0.136	**No**	39,587	1567130569
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	186,329	146,739	1.270	0.136	**No**	39,590	1567368100
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	194,437	155,556	1.250	0.136	**No**	38,881	1511732161
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	202,363	147,899	1.368	0.136	**No**	54,464	2966327296
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	218,426	146,875	1.487	0.136	**No**	71,551	5119545601
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	176,566	135,564	1.302	0.136	**No**	41,002	1681164004
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	154,362	159,276	0.969	0.136	Yes	-4,914	24147396
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	9,395	9,910	0.948	0.380	Yes	-515	265225
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	4,990	6,764	0.738	0.440	Yes	-1,774	3147076
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	9,303	8,011	1.161	0.410	Yes	1,292	1669264
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	8,097	6,503	1.245	0.440	Yes	1,594	2540836
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	7,792	5,460	1.427	0.475	Yes	2,332	5438224
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	9,878	4,891	2.020	0.520	**No**	4,987	24870169
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	8,606	7268	1.184	0.44	Yes	1338	1790244
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	8,690	4951	1.755	0.52	**No**	3739	13980121
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	6,926	7323	0.946	0.44	Yes	-397	157609
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	5,214	4998	1.043	0.52	Yes	216	46656
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	10,668	11959	0.892	0.34	Yes	-1291	1666681
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	10,386	9876	1.052	0.38	Yes	510	260100
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	7891	5686	1.388	0.475	Yes	2205	4862025
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	6704	5293	1.267	0.475	Yes	1411	1990921
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	8117	11171	0.727	0.359	Yes	-3054	9326916
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	4013	6935	0.579	0.44	Yes	-2922	8538084
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	12751	8517	1.497	0.41	**No**	4234	17926756
10501	72137069	WB	SR 237	On Ramp from North 1st Street	11879	8423	1.410	0.41	**No**	3456	11943936
10502	818510716	EB	SR 237	On Ramp from North 1st Street	6236	9131	0.683	0.38	Yes	-2895	8381025

Local Roadway/Freeway/Ramp Results:	**5,310,253**	**4,877,753**	**Model/Count Ratio=**	**1.089**	**9%**
			Percent within Caltrans Maximum Deviation=	**40% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**43% < 30%**	
			Coefficient of Determination (R^2)=	**0.956 > 0.77**	
			Correlation Coefficient=	**0.978 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**42**	
			Link Outside Deviation=	**62**	
Local Roadway Results:	**1,533,271**	**1,873,640**	**Model/Count Ratio=**	**0.818**	**-18%**
			Percent within Caltrans Maximum Deviation=	**37% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**37% < 30%**	
			Coefficient of Determination (R^2)=	**0.843 > 0.77**	
			Correlation Coefficient=	**0.918 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**24**	
			Link Outside Deviation=	**41**	

Table B-2: Final Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes

Count ID	Index	Direction	Description: Facility	Description: Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	2,788	5,730	0.487	0.61	Yes	-2942	8655364	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	3,127	7,580	0.413	0.59	Yes	-4453	19829209	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	77,671	55,198	1.407	0.31	No	22473	505035729	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	73,689	63,863	1.154	0.3	Yes	9826	96550276	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	93,320	89,440	1.043	0.26	Yes	3880	15054400	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	93,794	97,002	0.967	0.24	Yes	-3208	10291264	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	2,039	3,860	0.528	0.63	Yes	-1821	3316041	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway	948	5,180	0.183	0.61	No	-4232	17909824	
				Westbound	176,292	161,790	1.090	0.2	Yes	14502	210308004	18%
				Eastbound	171,084	166,063	1.030	0.2	Yes	5021	25210441	6%
				Screenline 1: West of Santa Clara (North)	347,376	327,853	1.060	0.17	Yes	19523	381147529	17%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	7,619	11,740	0.649	0.55	Yes	-4121	16982641	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	6,327	11,330	0.558	0.55	Yes	-5003	25030009	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	401	6,760	0.059	0.6	No	-6359	40436881	
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive	575	6,290	0.091	0.6	No	-5715	32661225	
				Southbound	8,020	18,500	0.434	0.48	No	-10480	109830400	113%
				Northbound	6,902	17,620	0.392	0.48	No	-10718	114875524	122%
				Screenline 2: North Santa Clara	14,922	36,120	0.413	0.38	No	-21198	449355204	117%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	11,220	8,340	1.345	0.58	Yes	2880	8294400	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	4,621	9,920	0.466	0.57	Yes	-5299	28079401	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	35,417	32,830	1.079	0.39	Yes	2587	6692569	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	31,585	33,040	0.956	0.39	Yes	-1455	2117025	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	94,147	78,153	1.205	0.27	Yes	15994	255808036	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	102,219	84,434	1.211	0.26	Yes	17785	316306225	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	77,671	55,198	1.407	0.31	No	22473	505035729	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	73,689	63,863	1.154	0.3	Yes	9826	96550276	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	19,922	14,910	1.336	0.52	Yes	5012	25120144	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard	17,991	14,010	1.284	0.52	Yes	3981	15848361	
				Westbound	246,449	195,712	1.259	0.18	No	50737	2574243169	58%
				Eastbound	222,033	198,986	1.116	0.18	Yes	23047	531164209	26%
				Screenline 3: East of Santa Clara (North)	468,482	394,698	1.187	0.17	No	73784	5444078656	59%
Screenline 4: West of Santa Clara (east of Lawrence Expressway)												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	2,550	6,170	0.413	0.6	Yes	-3620	13104400	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	1,712	7,470	0.229	0.59	No	-5758	33154564	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	14,856	21,780	0.682	0.45	Yes	-6924	47941776	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	16,803	23,430	0.717	0.44	Yes	-6627	43917129	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,953	6,740	0.290	0.6	No	-4787	22915369	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,324	7,710	0.172	0.59	No	-6386	40780996	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	5,265	6,780	0.777	0.6	Yes	-1515	2295225	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	4,769	6,920	0.689	0.6	Yes	-2151	4626801	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	13,667	17,680	0.773	0.48	Yes	-4013	16104169	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	13,245	17,900	0.740	0.48	Yes	-4655	21669025	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	283	5,450	0.052	0.61	No	-5167	26697889	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	284	4,790	0.059	0.62	No	-4506	20304036	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	3,520	13,660	0.258	0.53	No	-10140	102819600	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	3,730	14,930	0.250	0.52	No	-11200	125440000	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	120,415	69,336	1.737	0.29	No	51079	2609064241	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	98,011	77,539	1.264	0.27	Yes	20472	419102784	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	3,605	6,700	0.538	0.6	Yes	-3095	9579025	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	5,521	6,260	0.882	0.6	Yes	-739	546121	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	9,442	11,640	0.811	0.55	Yes	-2198	4831204	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	7,233	11,090	0.652	0.55	Yes	-3857	14876449	
				Westbound	153,152	174,139	0.879	0.2	Yes	-20987	440454169	27%
				Eastbound	175,036	169,836	1.031	0.2	Yes	5200	27040000	7%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	328,188	343,975	0.954	0.17	Yes	-15787	249229369	21%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	18,181	28,010	0.649	0.41	Yes	-9829	96609241	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	20,566	24,950	0.824	0.43	Yes	-4384	19219456	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	44,342	41,320	1.073	0.36	Yes	3022	9132484	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	35,656	41,020	0.869	0.36	Yes	-5364	28772496	
				Southbound	62,523	69,330	0.902	0.29	Yes	-6807	46335249	14%
				Northbound	56,222	65,970	0.852	0.29	Yes	-9748	95023504	21%
				Screenline 5: North-Central Santa Clara (North-South)	118,745	135,300	0.878	0.21	Yes	-16555	274068025	24%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	2,931	5,370	0.546	0.61	Yes	-2439	5948721	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	4,323	5,520	0.783	0.61	Yes	-1197	1432809	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	41,922	40,020	1.048	0.36	Yes	1902	3617604	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	35,383	36,610	0.966	0.38	Yes	-1227	1505529	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	11,966	11,040	1.084	0.55	Yes	926	857476	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	9,176	9,790	0.937	0.57	Yes	-614	376996	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	27,961	28,500	0.981	0.41	Yes	-539	290521	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway	32,092	32,150	0.998	0.4	Yes	-58	3364	
				Southbound	84,780	84,930	0.998	0.26	Yes	-150	22500	0%
				Northbound	80,974	84,070	0.963	0.26	Yes	-3096	9585216	7%
				Screenline 6: South of US 101	165,754	169,000	0.981	0.2	Yes	-3246	10536516	5%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	22,479	34,580	0.650	0.39	Yes	-12101	146434201	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	20,160	34,350	0.587	0.39	No	-14190	201356100	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	2,261	7,290	0.310	0.59	No	-5029	25290841	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	2,040	6,270	0.325	0.6	No	-4230	17892900	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	28,352	30,010	0.945	0.4	Yes	-1658	2748964	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	45,316	28,830	1.572	0.41	No	16486	271788196	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	2,242	9,660	0.232	0.57	No	-7418	55026724	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	2,043	8,820	0.232	0.58	No	-6777	45927729	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	4,540	4,430	1.025	0.62	Yes	110	12100	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	4,973	4,310	1.154	0.62	Yes	663	439569	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	7,763	10,920	0.711	0.56	Yes	-3157	9966649	
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real	7,110	10,870	0.654	0.56	Yes	-3760	14137600	
				Southbound	67,637	96,890	0.698	0.24	No	-29253	855738009	74%
				Northbound	81,642	93,450	0.874	0.25	Yes	-11808	139428864	31%
				Screenline 7: Central Santa Clara (north of El Camino Real)	149,279	190,340	0.784	0.19	No	-41061	1688005721	75%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	29,064	37,060	0.784	0.38	Yes	-7996	63936016	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	28,142	36,150	0.778	0.38	Yes	-8008	64128064	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	3,633	6,800	0.534	0.6	Yes	-3167	10029889	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	4,170	7,040	0.592	0.59	Yes	-2870	8236900	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	9,070	10,430	0.870	0.56	Yes	-1360	1849600	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	11,266	10,820	1.041	0.56	Yes	446	198916	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	33,605	22,300	1.507	0.45	No	11305	127803025	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	26,114	19,780	1.320	0.47	Yes	6334	40119556	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	87,897	63,165	1.392	0.3	No	24732	611671824	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	88,669	72,399	1.225	0.28	Yes	16270	264712900	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	81,059	79,638	1.018	0.27	Yes	1421	2019241	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	73,303	79,638	0.920	0.27	Yes	-6335	40132225	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	8,355	8,020	1.042	0.58	Yes	335	112225	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	9,657	8,520	1.133	0.58	Yes	1137	1292769	
				Southbound	252,683	227,413	1.111	0.17	Yes	25270	638572900	29%
				Northbound	241,321	234,347	1.030	0.17	Yes	6974	48636676	8%
				Screenline 8: South Santa Clara (north of Stevens Creek)	494,004	461,760	1.070	0.17	Yes	32244	1039675536	26%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	15,127	13,220	1.144	0.53	Yes	1907	3636649	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	17,175	12,400	1.385	0.54	Yes	4775	22800625	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	186	2,080	0.089	0.64	No	-1894	3587236	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	48	2,040	0.024	0.64	No	-1992	3968064	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	13,172	16,010	0.823	0.5	Yes	-2838	8054244	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	12,260	14,190	0.864	0.52	Yes	-1930	3724900	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	4,501	19,250	0.234	0.47	No	-14749	217533001	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits	5,349	19,090	0.280	0.47	No	-13741	188815081	
				Southbound	32,986	50,560	0.652	0.32	No	-17574	308845476	70%
				Northbound	34,832	47,720	0.730	0.33	Yes	-12888	166100544	54%
				Screenline 9: Southeastern Boundary of Santa Clara	67,818	98,280	0.690	0.24	No	-30462	927933444	88%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	8,618	8,240	1.046	0.58	Yes	378	142884	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	5,879	8,880	0.662	0.58	Yes	-3001	9006001	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	4,143	5,060	0.819	0.61	Yes	-917	840889	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	3,278	5,470	0.599	0.61	Yes	-2192	4804864	
				Southbound	12,761	13,300	0.959	0.53	Yes	-539	290521	6%
				Northbound	9,157	14,350	0.638	0.52	Yes	-5193	26967249	51%
				Screenline 10: North-Central Santa Clara (from South/West)	21,918	27,650	0.793	0.41	Yes	-5732	32855824	41%

Total Count	**10**
Screenlines Within Deviation	**6**
Screenlines Outside Deviation	**4**
Percent within Caltrans Maximum Deviation	**60%**

Table B-3: Final Model Validation Results - Daily Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	29%	30%	Yes	27%	7%	No
Expressway	14	23%	30%	Yes	-6%	25%	Yes
Collector	4	86%	30%	No	-82%	25%	No
Freeway Ramp	19	33%	30%	No	10%	20%	Yes
Major Arterial	47	46%	30%	No	-28%	25%	No
Overall	104	43%	30%	No	9%	N/A	

Table B-4: Final Model Validation Results - Daily Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	0	N/A	116%	N/A	N/A	100%	N/A
5000	4	78%	116%	Yes	27%	50%	Yes
10000	19	40%	43%	Yes	-7%	25%	Yes
20000	27	51%	28%	No	-37%	20%	No
25000	9	30%	25%	No	-13%	20%	Yes
40000	10	46%	25%	No	-28%	15%	No
50000	3	34%	30%	No	-7%	15%	Yes
60000	3	22%	30%	Yes	-2%	10%	Yes
90000	29	30%	19%	No	20%	10%	No

Table B-5: Final Model Validation Results - AM Peak 1 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	589	1,394	0.423	0.630	Yes	-805	648025
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	972	1,769	0.549	0.630	Yes	-797	635209
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	3,106	3,125	0.994	0.575	Yes	-19	361
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	4,293	4,083	1.051	0.520	Yes	210	44100
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	4,903	5,691	0.862	0.475	Yes	-788	620944
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	5,319	6,090	0.873	0.475	Yes	-771	594441
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	4,031	5,302	0.760	0.475	Yes	-1271	1615441
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,463	5,885	0.758	0.475	Yes	-1422	2022084
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	807	1,506	0.536	0.630	Yes	-699	488601
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	3,041	3,845	0.791	0.520	Yes	-804	646416
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	1,693	2,246	0.754	0.630	Yes	-553	305809
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	811	1,483	0.547	0.630	Yes	-672	451584
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	589	1,217	0.484	0.683	Yes	-628	394384
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	553	1,137	0.486	0.683	Yes	-584	341056
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	217	1,198	0.181	0.683	**No**	-981	962361
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	1,295	1,766	0.733	0.630	Yes	-471	221841
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,703	1,410	1.208	0.630	Yes	293	85849
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	2,116	1,807	1.171	0.630	Yes	309	95481
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,958	2,104	0.931	0.630	Yes	-146	21316
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,588	1,896	1.365	0.630	Yes	692	478864
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	390	1,268	0.308	0.630	**No**	-878	770884
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	603	975	0.618	0.683	Yes	-372	138384
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	914	1,420	0.644	0.630	Yes	-506	256036
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	6,700	5,884	1.139	0.475	Yes	816	665856
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	7,036	6,796	1.035	0.440	Yes	240	57600
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	7,082	5,667	1.250	0.475	Yes	1415	2002225
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	7,372	6,174	1.194	0.475	Yes	1198	1435204
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	5,209	4,881	1.067	0.520	Yes	328	107584
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	6,152	3,452	1.782	0.575	**No**	2700	7290000
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	508	837	0.607	0.683	Yes	-329	108241
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	957	1,130	0.847	0.683	Yes	-173	29929
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,376	1,445	0.952	0.630	Yes	-69	4761
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,817	1,580	1.150	0.630	Yes	237	56169
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	824	1,171	0.704	0.683	Yes	-347	120409
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	2,330	1,538	1.515	0.630	Yes	792	627264
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	2,961	2,682	1.104	0.575	Yes	279	77841
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	842	466	1.807	0.683	**No**	376	141376
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	2,625	2,293	1.145	0.630	Yes	332	110224
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	797	829	0.961	0.683	Yes	-32	1024
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	1,534	1,319	1.163	0.630	Yes	215	46225
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	1,723	2,296	0.750	0.630	Yes	-573	328329
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	504	778	0.648	0.683	Yes	-274	75076
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	3,673	4,996	0.735	0.520	Yes	-1323	1750329
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	2,175	3,213	0.677	0.575	Yes	-1038	1077444
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,543	4,242	1.071	0.520	Yes	301	90601
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	4,266	4,231	1.008	0.520	Yes	35	1225
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	472	1,167	0.404	0.683	Yes	-695	483025
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,026	1,227	0.836	0.683	Yes	-201	40401
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,040	839	1.240	0.683	Yes	201	40401
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,894	2,121	1.836	0.630	**No**	1773	3143529
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,536	1,704	0.901	0.630	Yes	-168	28224
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	121	800	0.151	0.683	**No**	-679	461041
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,241	1,788	1.253	0.630	Yes	453	205209
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,549	1,446	1.071	0.630	Yes	103	10609
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	932	2,051	0.454	0.630	Yes	-1119	1252161
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,047	1,599	1.280	0.630	Yes	448	200704
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,723	2,160	1.261	0.630	Yes	563	316969
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	391	366	1.068	0.683	Yes	25	625
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	947	813	1.165	0.683	Yes	134	17956
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,228	1,205	1.849	0.683	**No**	1023	1046529
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	338	824	0.410	0.683	Yes	-486	236196
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	532	434	1.226	0.683	Yes	98	9604
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	1,980	1,988	0.996	0.630	Yes	-8	64
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,809	1,162	1.557	0.683	Yes	647	418609
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,573	1,063	1.480	0.683	Yes	510	260100
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	8,401	6,789	1.237	0.44	Yes	1,612	2598544
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	9,581	6,534	1.466	0.44	**No**	3,047	9284209
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	9,544	9,209	1.036	0.380	Yes	335	112225
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	8,418	7,383	1.140	0.440	Yes	1,035	1071225
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	8,862	6,843	1.295	0.440	Yes	2,019	4076361
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	11,974	10,178	1.176	0.359	Yes	1,796	3225616
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	11,984	9,865	1.215	0.380	Yes	2,119	4490161
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	12,258	11,081	1.106	0.359	Yes	1,177	1385329
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	12,530	9,321	1.344	0.380	Yes	3,209	10297681
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	12,424	13,008	0.955	0.325	Yes	-584	341056
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	13,204	9,803	1.347	0.380	Yes	3,401	11566801
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	11,468	8,358	1.372	0.410	Yes	3,110	9672100
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	14,634	12,349	1.185	0.340	Yes	2,285	5221225
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	15,629	13,115	1.192	0.325	Yes	2,514	6320196
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	11,597	10,056	1.153	0.359	Yes	1,541	2374681
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	11,741	9,557	1.229	0.380	Yes	2,184	4769856
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Roac							
9301	74489188	SB	I-880	between Brokaw Road and US 101	12,030	9,108	1.321	0.380	Yes	2,922	8538084
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	14,636	10,827	1.352	0.359	Yes	3,809	14508481
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	11,845	10,897	1.087	0.359	Yes	948	898704
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	9,937	11,854	0.838	0.340	Yes	-1,917	3674889
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	483	1,181	0.409	0.683	Yes	-698	487204
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	277	359	0.772	0.683	Yes	-82	6724
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	302	231	1.307	0.683	Yes	71	5041
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	564	594	0.949	0.683	Yes	-30	900
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	254	345	0.736	0.683	Yes	-91	8281
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	477	232	2.056	0.683	**No**	245	60025
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	401	696	0.576	0.683	Yes	-295	87025
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	760	394	1.929	0.683	**No**	366	133956
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	310	695	0.446	0.683	Yes	-385	148225
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	117	277	0.422	0.683	Yes	-160	25600
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	400	1180	0.339	0.683	Yes	-780	608400
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	674	784	0.860	0.683	Yes	-110	12100
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	755	506	1.492	0.683	Yes	249	62001
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	405	482	0.840	0.683	Yes	-77	5929
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	448	465	0.963	0.683	Yes	-17	289
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	146	353	0.414	0.683	Yes	-207	42849
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	933	951	0.981	0.683	Yes	-18	324
10501	72137069	WB	SR 237	On Ramp from North 1st Street	702	497	1.412	0.683	Yes	205	42025
10502	818510716	EB	SR 237	On Ramp from North 1st Street	363	413	0.879	0.683	Yes	-50	2500

Local Roadway/Freeway/Ramp Results:	**388,807**	**358,044**	**Model/Count Ratio=**	**1.086** **9%**
			Percent within Caltrans Maximum Deviation=	**90% > 75%**
			Percent Root Mean Square Error (RMSE)=	**34% < 30%**
			Coefficient of Determination (R^2)=	**0.955 > 0.77**
			Correlation Coefficient=	**0.977 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**94**
			Link Outside Deviation=	**10**

Local Roadway Results:	**147,339**	**151,274**	**Model/Count Ratio=**	**0.974** **-3%**
			Percent within Caltrans Maximum Deviation=	**89% > 75%**
			Percent Root Mean Square Error (RMSE)=	**32% < 30%**
			Coefficient of Determination (R^2)=	**0.854 > 0.77**
			Correlation Coefficient=	**0.924 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**58**
			Link Outside Deviation=	**7**

Table B-6: Final Model Validation Results - Screenlines Using AM Peak 1 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	639	491	1.301	0.64	Yes	148	21904	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	318	639	0.498	0.64	Yes	-321	103041	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	5,236	4,693	1.116	0.62	Yes	543	294849	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	4,308	4,516	0.954	0.62	Yes	-208	43264	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	5,873	6,168	0.952	0.6	Yes	-295	87025	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	6,551	6,840	0.958	0.6	Yes	-289	83521	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	800	138	5.797	0.64	No	662	438244	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	42	328	0.128	0.64	No	-286	81796	
				Westbound	13,226	12,162	1.087	0.54	Yes	1064	1132096	17%
				Eastbound	10,541	11,651	0.905	0.55	Yes	-1110	1232100	19%
				Screenline 1: West of Santa Clara (North)	23,767	23,813	0.998	0.43	Yes	-46	2116	1%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	383	884	0.433	0.64	Yes	-501	251001	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	424	622	0.682	0.64	Yes	-198	39204	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	155	226	0.686	0.64	Yes	-71	5041	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	62	972	0.064	0.64	No	-910	828100	
				Southbound	538	1,110	0.485	0.64	Yes	-572	327184	103%
				Northbound	486	1,594	0.305	0.64	No	-1108	1227664	139%
				Screenline 2: North Santa Clara	1,024	2,704	0.379	0.64	Yes	-1680	2822400	124%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	653	1,083	0.603	0.64	Yes	-430	184900	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	1,164	497	2.342	0.64	No	667	444889	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,692	3,327	1.110	0.63	Yes	365	133225	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,008	2,557	1.176	0.64	Yes	451	203401	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	5,805	4,038	1.438	0.62	Yes	1767	3122289	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	7,399	5,765	1.283	0.61	Yes	1634	2669956	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	5,236	4,693	1.116	0.62	Yes	543	294849	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	4,308	4,516	0.954	0.62	Yes	-208	43264	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	1,193	1,349	0.884	0.64	Yes	-156	24336	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	1,432	944	1.517	0.64	Yes	488	238144	
				Westbound	18,173	16,217	1.121	0.5	Yes	1956	3825936	27%
				Eastbound	15,717	12,552	1.252	0.54	Yes	3165	10017225	56%
				Screenline 3: East of Santa Clara (North)	33,890	28,769	1.178	0.41	Yes	5121	26224641	56%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	299	843	0.355	0.64	No	-544	295936	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	91	425	0.214	0.64	No	-334	111556	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,452	2,575	0.952	0.64	Yes	-123	15129	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,091	1,667	1.254	0.64	Yes	424	179776	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	300	837	0.358	0.64	No	-537	288369	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	172	330	0.521	0.64	Yes	-158	24964	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	665	693	0.960	0.64	Yes	-28	784	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	361	534	0.676	0.64	Yes	-173	29929	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,993	1,239	1.609	0.64	Yes	754	568516	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,901	882	2.155	0.64	No	1019	1038361	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	91	423	0.215	0.64	No	-332	110224	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	30	377	0.080	0.64	No	-347	120409	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	628	1,341	0.468	0.64	Yes	-713	508369	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	304	710	0.428	0.64	Yes	-406	164836	
10601	57158230	EB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	7,462	4,246	1.757	0.62	No	3216	10342656	
10602	103818231	WB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	7,174	6,581	1.090	0.6	Yes	593	351649	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,003	972	1.032	0.64	Yes	31	961	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	546	474	1.152	0.64	Yes	72	5184	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,044	1,094	0.954	0.64	Yes	-50	2500	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	1,197	694	1.725	0.64	No	503	253009	
				Westbound	15,649	16,598	0.943	0.49	Yes	-949	900601	13%
				Eastbound	14,155	10,339	1.369	0.56	Yes	3816	14561856	83%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	29,804	26,937	1.106	0.42	Yes	2867	8219689	48%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	869	1,206	0.721	0.64	Yes	-337	113569	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	2,172	2,639	0.823	0.64	Yes	-467	218089	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	3,474	2,863	1.213	0.64	Yes	611	373321	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	3,562	3,933	0.906	0.63	Yes	-371	137641	
				Southbound	4,343	4,069	1.067	0.62	Yes	274	75076	10%
				Northbound	5,734	6,572	0.872	0.6	Yes	-838	702244	18%
				Screenline 5: North-Central Santa Clara (North-South)	10,077	10,641	0.947	0.56	Yes	-564	318096	11%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	432	159	2.717	0.64	No	273	74529	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	171	816	0.210	0.64	No	-645	416025	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	3,559	2,559	1.391	0.64	Yes	1000	1000000	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	3,813	3,615	1.055	0.63	Yes	198	39204	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	728	593	1.228	0.64	Yes	135	18225	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	1,388	1,214	1.143	0.64	Yes	174	30276	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	1,956	2,600	0.752	0.64	Yes	-644	414736	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	1,717	2,396	0.717	0.64	Yes	-679	461041	
				Southbound	6,675	5,911	1.129	0.61	Yes	764	583696	26%
				Northbound	7,089	8,041	0.882	0.58	Yes	-952	906304	24%
				Screenline 6: South of US 101	13,764	13,952	0.987	0.53	Yes	-188	35344	4%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	1,056	1,499	0.704	0.64	Yes	-443	196249	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	2,975	3,803	0.782	0.63	Yes	-828	685584	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	177	204	0.868	0.64	Yes	-27	729	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	412	1,013	0.407	0.64	Yes	-601	361201	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	1,587	1,260	1.260	0.64	Yes	327	106929	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,622	3,621	1.000	0.63	Yes	1	1	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	113	375	0.301	0.64	No	-262	68644	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	801	1,045	0.767	0.64	Yes	-244	59536	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	639	200	3.195	0.64	No	439	192721	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	401	639	0.628	0.64	Yes	-238	56644	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	482	433	1.113	0.64	Yes	49	2401	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Rea	1,476	1,671	0.883	0.64	Yes	-195	38025	
				Southbound	4,054	3,971	1.021	0.63	Yes	83	6889	5%
				Northbound	9,687	11,792	0.821	0.55	Yes	-2105	4431025	44%
				Screenline 7: Central Santa Clara (north of El Camino Real)	13,741	15,763	0.872	0.50	Yes	-2022	4088484	44%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	1,604	1,926	0.833	0.64	Yes	-322	103684	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	2,859	3,959	0.722	0.63	Yes	-1100	1210000	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	183	346	0.529	0.64	Yes	-163	26569	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	370	791	0.468	0.64	Yes	-421	177241	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	806	675	1.194	0.64	Yes	131	17161	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,241	924	1.343	0.64	Yes	317	100489	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	3,475	843	4.122	0.64	No	2632	6927424	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,677	2,609	1.026	0.64	Yes	68	4624	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,230	4,464	1.172	0.62	Yes	766	586756	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	6,615	6,433	1.028	0.6	Yes	182	33124	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	4,576	5,927	0.772	0.61	Yes	-1351	1825201	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	5,361	5,927	0.905	0.61	Yes	-566	320356	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	631	408	1.547	0.64	Yes	223	49729	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	1,597	797	2.004	0.64	No	800	640000	
				Southbound	16,505	14,589	1.131	0.52	Yes	1916	3671056	35%
				Northbound	20,720	21,440	0.966	0.45	Yes	-720	518400	9%
				Screenline 8: South Santa Clara (north of Stevens Creek)	37,225	36,029	1.033	0.38	Yes	1196	1430416	12%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	778	719	1.082	0.64	Yes	59	3481	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	1,810	1,177	1.538	0.64	Yes	633	400689	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	23	82	0.280	0.64	No	-59	3481	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	368	284	1.296	0.64	Yes	84	7056	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	1,868	627	2.979	0.64	No	1241	1540081	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	855	1,533	0.558	0.64	Yes	-678	459684	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	2,027	636	3.187	0.64	No	1391	1934881	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	148	2,577	0.057	0.64	No	-2429	5900041	
				Southbound	4,696	2,064	2.275	0.64	No	2632	6927424	255%
				Northbound	3,181	5,571	0.571	0.61	Yes	-2390	5712100	86%
				Screenline 9: Southeastern Boundary of Santa Clara	7,877	7,635	1.032	0.59	Yes	242	58564	9%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	726	501	1.449	0.64	Yes	225	50625	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	977	909	1.075	0.64	Yes	68	4624	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	203	306	0.663	0.64	Yes	-103	10609	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	301	472	0.638	0.64	Yes	-171	29241	
				Southbound	929	807	1.151	0.64	Yes	122	14884	21%
				Northbound	1,278	1,381	0.925	0.64	Yes	-103	10609	11%
				Screenline 10: North-Central Santa Clara (from South/West)	2,207	2,188	1.009	0.64	Yes	19	361	2%

Total Count	**10**
Screenlines Within Deviation	**10**
Screenlines Outside Deviation	**0**
Percent within Caltrans Maximum Deviation	**100%**

Table B-7: Final Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	23%	30%	Yes	19%	7%	No
Expressway	14	21%	30%	Yes	4%	25%	Yes
Collector	4	75%	30%	No	-31%	25%	No
Freeway Ramp	19	54%	30%	No	-18%	20%	Yes
Major Arterial	47	38%	30%	No	-8%	25%	Yes
Overall	104	34%	30%	No	9%	N/A	

Table B-8: Final Model Validation Results - AM 1 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	28	45%	116%	Yes	-11%	200%	Yes
2500	38	41%	116%	Yes	-7%	100%	Yes
5000	10	27%	116%	Yes	2%	50%	Yes
10000	19	27%	43%	Yes	17%	25%	Yes
20000	9	18%	28%	Yes	11%	20%	Yes
25000	0	N/A	25%	N/A	N/A	20%	N/A

Table B-9: Final Model Validation Results - PM Peak 1 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	628	1,480	0.424	0.630	Yes	-852	725904
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	752	2,342	0.321	0.630	No	-1590	2528100
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	2,564	2,887	0.888	0.575	Yes	-323	104329
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	4,366	3,790	1.152	0.520	Yes	576	331776
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	4,411	5,340	0.826	0.475	Yes	-929	863041
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	5,453	5,562	0.980	0.475	Yes	-109	11881
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	4,346	5,171	0.840	0.475	Yes	-825	680625
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,889	5,746	0.851	0.475	Yes	-857	734449
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	934	1,729	0.540	0.630	Yes	-795	632025
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	2,885	4,265	0.676	0.520	Yes	-1380	1904400
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	2,351	2,719	0.865	0.575	Yes	-368	135424
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	700	1,908	0.367	0.630	No	-1208	1459264
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	461	1,515	0.304	0.630	No	-1054	1110916
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	461	1,287	0.358	0.630	No	-826	682276
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	140	1,339	0.105	0.630	No	-1199	1437601
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	1,275	2,114	0.603	0.630	Yes	-839	703921
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,813	1,567	1.157	0.630	Yes	246	60516
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	2,217	2,174	1.020	0.630	Yes	43	1849
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	2,041	2,217	0.921	0.630	Yes	-176	30976
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,799	2,326	1.203	0.630	Yes	473	223729
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	1,126	1,591	0.708	0.630	Yes	-465	216225
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	764	1,123	0.680	0.683	Yes	-359	128881
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	601	2,056	0.292	0.630	No	-1455	2117025
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	7,629	6,293	1.212	0.440	Yes	1336	1784896
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	8,800	7,229	1.217	0.440	Yes	1571	2468041
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	7,331	5,211	1.407	0.475	Yes	2120	4494400
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	7,850	6,506	1.207	0.440	Yes	1344	1806336
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	6,984	4,832	1.445	0.520	Yes	2152	4631104
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	6,007	3,999	1.502	0.520	Yes	2008	4032064
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	380	1,199	0.317	0.683	No	-819	670761
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,141	1,701	0.671	0.630	Yes	-560	313600
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,630	2,152	0.757	0.630	Yes	-522	272484
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	990	2,444	0.405	0.630	Yes	-1454	2114116
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,112	1,374	0.809	0.630	Yes	-262	68644
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	2,440	1,699	1.436	0.630	Yes	741	549081
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	3,272	2,294	1.426	0.630	Yes	978	956484
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	396	867	0.457	0.683	Yes	-471	221841
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	2,660	2,618	1.016	0.575	Yes	42	1764
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	678	1,043	0.650	0.683	Yes	-365	133225
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	1,489	1,404	1.061	0.630	Yes	85	7225
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	1,404	1,838	0.764	0.630	Yes	-434	188356
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	712	861	0.827	0.683	Yes	-149	22201
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	3,447	4,826	0.714	0.520	Yes	-1379	1901641
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	2,194	3,349	0.655	0.575	Yes	-1155	1334025
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,635	4,445	1.043	0.520	Yes	190	36100
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	4,492	4,307	1.043	0.520	Yes	185	34225
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	430	1,713	0.251	0.630	No	-1283	1646089
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	756	1,372	0.551	0.630	Yes	-616	379456
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,016	981	1.036	0.683	Yes	35	1225
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,328	2,885	1.154	0.575	Yes	443	196249
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,543	2,027	0.761	0.630	Yes	-484	234256
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	40	1,049	0.038	0.683	**No**	-1009	1018081
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,993	2,117	0.941	0.630	Yes	-124	15376
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,798	1,372	1.310	0.630	Yes	426	181476
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	894	2,488	0.359	0.630	**No**	-1594	2540836
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,850	1,741	1.063	0.630	Yes	109	11881
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,516	2,770	0.908	0.575	Yes	-254	64516
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	284	471	0.603	0.683	Yes	-187	34969
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	679	1,006	0.675	0.683	Yes	-327	106929
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,713	1,543	1.110	0.630	Yes	170	28900
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	317	896	0.354	0.683	Yes	-579	335241
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	516	771	0.669	0.683	Yes	-255	65025
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	2,021	2,710	0.746	0.575	Yes	-689	474721
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,762	1,392	1.266	0.630	Yes	370	136900
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,247	1,279	0.975	0.630	Yes	-32	1024
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	8,504	6,617	1.285	0.44	Yes	1,887	3560769
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	9,358	6,202	1.509	0.475	**No**	3,156	9960336
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	9,291	8,694	1.069	0.410	Yes	597	356,409
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	8,580	7,764	1.105	0.410	Yes	816	665,856
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	9,252	7,587	1.219	0.410	Yes	1,665	2,772,225
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	11,387	10,151	1.122	0.359	Yes	1,236	1,527,696
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	11,571	9,638	1.201	0.380	Yes	1,933	3,736,489
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	11,591	10,710	1.082	0.359	Yes	881	776,161
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	11,843	9,509	1.245	0.380	Yes	2,334	5,447,556
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	11,795	11,080	1.065	0.359	Yes	715	511,225
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	12,950	9,968	1.299	0.380	Yes	2,982	8,892,324
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	10,349	7,986	1.296	0.410	Yes	2,363	5,583,769
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	14,323	13,729	1.043	0.325	Yes	594	352,836
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	15,456	13,695	1.129	0.325	Yes	1,761	3,101,121
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	11,270	10,582	1.065	0.359	Yes	688	473344
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	11,531	9,557	1.207	0.380	Yes	1,974	3896676
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	11,781	9,303	1.266	0.380	Yes	2,478	6140484
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	14,093	11,402	1.236	0.340	Yes	2,691	7241481
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	11,591	11,054	1.049	0.359	Yes	537	288369
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	9,437	10,854	0.869	0.359	Yes	-1,417	2007889
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	273	640	0.427	0.683	Yes	-367	134689
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	598	529	1.130	0.683	Yes	69	4761
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	691	668	1.034	0.683	Yes	23	529
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	658	522	1.261	0.683	Yes	136	18496
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	186	396	0.470	0.683	Yes	-210	44100
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	632	450	1.404	0.683	Yes	182	33124
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	729	419	1.740	0.683	**No**	310	96100
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	790	333	2.372	0.683	**No**	457	208849
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	337	423	0.797	0.683	Yes	-86	7396
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	548	357	1.535	0.683	Yes	191	36481
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	894	1300	0.688	0.63	Yes	-406	164836
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	333	686	0.485	0.683	Yes	-353	124609
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	428	482	0.888	0.683	Yes	-54	2916
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	536	434	1.235	0.683	Yes	102	10404
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	565	789	0.716	0.683	Yes	-224	50176
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	211	386	0.547	0.683	Yes	-175	30625
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	756	531	1.424	0.683	Yes	225	50625
10501	72137069	WB	SR 237	On Ramp from North 1st Street	710	997	0.712	0.683	Yes	-287	82369
10502	818510716	EB	SR 237	On Ramp from North 1st Street	544	725	0.750	0.683	Yes	-181	32761

Local Roadway/Freeway/Ramp Results:	**386,725**	**372,471**	**Model/Count Ratio=**	**1.038**	**4%**
			Percent within Caltrans Maximum Deviation=	**88% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**30% < 30%**	
			Coefficient of Determination (R^2)=	**0.959 > 0.77**	
			Correlation Coefficient=	**0.979 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**91**	
			Link Outside Deviation=	**13**	
Local Roadway Results:	**150,353**	**165,322**	**Model/Count Ratio=**	**0.909**	**-9%**
			Percent within Caltrans Maximum Deviation=	**85% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**35% < 30%**	
			Coefficient of Determination (R^2)=	**0.856 > 0.77**	
			Correlation Coefficient=	**0.925 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**55**	
			Link Outside Deviation=	**10**	

Table B-10: Final Model Validation Results - Screenlines Using PM Peak 1 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	469	652	0.719	0.64	Yes	-183	33489	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	672	1,049	0.641	0.64	Yes	-377	142129	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	4,130	3,915	1.055	0.63	Yes	215	46225	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	5,161	4,779	1.080	0.62	Yes	382	145924	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	5,970	5,015	1.190	0.61	Yes	955	912025	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	5,825	6,065	0.960	0.6	Yes	-240	57600	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	165	314	0.525	0.64	Yes	-149	22201	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	231	553	0.418	0.64	Yes	-322	103684	
				Westbound	10,589	10,946	0.967	0.56	Yes	-357	127449	7%
				Eastbound	12,034	11,396	1.056	0.55	Yes	638	407044	11%
				Screenline 1: West of Santa Clara (North)	22,623	22,342	1.013	0.45	Yes	281	78961	4%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	528	888	0.595	0.64	Yes	-360	129600	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	406	841	0.483	0.64	Yes	-435	189225	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	32	1,074	0.030	0.64	No	-1042	1085764	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	108	265	0.408	0.64	Yes	-157	24649	
				Southbound	560	1,962	0.285	0.64	No	-1402	1965604	143%
				Northbound	514	1,106	0.465	0.64	Yes	-592	350464	107%
				Screenline 2: North Santa Clara	1,074	3,068	0.350	0.63	No	-1994	3976036	130%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	475	845	0.562	0.64	Yes	-370	136900	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	515	1,599	0.322	0.64	No	-1084	1175056	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,453	2,995	1.153	0.64	Yes	458	209764	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	4,176	3,298	1.266	0.63	Yes	878	770884	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	7,036	4,946	1.423	0.62	Yes	2090	4368100	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	5,914	5,022	1.178	0.61	Yes	892	795664	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	4,130	3,915	1.055	0.63	Yes	215	46225	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	5,161	4,779	1.080	0.62	Yes	382	145924	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	1,422	1,309	1.086	0.64	Yes	113	12769	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	1,238	1,309	0.946	0.64	Yes	-71	5041	
				Westbound	15,394	14,086	1.093	0.52	Yes	1308	1710864	21%
				Eastbound	18,126	15,931	1.138	0.5	Yes	2195	4818025	31%
				Screenline 3: East of Santa Clara (North)	33,520	30,017	1.117	0.4	Yes	3503	12271009	37%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	589	458	1.286	0.64	Yes	131	17161	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	537	1,133	0.474	0.64	Yes	-596	355216	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,129	1,837	1.159	0.64	Yes	292	85264	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,506	2,608	0.961	0.64	Yes	-102	10404	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	239	384	0.622	0.64	Yes	-145	21025	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	191	1,329	0.144	0.64	No	-1138	1295044	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	253	595	0.425	0.64	Yes	-342	116964	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	503	777	0.647	0.64	Yes	-274	75076	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,877	1,182	1.588	0.64	Yes	695	483025	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,451	1,703	0.852	0.64	Yes	-252	63504	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	20	520	0.038	0.64	No	-500	250000	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	20	529	0.038	0.64	No	-509	259081	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	319	958	0.333	0.64	No	-639	408321	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	575	1,530	0.376	0.64	Yes	-955	912025	
10601	57158230	EB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	8,033	5,733	1.401	0.61	Yes	2300	5290000	
10602	103818231	WB	I-280	between Saratoga Avenue and Stevens Creek Boulevard	6,060	5,669	1.069	0.61	Yes	391	152881	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	560	511	1.096	0.64	Yes	49	2401	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,238	861	1.438	0.64	Yes	377	142129	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,234	890	1.387	0.64	Yes	344	118336	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	759	1,227	0.619	0.64	Yes	-468	219024	
				Westbound	13,280	13,004	1.021	0.53	Yes	276	76176	5%
				Eastbound	15,813	17,430	0.907	0.49	Yes	-1617	2614689	21%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	29,093	30,434	0.956	0.40	Yes	-1341	1798281	20%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	1,896	2,834	0.669	0.64	Yes	-938	879844	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	989	1,431	0.691	0.64	Yes	-442	195364	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	5,529	4,255	1.299	0.62	Yes	1274	1623076	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	3,271	2,974	1.100	0.64	Yes	297	88209	
				Southbound	7,425	7,089	1.047	0.59	Yes	336	112896	7%
				Northbound	4,260	4,405	0.967	0.62	Yes	-145	21025	5%
				Screenline 5: North-Central Santa Clara (North-South)	11,685	11,494	1.017	0.55	Yes	191	36481	3%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	136	874	0.156	0.64	No	-738	544644	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	628	249	2.522	0.64	No	379	143641	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	4,296	3,953	1.087	0.63	Yes	343	117649	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	3,554	2,553	1.392	0.64	Yes	1001	1002001	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,583	1,613	0.981	0.64	Yes	-30	900	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	634	561	1.130	0.64	Yes	73	5329	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	1,479	1,989	0.744	0.64	Yes	-510	260100	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	1,968	2,837	0.694	0.64	Yes	-869	755161	
				Southbound	7,494	8,429	0.889	0.58	Yes	-935	874225	22%
				Northbound	6,784	6,200	1.094	0.6	Yes	584	341056	19%
				Screenline 6: South of US 101	14,278	14,629	0.976	0.52	Yes	-351	123201	7%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,256	3,420	0.952	0.63	Yes	-164	26896	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	1,090	1,751	0.623	0.64	Yes	-661	436921	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	311	1,173	0.265	0.64	No	-862	743044	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	150	342	0.439	0.64	Yes	-192	36864	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,700	3,426	1.080	0.63	Yes	274	75076	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,284	1,406	2.336	0.64	No	1878	3526884	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	505	1,534	0.329	0.64	No	-1029	1058841	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	96	522	0.184	0.64	No	-426	181476	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	364	716	0.508	0.64	Yes	-352	123904	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	652	265	2.460	0.64	No	387	149769	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,531	1,725	0.888	0.64	Yes	-194	37636	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	510	492	1.037	0.64	Yes	18	324	
				Southbound	9,667	11,994	0.806	0.55	Yes	-2327	5414929	48%
				Northbound	5,782	4,778	1.210	0.62	Yes	1004	1008016	51%
				Screenline 7: Central Santa Clara (north of El Camino Real)	15,449	16,772	0.921	0.49	Yes	-1323	1750329	27%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	3,295	3,563	0.925	0.63	Yes	-268	71824	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	1,594	2,183	0.730	0.64	Yes	-589	346921	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	259	767	0.338	0.64	No	-508	258064	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	202	520	0.388	0.64	Yes	-318	101124	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	990	906	1.093	0.64	Yes	84	7056	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	860	835	1.030	0.64	Yes	25	625	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,901	2,954	0.982	0.64	Yes	-53	2809	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	3,106	1,045	2.972	0.64	No	2061	4247721	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,946	5,745	1.035	0.61	Yes	201	40401	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	5,645	5,309	1.063	0.61	Yes	336	112896	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	5,414	5,427	0.998	0.61	Yes	-13	169	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	4,023	5,427	0.741	0.61	Yes	-1404	1971216	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,115	943	1.182	0.64	Yes	172	29584	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	598	600	0.997	0.64	Yes	-2	4	
				Southbound	19,920	20,305	0.981	0.46	Yes	-385	148225	5%
				Northbound	16,028	15,919	1.007	0.5	Yes	109	11881	2%
				Screenline 8: South Santa Clara (north of Stevens Creek)	35,948	36,224	0.992	0.38	Yes	-276	76176	3%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	1,647	1,496	1.101	0.64	Yes	151	22801	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	1,152	830	1.388	0.64	Yes	322	103684	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	277	342	0.810	0.64	Yes	-65	4225	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	7	129	0.054	0.64	No	-122	14884	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	804	1,901	0.423	0.64	Yes	-1097	1203409	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,712	869	1.970	0.64	No	843	710649	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	480	2,554	0.188	0.64	No	-2074	4301476	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	1,714	795	2.156	0.64	No	919	844561	
				Southbound	3,208	6,293	0.510	0.6	Yes	-3085	9517225	98%
				Northbound	4,585	2,623	1.748	0.64	No	1962	3849444	150%
				Screenline 9: Southeastern Boundary of Santa Clara	7,793	8,916	0.874	0.58	Yes	-1123	1261129	36%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,187	1,015	1.169	0.64	Yes	172	29584	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	626	552	1.134	0.64	Yes	74	5476	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	496	487	1.018	0.64	Yes	9	81	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	216	374	0.578	0.64	Yes	-158	24964	
				Southbound	1,683	1,502	1.121	0.64	Yes	181	32761	17%
				Northbound	842	926	0.909	0.64	Yes	-84	7056	13%
				Screenline 10: North-Central Santa Clara (from South/West)	2,525	2,428	1.040	0.64	Yes	97	9409	8%

Total Count	**10**
Screenlines Within Deviation	**9**
Screenlines Outside Deviation	**1**
Percent within Caltrans Maximum Deviation	**90%**

Table B-11: Final Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	19%	30%	Yes	15%	7%	No
Expressway	14	25%	30%	Yes	12%	25%	Yes
Collector	4	77%	30%	No	-68%	25%	No
Freeway Ramp	19	42%	30%	No	-6%	20%	Yes
Major Arterial	47	40%	30%	No	-23%	25%	Yes
Overall	104	30%	30%	No	4%	N/A	

Table B-12: Final Model Validation Results - PM 1 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	24	43%	116%	Yes	-13%	200%	Yes
2500	38	47%	116%	Yes	-27%	100%	Yes
5000	14	29%	116%	Yes	0%	50%	Yes
10000	19	25%	43%	Yes	18%	25%	Yes
20000	9	12%	28%	Yes	7%	20%	Yes
25000	0	N/A	25%	N/A	N/A	20%	N/A

Table B-13: Final Model Validation Results - AM Peak 4 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	1,803	2,873	0.628	0.575	Yes	-1070	1144900
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	2,319	4,112	0.564	0.520	Yes	-1793	3214849
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	8,500	7,947	1.070	0.410	Yes	553	305809
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	9,903	10,752	0.921	0.359	Yes	-849	720801
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	13,925	13,556	1.027	0.325	Yes	369	136161
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	12,656	14,096	0.898	0.313	Yes	-1440	2073600
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	8,760	12,086	0.725	0.340	Yes	-3326	11062276
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	11,316	12,873	0.879	0.325	Yes	-1557	2424249
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	2,504	3,820	0.655	0.520	Yes	-1316	1731856
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	7,329	8,652	0.847	0.410	Yes	-1323	1750329
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	3,929	5,115	0.768	0.475	Yes	-1186	1406596
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	1,208	3,037	0.398	0.575	**No**	-1829	3345241
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	887	2,152	0.412	0.630	Yes	-1265	1600225
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,517	2,096	0.724	0.630	Yes	-579	335241
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	216	2,665	0.081	0.575	**No**	-2449	5997601
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	3,313	4,077	0.813	0.520	Yes	-764	583696
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	3,006	3,625	0.829	0.575	Yes	-619	383161
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	4,466	4,214	1.060	0.520	Yes	252	63504
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	3,015	4,832	0.624	0.520	Yes	-1817	3301489
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	6,803	4,855	1.401	0.520	Yes	1948	3794704
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	267	2,256	0.118	0.630	**No**	-1989	3956121
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	1,366	2,069	0.660	0.630	Yes	-703	494209
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	929	2,950	0.315	0.575	**No**	-2021	4084441
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	14,204	13,076	1.086	0.325	Yes	1128	1272384
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	15,012	16,307	0.921	0.294	Yes	-1295	1677025
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	21,122	15,103	1.399	0.303	**No**	6019	36228361
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	15,685	14,762	1.063	0.313	Yes	923	851929
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	12,153	11,701	1.039	0.340	Yes	452	204304
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	12,013	8,515	1.411	0.410	**No**	3498	12236004
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	606	2,081	0.291	0.630	**No**	-1475	2175625
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	920	2,262	0.407	0.630	Yes	-1342	1800964
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,834	3,056	0.600	0.575	Yes	-1222	1493284
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	3,517	3,152	1.116	0.575	Yes	365	133225
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,034	2,647	0.391	0.575	**No**	-1613	2601769
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	5,936	3,420	1.736	0.575	**No**	2516	6330256
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	7,147	5,237	1.365	0.475	Yes	1910	3648100
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	717	925	0.775	0.683	Yes	-208	43264
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	7,856	5,729	1.371	0.475	Yes	2127	4524129
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	1,079	1,653	0.653	0.630	Yes	-574	329476
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	4,123	3,533	1.167	0.575	Yes	590	348100
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	4,396	4,587	0.958	0.520	Yes	-191	36481
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,528	2,065	0.740	0.630	Yes	-537	288369
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	13,000	13,412	0.969	0.325	Yes	-412	169744
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,514	8,385	0.181	0.410	**No**	-6871	47210641
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	5,647	9,473	0.596	0.380	**No**	-3826	14638276
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	5,018	9,607	0.522	0.380	**No**	-4589	21058921
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	565	2,529	0.223	0.575	**No**	-1964	3857296
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	2,479	2,652	0.935	0.575	Yes	-173	29929
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	2,132	1,853	1.151	0.630	Yes	279	77841
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	5,576	4,681	1.191	0.520	Yes	895	801025
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,938	3,958	0.490	0.520	Yes	-2020	4080400
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	107	1,872	0.057	0.630	**No**	-1765	3115225
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	3,232	3,954	0.817	0.520	Yes	-722	521284
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,340	2,738	0.489	0.575	Yes	-1398	1954404
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,074	4,076	0.263	0.520	**No**	-3002	9012004
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	4,653	3,313	1.404	0.575	Yes	1340	1795600
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	6,083	5,069	1.200	0.475	Yes	1014	1028196
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	29	801	0.036	0.683	**No**	-772	595984
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,330	1,610	0.826	0.630	Yes	-280	78400
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	3,924	2,380	1.649	0.630	**No**	1544	2383936
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	370	1,919	0.193	0.630	**No**	-1549	2399401
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	705	1,201	0.587	0.683	Yes	-496	246016
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	2,294	4,582	0.501	0.520	Yes	-2288	5234944
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,815	2,542	0.714	0.575	Yes	-727	528529
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	2,457	2,402	1.023	0.630	Yes	55	3025
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	25,305	20,042	1.263	0.275	Yes	5,263	27699169
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	29,939	17,861	1.676	0.286	**No**	12,078	145878084
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	30,889	26,645	1.159	0.252	Yes	4,244	18,011,536
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	27,412	21,366	1.283	0.270	**No**	6,046	36,554,116
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	29,509	20,614	1.432	0.275	**No**	8,895	79,121,025
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	36,703	30,955	1.186	0.241	Yes	5,748	33,039,504
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	36,959	31,673	1.167	0.241	Yes	5,286	27,941,796
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	37,324	34,656	1.077	0.235	Yes	2,668	7,118,224
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	38,633	28,202	1.370	0.248	**No**	10,431	108,805,761
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	39,330	39,120	1.005	0.224	Yes	210	44,100
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	39,477	31,982	1.234	0.241	Yes	7,495	56,175,025
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	32,411	27,432	1.182	0.252	Yes	4,979	24,790,441
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	47,985	40,244	1.192	0.219	Yes	7,741	59,923,081
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	51,422	44,800	1.148	0.214	Yes	6,622	43,850,884
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	38,105	31,313	1.217	0.241	Yes	6,792	46131264
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	38,581	31,755	1.215	0.241	Yes	6,826	46594276
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	40,362	28,926	1.395	0.244	**No**	11,436	130782096
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	47,157	29,552	1.596	0.244	**No**	17,605	309936025
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	38,164	28,321	1.348	0.248	**No**	9,843	96884649
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	33,866	36,420	0.930	0.229	Yes	-2,554	6522916
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	2,603	2,261	1.151	0.630	Yes	342	116964
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	474	897	0.528	0.683	Yes	-423	178929
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	590	562	1.050	0.683	Yes	28	784
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	1,515	1,255	1.207	0.630	Yes	260	67600
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	1,574	1,016	1.549	0.683	Yes	558	311364
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	1,882	609	3.090	0.683	**No**	1,273	1620529
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	1,698	2023	0.839	0.63	Yes	-325	105625
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	1,750	930	1.882	0.683	**No**	820	672400
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	1,841	1957	0.941	0.63	Yes	-116	13456
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	262	742	0.353	0.683	Yes	-480	230400
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	2,798	2948	0.949	0.575	Yes	-150	22500
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	2,893	2404	1.203	0.63	Yes	489	239121
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	1554	1071	1.451	0.683	Yes	483	233289
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	959	1223	0.784	0.683	Yes	-264	69696
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	569	1169	0.487	0.683	Yes	-600	360000
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	854	1195	0.715	0.683	Yes	-341	116281
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	3095	1912	1.619	0.63	Yes	1183	1399489
10501	72137069	WB	SR 237	On Ramp from North 1st Street	2447	1276	1.918	0.63	**No**	1171	1371241
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1210	1182	1.024	0.683	Yes	28	784

Local Roadway/Freeway/Ramp Results:	**1,078,202**	**978,041**	**Model/Count Ratio=**	**1.102**	**10%**
			Percent within Caltrans Maximum Deviation=	**73% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**41% < 30%**	
			Coefficient of Determination (R^2)=	**0.960 > 0.77**	
			Correlation Coefficient=	**0.980 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**76**	
			Link Outside Deviation=	**28**	

Local Roadway Results:	**308,101**	**349,530**	**Model/Count Ratio=**	**0.881**	**-12%**
			Percent within Caltrans Maximum Deviation=	**72% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**37% < 30%**	
			Coefficient of Determination (R^2)=	**0.852 > 0.77**	
			Correlation Coefficient=	**0.923 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**47**	
			Link Outside Deviation=	**18**	

Table B-14: Final Model Validation Results - Screenlines Using AM Peak 4 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	542	1,137	0.477	0.64	Yes	-595	354025	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	378	1,125	0.336	0.64	No	-747	558009	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	18,137	14,941	1.214	0.52	Yes	3196	10214416	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	12,752	11,704	1.090	0.55	Yes	1048	1098304	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	18,919	15,236	1.242	0.51	Yes	3683	13564489	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	20,411	23,884	0.855	0.43	Yes	-3473	12061729	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	697	274	2.544	0.64	No	423	178929	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	20	651	0.031	0.64	No	-631	398161	
				Westbound	39,787	40,236	0.989	0.36	Yes	-449	201601	2%
				Eastbound	32,069	28,716	1.117	0.41	Yes	3353	11242609	23%
				Screenline 1: West of Santa Clara (North)	71,856	68,952	1.042	0.29	Yes	2904	8433216	12%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,437	2,359	0.609	0.64	Yes	-922	850084	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,067	1,461	0.730	0.64	Yes	-394	155236	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	130	624	0.208	0.64	No	-494	244036	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	86	2,041	0.042	0.64	No	-1955	3822025	
				Southbound	1,567	2,983	0.525	0.64	Yes	-1416	2005056	95%
				Northbound	1,153	3,502	0.329	0.63	No	-2349	5517801	134%
				Screenline 2: North Santa Clara	2,720	6,485	0.419	0.6	Yes	-3765	14175225	116%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	2,254	2,214	1.018	0.64	Yes	40	1600	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	1,263	938	1.346	0.64	Yes	325	105625	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	10,068	8,016	1.256	0.58	Yes	2052	4210704	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	4,136	5,060	0.817	0.61	Yes	-924	853776	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	15,996	11,211	1.427	0.55	Yes	4785	22896225	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	23,481	20,771	1.130	0.46	Yes	2710	7344100	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	18,137	14,941	1.214	0.52	Yes	3196	10214416	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	12,752	11,704	1.090	0.55	Yes	1048	1098304	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	3,282	3,506	0.936	0.63	Yes	-224	50176	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	4,574	2,223	2.058	0.64	No	2351	5527201	
				Westbound	57,222	49,448	1.157	0.33	Yes	7774	60435076	35%
				Eastbound	38,721	31,136	1.244	0.4	Yes	7585	57532225	54%
				Screenline 3: East of Santa Clara (North)	95,943	80,584	1.191	0.26	Yes	15359	235898881	60%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	229	1,563	0.147	0.64	No	-1334	1779556	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	38	693	0.055	0.64	No	-655	429025	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	3,271	6,479	0.505	0.6	Yes	-3208	10291264	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	2,376	2,994	0.794	0.64	Yes	-618	381924	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	239	1,884	0.127	0.64	No	-1645	2706025	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	326	645	0.505	0.64	Yes	-319	101761	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,713	1,606	1.067	0.64	Yes	107	11449	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	766	1,046	0.732	0.64	Yes	-280	78400	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	2,530	2,960	0.855	0.64	Yes	-430	184900	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,046	1,721	1.770	0.64	No	1325	1755625	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	54	1,098	0.049	0.64	No	-1044	1089936	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	53	774	0.068	0.64	No	-721	519841	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	665	2,845	0.234	0.64	No	-2180	4752400	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	409	1,231	0.332	0.64	No	-822	675684	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	24,222	9,485	2.554	0.57	No	14737	217179169	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	22,935	20,067	1.143	0.46	Yes	2868	8225424	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	818	1,953	0.419	0.64	Yes	-1135	1288225	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	522	785	0.665	0.64	Yes	-263	69169	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,630	2,614	0.624	0.64	Yes	-984	968256	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	1,602	1,340	1.196	0.64	Yes	262	68644	
				Westbound	34,084	43,069	0.791	0.35	Yes	-8985	80730225	47%
				Eastbound	33,360	20,714	1.611	0.46	No	12646	159921316	137%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	67,444	63,783	1.057	0.30	Yes	3661	13402921	26%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	1,305	3,091	0.422	0.63	Yes	-1786	3189796	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	6,024	5,561	1.083	0.61	Yes	463	214369	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	7,885	7,861	1.003	0.59	Yes	24	576	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	7,127	8,446	0.844	0.58	Yes	-1319	1739761	
				Southbound	9,190	10,952	0.839	0.56	Yes	-1762	3104644	23%
				Northbound	13,151	14,007	0.939	0.52	Yes	-856	732736	9%
				Screenline 5: North-Central Santa Clara (North-South)	22,341	24,959	0.895	0.43	Yes	-2618	6853924	21%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	887	588	1.509	0.64	Yes	299	89401	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	479	1,481	0.323	0.64	No	-1002	1004004	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	8,056	6,701	1.202	0.6	Yes	1355	1836025	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	7,629	8,061	0.946	0.58	Yes	-432	186624	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	1,762	1,489	1.183	0.64	Yes	273	74529	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	2,704	2,725	0.992	0.64	Yes	-21	441	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	7,169	8,088	0.886	0.58	Yes	-919	844561	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	5,831	5,324	1.095	0.61	Yes	507	257049	
				Southbound	17,874	16,866	1.060	0.49	Yes	1008	1016064	12%
				Northbound	16,643	17,591	0.946	0.48	Yes	-948	898704	11%
				Screenline 6: South of US 101	34,517	34,457	1.002	0.39	Yes	60	3600	0%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	2,511	3,697	0.679	0.63	Yes	-1186	1406596	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	6,249	8,389	0.745	0.58	Yes	-2140	4579600	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	380	473	0.803	0.64	Yes	-93	8649	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	507	1,679	0.302	0.64	No	-1172	1373584	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	2,873	3,505	0.820	0.63	Yes	-632	399424	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	9,280	8,196	1.132	0.58	Yes	1084	1175056	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	237	878	0.270	0.64	No	-641	410881	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	692	2,072	0.334	0.64	No	-1380	1904400	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,401	507	2.763	0.64	No	894	799236	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	731	1,346	0.543	0.64	Yes	-615	378225	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	745	1,046	0.712	0.64	Yes	-301	90601	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	2,270	3,786	0.600	0.63	Yes	-1516	2298256	
				Southbound	8,147	10,106	0.806	0.56	Yes	-1959	3837681	47%
				Northbound	19,729	25,468	0.775	0.42	Yes	-5739	32936121	55%
				Screenline 7: Central Santa Clara (north of El Camino Real)	27,876	35,574	0.784	0.38	Yes	-7698	59259204	75%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,445	4,479	0.992	0.62	Yes	-34	1156	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	6,871	8,394	0.819	0.58	Yes	-1523	2319529	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	742	742	1.000	0.64	Yes	0	0	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	775	1,354	0.572	0.64	Yes	-579	335241	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,391	1,696	0.820	0.64	Yes	-305	93025	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	3,262	1,617	2.017	0.64	No	1645	2706025	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	6,887	1,996	3.450	0.64	No	4891	23921881	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	5,126	6,519	0.786	0.6	Yes	-1393	1940449	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	17,168	9,400	1.826	0.57	No	7768	60341824	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	20,996	18,921	1.110	0.47	Yes	2075	4305625	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	15,292	18,210	0.840	0.48	Yes	-2918	8514724	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	18,574	18,210	1.020	0.48	Yes	364	132496	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,380	847	1.629	0.64	Yes	533	284089	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	2,544	1,533	1.659	0.64	No	1011	1022121	
				Southbound	47,305	37,370	1.266	0.38	Yes	9935	98704225	70%
				Northbound	58,148	56,548	1.028	0.31	Yes	1600	2560000	7%
				Screenline 8: South Santa Clara (north of Stevens Creek)	105,453	93,918	1.123	0.25	Yes	11535	133056225	46%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,340	2,058	1.137	0.64	Yes	282	79524	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	4,463	2,797	1.596	0.64	Yes	1666	2775556	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	17	164	0.104	0.64	No	-147	21609	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	12	637	0.019	0.64	No	-625	390625	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	4,748	1,481	3.206	0.64	No	3267	10673289	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,335	3,588	0.372	0.63	Yes	-2253	5076009	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,411	1,557	0.906	0.64	Yes	-146	21316	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	103	6,828	0.015	0.6	No	-6725	45225625	
				Southbound	8,516	5,260	1.619	0.61	No	3256	10601536	124%
				Northbound	5,913	13,850	0.427	0.53	No	-7937	62995969	115%
				Screenline 9: Southeastern Boundary of Santa Clara	14,429	19,110	0.755	0.47	Yes	-4681	21911761	69%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,602	1,450	1.105	0.64	Yes	152	23104	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	1,404	2,175	0.646	0.64	Yes	-771	594441	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	807	1,005	0.803	0.64	Yes	-198	39204	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	721	1,060	0.680	0.64	Yes	-339	114921	
				Southbound	2,409	2,455	0.981	0.64	Yes	-46	2116	3%
				Northbound	2,125	3,235	0.657	0.63	Yes	-1110	1232100	49%
				Screenline 10: North-Central Santa Clara (from South/West)	4,534	5,690	0.797	0.61	Yes	-1156	1336336	41%

Total Count	**10**
Screenlines Within Deviation	**10**
Screenlines Outside Deviation	**0**
Percent within Caltrans Maximum Deviation	**100%**

Table B-15: Final Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	27%	30%	Yes	23%	7%	No
Expressway	14	23%	30%	Yes	-2%	25%	Yes
Collector	4	90%	30%	No	-78%	25%	No
Freeway Ramp	19	44%	30%	No	15%	20%	Yes
Major Arterial	47	47%	30%	No	-19%	25%	Yes
Overall	104	41%	30%	No	10%	N/A	

Table B-16: Final Model Validation Results - AM 4 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	7	88%	116%	Yes	4%	200%	Yes
2500	28	52%	116%	Yes	-16%	100%	Yes
5000	28	43%	116%	Yes	-21%	50%	Yes
10000	10	45%	43%	No	-12%	25%	Yes
20000	12	30%	28%	No	7%	20%	Yes
25000	3	33%	25%	No	33%	20%	No
40000	14	26%	25%	No	21%	15%	No
50000	2	17%	30%	Yes	17%	15%	No
60000	0	N/A	30%	N/A	N/A	10%	N/A

Table B-17: Final Model Validation Results - PM Peak 4 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	2,349	4,138	0.568	0.520	Yes	-1789	3200521
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	2,634	6,783	0.388	0.440	No	-4149	17214201
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	9,136	10,326	0.885	0.359	Yes	-1190	1416100
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	14,657	13,803	1.062	0.313	Yes	854	729316
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	16,113	20,222	0.797	0.275	Yes	-4109	16883881
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	18,158	21,233	0.855	0.275	Yes	-3075	9455625
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	13,910	19,313	0.720	0.280	Yes	-5403	29192409
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	16,888	21,677	0.779	0.270	Yes	-4789	22934521
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	3,203	6,098	0.525	0.475	Yes	-2895	8381025
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	9,992	14,657	0.682	0.313	No	-4665	21762225
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	7,776	9,053	0.859	0.380	Yes	-1277	1630729
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	2,008	5,837	0.344	0.475	No	-3829	14661241
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,383	4,730	0.292	0.520	No	-3347	11202409
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,570	4,545	0.345	0.520	No	-2975	8850625
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	418	4,153	0.101	0.520	No	-3735	13950225
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	4,538	6,660	0.681	0.440	Yes	-2122	4502884
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	5,154	5,173	0.996	0.475	Yes	-19	361
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	6,757	6,943	0.973	0.440	Yes	-186	34596
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	6,106	7,197	0.848	0.440	Yes	-1091	1190281
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	10,127	7,917	1.279	0.410	Yes	2210	4884100
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	2,911	4,751	0.613	0.520	Yes	-1840	3385600
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	2,621	3,481	0.753	0.575	Yes	-860	739600
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,421	6,370	0.223	0.440	No	-4949	24492601
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	26,224	20,339	1.289	0.275	No	5885	34633225
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	30,140	23,847	1.264	0.260	No	6293	39601849
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	28,518	19,855	1.436	0.280	No	8663	75047569
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	28,670	22,463	1.276	0.270	No	6207	38526849
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	25,732	17,668	1.456	0.286	No	8064	65028096
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	19,680	14,282	1.378	0.313	No	5398	29138404
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	1,126	3,768	0.299	0.520	No	-2642	6980164
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	2,975	5,157	0.577	0.475	Yes	-2182	4761124
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	4,564	6,879	0.663	0.440	Yes	-2315	5359225
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	3,384	7,104	0.476	0.440	No	-3720	13838400
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	3,014	4,349	0.693	0.520	Yes	-1335	1782225
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	8,923	5,407	1.650	0.475	No	3516	12362256
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	10,969	7,049	1.556	0.440	No	3920	15366400
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	1,204	2,870	0.420	0.575	No	-1666	2775556
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	9,603	8,802	1.091	0.380	Yes	801	641601
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	2,094	3,243	0.646	0.575	Yes	-1149	1320201
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	5,152	4,987	1.033	0.520	Yes	165	27225
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	5,880	5,928	0.992	0.475	Yes	-48	2304
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	2,331	3,012	0.774	0.575	Yes	-681	463761
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	13,604	17,838	0.763	0.286	Yes	-4234	17926756
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	5,535	12,381	0.447	0.340	No	-6846	46867716
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	14,763	15,662	0.943	0.303	Yes	-899	808201
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	14,750	15,632	0.944	0.303	Yes	-882	777924
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,171	5,125	0.228	0.475	No	-3954	15634116
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	2,687	4,558	0.590	0.520	Yes	-1871	3500641
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	3,649	2,955	1.235	0.575	Yes	694	481636
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	10,294	10,521	0.978	0.359	Yes	-227	51529
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	4,336	7,434	0.583	0.440	Yes	-3098	9597604
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	150	3,478	0.043	0.575	**No**	-3328	11075584
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	6,295	7,282	0.864	0.440	Yes	-987	974169
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	4,844	4,533	1.069	0.520	Yes	311	96721
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	2,766	8,958	0.309	0.380	**No**	-6192	38340864
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	5,679	6,292	0.903	0.440	Yes	-613	375769
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	8,172	9,334	0.876	0.380	Yes	-1162	1350244
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	164	1,464	0.112	0.630	**No**	-1300	1690000
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,982	3,302	0.600	0.575	Yes	-1320	1742400
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	5,206	5,226	0.996	0.475	Yes	-20	400
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	1,014	2,757	0.368	0.575	**No**	-1743	3038049
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	1,531	2,398	0.638	0.630	Yes	-867	751689
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	7,440	10,055	0.740	0.359	Yes	-2615	6838225
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	4,003	4,780	0.837	0.520	Yes	-777	603729
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	3,551	4,193	0.847	0.520	Yes	-642	412164
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	32,406	24,180	1.340	0.26	**No**	8,226	67667076
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	36,222	22,674	1.598	0.265	**No**	13,548	183548304
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	35,995	31,854	1.130	0.241	Yes	4,141	17,147,881
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	33,206	28,827	1.152	0.244	Yes	4,379	19,175,641
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	35,708	29,167	1.224	0.244	Yes	6,541	42,784,681
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	44,959	39,195	1.147	0.224	Yes	5,764	33,223,696
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	45,331	36,754	1.233	0.229	**No**	8,577	73,564,929
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	45,573	40,157	1.135	0.219	Yes	5,416	29,333,056
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	46,580	35,797	1.301	0.229	**No**	10,783	116,273,089
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	46,545	40,329	1.154	0.219	Yes	6,216	38,638,656
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	50,230	36,531	1.375	0.229	**No**	13,699	187,662,601
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	39,575	28,792	1.375	0.244	**No**	10,783	116,273,089
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	58,037	50,089	1.159	0.199	Yes	7,948	63,170,704
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	62,997	50,792	1.240	0.199	**No**	12,205	148,962,025
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	44,527	39,342	1.132	0.224	Yes	5,185	26884225
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	45,508	34,928	1.303	0.235	**No**	10,580	111936400
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	47,071	35,672	1.320	0.229	**No**	11,399	129937201
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	55,209	40,996	1.347	0.219	**No**	14,213	202009369
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	45,998	40,764	1.128	0.219	Yes	5,234	27394756
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	36,132	41,074	0.880	0.219	Yes	-4,942	24423364
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	1,116	2,278	0.490	0.630	Yes	-1,162	1350244
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	2,415	1,810	1.334	0.630	Yes	605	366025
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	2,650	2,573	1.030	0.575	Yes	77	5929
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	2,545	1,618	1.573	0.630	Yes	927	859329
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	915	1,405	0.651	0.630	Yes	-490	240100
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	2,755	1,422	1.937	0.630	**No**	1,333	1776889
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	2,892	1560	1.854	0.63	**No**	1332	1774224
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	2,914	1193	2.443	0.683	**No**	1721	2961841
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	1,654	1607	1.029	0.63	Yes	47	2209
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	2,073	1364	1.520	0.63	Yes	709	502681
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	3,039	3957	0.768	0.52	Yes	-918	842724
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	1,297	2215	0.586	0.63	Yes	-918	842724
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	1855	1741	1.065	0.63	Yes	114	12996
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	1931	1494	1.293	0.63	Yes	437	190969
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	2262	3101	0.729	0.575	Yes	-839	703921
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	857	1382	0.620	0.63	Yes	-525	275625
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	2728	1927	1.416	0.63	Yes	801	641601
10501	72137069	WB	SR 237	On Ramp from North 1st Street	2774	2968	0.935	0.575	Yes	-194	37636
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1855	2684	0.691	0.575	Yes	-829	687241

Local Roadway/Freeway/Ramp Results:	**1,431,935**	**1,334,440**	**Model/Count Ratio=**	**1.073** **7%**
			Percent within Caltrans Maximum Deviation=	**64% > 75%**
			Percent Root Mean Square Error (RMSE)=	**37% < 30%**
			Coefficient of Determination (R^2)=	**0.958 > 0.77**
			Correlation Coefficient=	**0.979 > 0.88**
			Total Count=	**104**
			Link within Deviation=	**67**
			Link Outside Deviation=	**37**

Local Roadway Results:	**503,599**	**568,227**	**Model/Count Ratio=**	**0.886** **-11%**
			Percent within Caltrans Maximum Deviation=	**63% > 75%**
			Percent Root Mean Square Error (RMSE)=	**38% < 30%**
			Coefficient of Determination (R^2)=	**0.838 > 0.77**
			Correlation Coefficient=	**0.915 > 0.88**
			Total Count=	**65**
			Link within Deviation=	**41**
			Link Outside Deviation=	**24**

Table B-18: Final Model Validation Results - Screenlines Using PM Peak 4 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,215	1,984	0.612	0.64	Yes	-769	591361	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	1,760	3,173	0.555	0.63	Yes	-1413	1996569	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	16,262	13,355	1.218	0.53	Yes	2907	8450649	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	19,733	18,499	1.067	0.48	Yes	1234	1522756	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	23,412	18,910	1.238	0.47	Yes	4502	20268004	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	23,133	21,419	1.080	0.45	Yes	1714	2937796	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	644	1,114	0.578	0.64	Yes	-470	220900	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	560	1,756	0.319	0.64	**No**	-1196	1430416	
				Westbound	41,254	37,872	1.089	0.37	Yes	3382	11437924	18%
				Eastbound	45,465	42,338	1.074	0.36	Yes	3127	9778129	15%
				Screenline 1: West of Santa Clara (North)	86,719	80,210	1.081	0.26	Yes	6509	42367081	23%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,832	2,981	0.615	0.64	Yes	-1149	1320201	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,371	3,117	0.440	0.63	Yes	-1746	3048516	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	107	3,182	0.034	0.63	**No**	-3075	9455625	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	311	971	0.320	0.64	**No**	-660	435600	
				Southbound	1,939	6,163	0.315	0.6	**No**	-4224	17842176	137%
				Northbound	1,682	4,088	0.411	0.62	Yes	-2406	5788836	118%
				Screenline 2: North Santa Clara	3,621	10,251	0.353	0.56	**No**	-6630	43956900	129%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	1,923	2,284	0.842	0.64	Yes	-361	130321	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	1,461	4,820	0.303	0.62	**No**	-3359	11282881	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	11,478	9,095	1.262	0.57	Yes	2383	5678689	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	14,746	11,244	1.311	0.55	Yes	3502	12264004	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	27,048	18,457	1.465	0.48	Yes	8591	73805281	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	23,182	18,074	1.283	0.48	Yes	5108	26091664	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	16,262	13,355	1.218	0.53	Yes	2907	8450649	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	19,733	18,499	1.067	0.48	Yes	1234	1522756	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	5,491	4,076	1.347	0.62	Yes	1415	2002225	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	4,112	4,726	0.870	0.62	Yes	-614	376996	
				Westbound	58,336	46,884	1.244	0.34	Yes	11452	131148304	55%
				Eastbound	67,100	57,746	1.162	0.31	Yes	9354	87497316	36%
				Screenline 3: East of Santa Clara (North)	125,436	104,630	1.199	0.24	Yes	20806	432889636	63%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	1,532	1,378	1.112	0.64	Yes	154	23716	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	1,379	3,373	0.409	0.63	Yes	-1994	3976036	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	6,516	5,502	1.184	0.61	Yes	1014	1028196	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	8,247	10,160	0.812	0.56	Yes	-1913	3659569	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	769	1,359	0.566	0.64	Yes	-590	348100	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	402	3,766	0.107	0.63	**No**	-3364	11316496	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	958	1,967	0.487	0.64	Yes	-1009	1018081	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,729	2,591	0.667	0.64	Yes	-862	743044	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	5,696	4,561	1.249	0.62	Yes	1135	1288225	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	4,598	5,960	0.771	0.61	Yes	-1362	1855044	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	74	1,703	0.043	0.64	**No**	-1629	2653641	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	76	1,775	0.043	0.64	**No**	-1699	2886601	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,093	3,418	0.320	0.63	**No**	-2325	5405625	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,673	5,540	0.302	0.61	**No**	-3867	14953689	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	31,449	20,416	1.540	0.46	**No**	11033	121727089	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	23,760	20,580	1.155	0.46	Yes	3180	10112400	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,335	1,783	0.749	0.64	Yes	-448	200704	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	3,509	2,750	1.276	0.64	Yes	759	576081	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	3,808	3,156	1.207	0.63	Yes	652	425104	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	2,487	4,126	0.603	0.62	Yes	-1639	2686321	
				Westbound	45,541	45,407	1.003	0.34	Yes	134	17956	1%
				Eastbound	55,549	60,457	0.919	0.3	Yes	-4908	24088464	18%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	101,090	105,864	0.955	0.24	Yes	-4774	22791076	20%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	6,608	9,481	0.697	0.57	Yes	-2873	8254129	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	3,384	5,176	0.654	0.61	Yes	-1792	3211264	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	18,468	13,309	1.388	0.53	Yes	5159	26615281	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	11,672	10,538	1.108	0.56	Yes	1134	1285956	
				Southbound	25,076	22,790	1.100	0.44	Yes	2286	5225796	14%
				Northbound	15,056	15,714	0.958	0.5	Yes	-658	432964	6%
				Screenline 5: North-Central Santa Clara (North-South)	40,132	38,504	1.042	0.37	Yes	1628	2650384	8%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	506	2,434	0.208	0.64	**No**	-1928	3717184	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	2,115	1,047	2.020	0.64	**No**	1068	1140624	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	15,890	13,249	1.199	0.53	Yes	2641	6974881	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	12,780	9,214	1.387	0.57	Yes	3566	12716356	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	4,469	4,778	0.935	0.62	Yes	-309	95481	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	2,288	2,165	1.057	0.64	Yes	123	15129	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	5,891	6,588	0.894	0.6	Yes	-697	485809	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	7,713	11,250	0.686	0.55	Yes	-3537	12510369	
				Southbound	26,756	27,049	0.989	0.42	Yes	-293	85849	2%
				Northbound	24,896	23,676	1.052	0.44	Yes	1220	1488400	10%
				Screenline 6: South of US 101	51,652	50,725	1.018	0.32	Yes	927	859329	5%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	9,904	12,481	0.794	0.54	Yes	-2577	6640929	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	4,006	6,832	0.586	0.6	Yes	-2826	7986276	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	841	3,423	0.246	0.63	**No**	-2582	6666724	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	542	1,307	0.415	0.64	Yes	-765	585225	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	13,858	12,249	1.131	0.54	Yes	1609	2588881	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	11,874	5,419	2.191	0.61	**No**	6455	41667025	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,062	4,398	0.241	0.62	**No**	-3336	11128896	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	359	1,972	0.182	0.64	**No**	-1613	2601769	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,203	2,052	0.586	0.64	Yes	-849	720801	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	2,446	903	2.709	0.64	**No**	1543	2380849	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	4,336	5,255	0.825	0.61	Yes	-919	844561	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	1,770	1,942	0.911	0.64	Yes	-172	29584	
				Southbound	31,204	39,858	0.783	0.37	Yes	-8654	74891716	53%
				Northbound	20,997	18,375	1.143	0.48	Yes	2622	6874884	35%
				Screenline 7: Central Santa Clara (north of El Camino Real)	52,201	58,233	0.896	0.31	Yes	-6032	36385024	36%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	10,545	13,284	0.794	0.53	Yes	-2739	7502121	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	6,343	8,393	0.756	0.58	Yes	-2050	4202500	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	819	2,584	0.317	0.64	**No**	-1765	3115225	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	751	1,961	0.383	0.64	Yes	-1210	1464100	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	3,218	3,210	1.002	0.63	Yes	8	64	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,461	3,082	0.799	0.63	Yes	-621	385641	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	10,228	10,447	0.979	0.56	Yes	-219	47961	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	9,452	3,835	2.465	0.63	**No**	5617	31550689	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	23,919	21,439	1.116	0.45	Yes	2480	6150400	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	22,079	19,325	1.143	0.47	Yes	2754	7584516	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	20,479	20,537	0.997	0.46	Yes	-58	3364	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	15,653	20,537	0.762	0.46	Yes	-4884	23853456	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,957	3,020	0.979	0.63	Yes	-63	3969	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	2,249	2,206	1.019	0.64	Yes	43	1849	
				Southbound	72,165	74,521	0.968	0.28	Yes	-2356	5550736	8%
				Northbound	58,988	59,339	0.994	0.31	Yes	-351	123201	2%
				Screenline 8: South Santa Clara (north of Stevens Creek)	131,153	133,860	0.980	0.22	Yes	-2707	7327849	8%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	5,931	4,894	1.212	0.62	Yes	1037	1075369	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	4,196	3,023	1.388	0.63	Yes	1173	1375929	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	145	1,007	0.144	0.64	**No**	-862	743044	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	19	457	0.042	0.64	**No**	-438	191844	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,552	6,127	0.417	0.6	Yes	-3575	12780625	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	5,620	3,207	1.752	0.63	**No**	2413	5822569	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,193	9,263	0.129	0.57	**No**	-8070	65124900	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	4,342	3,118	1.393	0.63	Yes	1224	1498176	
				Southbound	9,821	21,291	0.461	0.45	**No**	-11470	131560900	108%
				Northbound	14,177	9,805	1.446	0.57	Yes	4372	19114384	89%
				Screenline 9: Southeastern Boundary of Santa Clara	23,998	31,096	0.772	0.4	Yes	-7098	50381604	65%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	3,048	3,122	0.976	0.63	Yes	-74	5476	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	2,106	2,051	1.027	0.64	Yes	55	3025	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,508	1,642	0.918	0.64	Yes	-134	17956	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	823	1,370	0.601	0.64	Yes	-547	299209	
				Southbound	4,556	4,764	0.956	0.62	Yes	-208	43264	6%
				Northbound	2,929	3,421	0.856	0.63	Yes	-492	242064	20%
				Screenline 10: North-Central Santa Clara (from South/West)	7,485	8,185	0.914	0.58	Yes	-700	490000	17%

Total Count	**10**
Screenlines Within Deviation	**9**
Screenlines Outside Deviation	**1**
Percent within Caltrans Maximum Deviation	**90%**

Table B-19: Final Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	25%	30%	Yes	22%	7%	No
Expressway	14	28%	30%	Yes	8%	25%	Yes
Collector	4	82%	30%	No	-76%	25%	No
Freeway Ramp	19	43%	30%	No	6%	20%	Yes
Major Arterial	47	42%	30%	No	-26%	25%	No
Overall	104	37%	30%	No	7%	N/A	

Table B-20: Final Model Validation Results - PM 4 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	16	56%	116%	Yes	10%	100%	Yes
5000	25	47%	116%	Yes	-35%	50%	Yes
10000	24	42%	43%	Yes	-21%	25%	Yes
20000	13	32%	28%	No	-2%	20%	Yes
25000	8	33%	25%	No	16%	20%	Yes
40000	11	26%	25%	No	24%	15%	No
50000	5	20%	30%	Yes	13%	15%	Yes
60000	2	20%	30%	Yes	20%	10%	No
90000	0	N/A	19%	N/A	N/A	10%	N/A

Table B-21: Final Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	2,576	5,924	0.435	0.475	No	-3348	11209104
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	3,431	7,621	0.450	0.410	No	-4190	17556100
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	13,965	14,407	0.969	0.313	Yes	-442	195364
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	17,652	19,764	0.893	0.280	Yes	-2112	4460544
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	23,418	29,289	0.800	0.244	Yes	-5871	34468641
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	19,401	29,288	0.662	0.244	No	-9887	97752769
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	13,418	24,683	0.544	0.260	No	-11265	126900225
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	19,097	25,868	0.738	0.255	No	-6771	45846441
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	5,403	9,493	0.569	0.380	No	-4090	16728100
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	14,079	20,372	0.691	0.275	No	-6293	39601849
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	7,616	10,846	0.702	0.359	Yes	-3230	10432900
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	1,752	5,370	0.326	0.475	No	-3618	13089924
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	1,371	4,594	0.298	0.520	No	-3223	10387729
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	2,819	4,788	0.589	0.520	Yes	-1969	3876961
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	236	4,459	0.053	0.520	No	-4223	17833729
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	6,251	7,190	0.869	0.440	Yes	-939	881721
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	4,075	5,970	0.683	0.475	Yes	-1895	3591025
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	6,295	7,368	0.854	0.440	Yes	-1073	1151329
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	4,276	7,446	0.574	0.440	Yes	-3170	10048900
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	10,041	8,166	1.230	0.410	Yes	1875	3515625
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	799	5,241	0.152	0.475	No	-4442	19731364
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	2,233	4,050	0.551	0.520	Yes	-1817	3301489
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	1,284	6,200	0.207	0.475	No	-4916	24167056
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	19,449	22,348	0.870	0.270	Yes	-2899	8404201
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	24,980	28,786	0.868	0.244	Yes	-3806	14485636
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	30,102	24,940	1.207	0.260	Yes	5162	26646244
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	23,894	26,520	0.901	0.252	Yes	-2626	6895876
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	25,375	19,446	1.305	0.280	No	5929	35153041
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	20,745	12,451	1.666	0.340	No	8294	68790436
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	745	3,611	0.206	0.575	No	-2866	8213956
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	1,555	4,409	0.353	0.520	No	-2854	8145316
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	3,051	6,914	0.441	0.440	No	-3863	14922769
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	6,034	5,548	1.088	0.475	Yes	486	236196
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	1,778	4,813	0.369	0.520	No	-3035	9211225
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	8,222	6,055	1.358	0.475	Yes	2167	4695889
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	7,387	8,402	0.879	0.410	Yes	-1015	1030225
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	819	3,275	0.250	0.575	No	-2456	6031936
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	12,954	10,973	1.181	0.359	Yes	1981	3924361
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	1,382	3,226	0.428	0.575	Yes	-1844	3400336
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	6,374	6,550	0.973	0.440	Yes	-176	30976
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	11,305	8,614	1.312	0.410	Yes	2691	7241481
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	2,450	3,853	0.636	0.520	Yes	-1403	1968409
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	20,168	21,487	0.939	0.270	Yes	-1319	1739761
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,973	12,947	0.152	0.325	No	-10974	120428676
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	8,057	14,225	0.566	0.313	No	-6168	38044224
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	7,603	13,422	0.566	0.325	No	-5819	33860761
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	1,034	5,197	0.199	0.475	No	-4163	17330569
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	3,130	3,818	0.820	0.520	Yes	-688	473344
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	2,441	2,514	0.971	0.575	Yes	-73	5329
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	7,867	12,698	0.620	0.325	**No**	-4831	23338561
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	2,579	9,578	0.269	0.380	**No**	-6999	48986001
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	214	3,347	0.064	0.575	**No**	-3133	9815689
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	5,188	7,771	0.668	0.410	Yes	-2583	6671889
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	2,245	3,976	0.565	0.520	Yes	-1731	2996361
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	2,681	10,882	0.246	0.359	**No**	-8201	67256401
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	6,476	7,547	0.858	0.410	Yes	-1071	1147041
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	7,186	9,696	0.741	0.380	Yes	-2510	6300100
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	28	1,196	0.023	0.683	**No**	-1168	1364224
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	1,765	3,391	0.520	0.575	Yes	-1626	2643876
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	6,043	5,799	1.042	0.475	Yes	244	59536
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	603	3,262	0.185	0.575	**No**	-2659	7070281
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	1,129	2,335	0.484	0.630	Yes	-1206	1454436
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	3,452	11,740	0.294	0.340	**No**	-8288	68690944
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	2,979	4,634	0.643	0.520	Yes	-1655	2739025
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	3,555	3,887	0.915	0.520	Yes	-332	110224
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	43,328	28,940	1.497	0.244	**No**	14,388	207014544
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	52,360	27,710	1.890	0.248	**No**	24,650	607622500
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	54,547	42,146	1.294	0.219	**No**	12,401	153,784,801
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	48,801	38,271	1.275	0.224	**No**	10,530	110,880,900
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	55,392	35,927	1.542	0.229	**No**	19,465	378,886,225
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	64,635	48,426	1.335	0.204	**No**	16,209	262,731,681
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	65,041	48,179	1.350	0.204	**No**	16,862	284,327,044
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	65,349	56,506	1.156	0.190	Yes	8,843	78,198,649
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	66,354	46,899	1.415	0.209	**No**	19,455	378,497,025
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	66,374	67,723	0.980	0.166	Yes	-1,349	1,819,801
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	70,336	56,559	1.244	0.190	**No**	13,777	189,805,729
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	57,746	46,032	1.254	0.209	**No**	11,714	137,217,796
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	79,601	63,433	1.255	0.175	**No**	16,168	261,404,224
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	85,942	69,414	1.238	0.166	**No**	16,528	273,174,784
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	60,719	52,503	1.156	0.195	Yes	8,216	67502656
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	65,151	49,969	1.304	0.204	**No**	15,182	230493124
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	68,003	49,759	1.367	0.204	**No**	18,244	332843536
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	75,599	51,276	1.474	0.199	**No**	24,323	591608329
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	61,180	49,016	1.248	0.204	**No**	12,164	147962896
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	49,736	54,422	0.914	0.195	Yes	-4,686	21958596
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	3,707	4,273	0.868	0.520	Yes	-566	320356
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	1,457	2,774	0.525	0.575	Yes	-1,317	1734489
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	3,883	3,016	1.287	0.575	Yes	867	751689
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	2,838	2,527	1.123	0.575	Yes	311	96721
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	3,223	2,324	1.387	0.630	Yes	899	808201
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	3,503	1,789	1.958	0.630	**No**	1,714	2937796
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	2,656	2899	0.916	0.575	Yes	-243	59049
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	3,238	2061	1.571	0.63	Yes	1177	1385329
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	2,293	2963	0.774	0.575	Yes	-670	448900
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	2,201	1952	1.128	0.63	Yes	249	62001
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	3,394	3721	0.912	0.575	Yes	-327	106929
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	3,953	4058	0.974	0.52	Yes	-105	11025
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	2701	2171	1.244	0.63	Yes	530	280900
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	2334	1825	1.279	0.63	Yes	509	259081
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	3271	4013	0.815	0.52	Yes	-742	550564
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	1482	2945	0.503	0.575	Yes	-1463	2140369
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	4911	3508	1.400	0.575	Yes	1403	1968409
10501	72137069	WB	SR 237	On Ramp from North 1st Street	4375	2799	1.563	0.575	Yes	1576	2483776
10502	818510716	EB	SR 237	On Ramp from North 1st Street	2058	3309	0.622	0.575	Yes	-1251	1565001

Local Roadway/Freeway/Ramp Results:	**1,802,157**	**1,692,517**	**Model/Count Ratio=**	**1.065**	**6%**
			Percent within Caltrans Maximum Deviation=	**55% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**46% < 30%**	
			Coefficient of Determination (R^2)=	**0.942 > 0.77**	
			Correlation Coefficient=	**0.971 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**57**	
			Link Outside Deviation=	**47**	

Local Roadway Results:	**488,485**	**654,480**	**Model/Count Ratio=**	**0.746**	**-25%**
			Percent within Caltrans Maximum Deviation=	**54% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**43% < 30%**	
			Coefficient of Determination (R^2)=	**0.809 > 0.77**	
			Correlation Coefficient=	**0.899 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**35**	
			Link Outside Deviation=	**30**	

Table B-22: Final Model Validation Results - Screenlines Using Midday 6 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	796	1,906	0.418	0.64	Yes	-1110	1232100	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	759	2,503	0.303	0.64	**No**	-1744	3041536	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	28,322	19,606	1.445	0.47	Yes	8716	75968656	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	26,225	22,540	1.163	0.44	Yes	3685	13579225	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	33,162	33,608	0.987	0.39	Yes	-446	198916	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	33,212	34,115	0.974	0.39	Yes	-903	815409	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	500	1,361	0.367	0.64	Yes	-861	741321	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	319	1,914	0.167	0.64	**No**	-1595	2544025	
				Westbound	62,830	56,988	1.103	0.31	Yes	5842	34128964	21%
				Eastbound	60,465	60,565	0.998	0.3	Yes	-100	10000	0%
				Screenline 1: West of Santa Clara (North)	123,295	117,553	1.049	0.23	Yes	5742	32970564	14%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	2,856	4,964	0.575	0.62	Yes	-2108	4443664	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	2,547	4,529	0.562	0.62	Yes	-1982	3928324	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	123	1,832	0.067	0.64	**No**	-1709	2920681	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	113	2,627	0.043	0.64	**No**	-2514	6320196	
				Southbound	2,979	6,796	0.438	0.6	Yes	-3817	14569489	112%
				Northbound	2,660	7,156	0.372	0.59	**No**	-4496	20214016	126%
				Screenline 2: North Santa Clara	5,639	13,952	0.404	0.53	**No**	-8313	69105969	119%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	4,602	3,028	1.520	0.63	Yes	1574	2477476	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	1,432	2,520	0.568	0.64	Yes	-1088	1183744	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	10,311	11,344	0.909	0.55	Yes	-1033	1067089	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	9,138	11,004	0.830	0.55	Yes	-1866	3481956	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	33,893	26,570	1.276	0.42	Yes	7323	53626329	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	36,443	29,989	1.215	0.41	Yes	6454	41654116	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	28,322	19,606	1.445	0.47	Yes	8716	75968656	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	26,225	22,540	1.163	0.44	Yes	3685	13579225	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	7,248	5,737	1.263	0.61	Yes	1511	2283121	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	5,706	5,236	1.090	0.61	Yes	470	220900	
				Westbound	86,926	69,704	1.247	0.29	Yes	17222	296597284	55%
				Eastbound	76,394	67,870	1.126	0.29	Yes	8524	72658576	28%
				Screenline 3: East of Santa Clara (North)	163,320	137,574	1.187	0.21	Yes	25746	662856516	59%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	591	2,643	0.224	0.64	**No**	-2052	4210704	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	208	2,598	0.080	0.64	**No**	-2390	5712100	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	3,783	7,421	0.510	0.59	Yes	-3638	13235044	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	4,274	6,804	0.628	0.6	Yes	-2530	6400900	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	615	2,849	0.216	0.64	**No**	-2234	4990756	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	419	2,348	0.178	0.64	**No**	-1929	3721041	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,701	1,987	0.856	0.64	Yes	-286	81796	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,429	1,831	0.780	0.64	Yes	-402	161604	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,852	6,441	0.598	0.6	Yes	-2589	6702921	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	4,015	6,257	0.642	0.6	Yes	-2242	5026564	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	107	1,817	0.059	0.64	**No**	-1710	2924100	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	107	1,530	0.070	0.64	**No**	-1423	2024929	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,239	5,592	0.222	0.61	**No**	-4353	18948609	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	1,442	5,290	0.273	0.61	**No**	-3848	14807104	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	42,187	23,104	1.826	0.44	**No**	19083	364160889	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	33,412	28,172	1.186	0.41	Yes	5240	27457600	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,082	2,179	0.497	0.64	Yes	-1097	1203409	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	1,163	1,797	0.647	0.64	Yes	-634	401956	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	2,892	4,118	0.702	0.62	Yes	-1226	1503076	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	2,296	3,653	0.629	0.63	Yes	-1357	1841449	
				Westbound	49,274	63,219	0.779	0.3	Yes	-13945	194463025	49%
				Eastbound	57,540	55,212	1.042	0.31	Yes	2328	5419584	9%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	106,814	118,431	0.902	0.23	Yes	-11617	134954689	44%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	6,677	9,363	0.713	0.57	Yes	-2686	7214596	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	7,402	11,009	0.672	0.55	Yes	-3607	13010449	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	13,295	13,737	0.968	0.53	Yes	-442	195364	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	11,685	15,049	0.776	0.51	Yes	-3364	11316496	
				Southbound	19,972	23,100	0.865	0.44	Yes	-3128	9784384	19%
				Northbound	19,087	26,058	0.732	0.42	Yes	-6971	48594841	38%
				Screenline 5: North-Central Santa Clara (North-South)	39,059	49,158	0.795	0.33	Yes	-10099	101989801	41%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	1,057	1,702	0.621	0.64	Yes	-645	416025	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	1,176	2,348	0.501	0.64	Yes	-1172	1373584	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	12,738	13,489	0.944	0.53	Yes	-751	564001	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	11,156	13,031	0.856	0.53	Yes	-1875	3515625	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	3,301	3,535	0.934	0.63	Yes	-234	54756	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	2,994	3,833	0.781	0.63	Yes	-839	703921	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	10,219	10,734	0.952	0.56	Yes	-515	265225	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	9,949	10,753	0.925	0.56	Yes	-804	646416	
				Southbound	27,315	29,460	0.927	0.41	Yes	-2145	4601025	15%
				Northbound	25,275	29,965	0.843	0.41	Yes	-4690	21996100	31%
				Screenline 6: South of US 101	52,590	59,425	0.885	0.31	Yes	-6835	46717225	33%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	6,756	10,935	0.618	0.56	Yes	-4179	17464041	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	6,662	13,748	0.485	0.53	Yes	-7086	50211396	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	702	2,162	0.325	0.64	**No**	-1460	2131600	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	669	2,432	0.275	0.64	**No**	-1763	3108169	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	8,369	8,531	0.981	0.58	Yes	-162	26244	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	17,006	10,915	1.558	0.56	Yes	6091	37100281	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	626	2,870	0.218	0.64	**No**	-2244	5035536	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	658	3,330	0.198	0.63	**No**	-2672	7139584	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	1,274	1,074	1.186	0.64	Yes	200	40000	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	1,167	1,440	0.810	0.64	Yes	-273	74529	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	2,051	3,315	0.619	0.63	Yes	-1264	1597696	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Rea	2,225	4,131	0.539	0.62	Yes	-1906	3632836	
				Southbound	19,778	28,887	0.685	0.41	Yes	-9109	82973881	77%
				Northbound	28,387	35,996	0.789	0.38	Yes	-7609	57896881	52%
				Screenline 7: Central Santa Clara (north of El Camino Real)	48,165	64,883	0.742	0.30	Yes	-16718	279491524	89%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	9,219	11,878	0.776	0.55	Yes	-2659	7070281	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	9,878	13,990	0.706	0.53	Yes	-4112	16908544	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,263	2,175	0.581	0.64	Yes	-912	831744	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,556	2,613	0.595	0.64	Yes	-1057	1117249	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,960	3,636	0.814	0.63	Yes	-676	456976	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	3,516	3,911	0.899	0.63	Yes	-395	156025	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	11,759	5,625	2.090	0.61	**No**	6134	37625956	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	8,986	6,826	1.316	0.6	Yes	2160	4665600	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	30,992	22,118	1.401	0.45	Yes	8874	78747876	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	30,188	26,898	1.122	0.42	Yes	3290	10824100	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	26,736	27,211	0.983	0.42	Yes	-475	225625	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	23,000	27,211	0.845	0.42	Yes	-4211	17732521	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,689	2,791	0.963	0.64	Yes	-102	10404	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	3,354	3,008	1.115	0.63	Yes	346	119716	
				Southbound	85,618	75,434	1.135	0.27	Yes	10184	103713856	36%
				Northbound	80,478	84,457	0.953	0.26	Yes	-3979	15832441	12%
				Screenline 8: South Santa Clara (north of Stevens Creek)	166,096	159,891	1.039	0.21	Yes	6205	38502025	15%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	4,564	3,971	1.149	0.63	Yes	593	351649	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	5,477	4,195	1.306	0.62	Yes	1282	1643524	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	17	523	0.033	0.64	**No**	-506	256036	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	11	673	0.016	0.64	**No**	-662	438244	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	3,824	4,631	0.826	0.62	Yes	-807	651249	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	3,362	5,065	0.664	0.61	Yes	-1703	2900209	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	1,314	5,606	0.234	0.61	**No**	-4292	18421264	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	659	7,341	0.090	0.59	**No**	-6682	44649124	
				Southbound	9,719	14,731	0.660	0.52	Yes	-5012	25120144	68%
				Northbound	9,509	17,274	0.550	0.49	Yes	-7765	60295225	90%
				Screenline 9: Southeastern Boundary of Santa Clara	19,228	32,005	0.601	0.4	Yes	-12777	163251729	113%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	2,252	2,622	0.859	0.64	Yes	-370	136900	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	1,823	3,348	0.545	0.63	Yes	-1525	2325625	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,178	1,727	0.682	0.64	Yes	-549	301401	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,272	2,126	0.598	0.64	Yes	-854	729316	
				Southbound	3,430	4,349	0.789	0.62	Yes	-919	844561	30%
				Northbound	3,095	5,474	0.565	0.61	Yes	-2379	5659641	61%
				Screenline 10: North-Central Santa Clara (from South/West)	6,525	9,823	0.664	0.57	Yes	-3298	10876804	67%

Total Count	**10**
Screenlines Within Deviation	**9**
Screenlines Outside Deviation	**1**
Percent within Caltrans Maximum Deviation	**90%**

Table B-23: Final Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	31%	30%	No	28%	7%	No
Expressway	14	29%	30%	Yes	-13%	25%	Yes
Collector	4	89%	30%	No	-85%	25%	No
Freeway Ramp	19	34%	30%	No	5%	20%	Yes
Major Arterial	47	51%	30%	No	-35%	25%	No
Overall	104	46%	30%	No	6%	N/A	

Table B-24: Final Model Validation Results - Midday 6 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	0	N/A	116%	N/A	N/A	200%	N/A
2500	8	53%	116%	Yes	17%	100%	Yes
5000	31	52%	116%	Yes	-36%	50%	Yes
10000	23	44%	43%	No	-28%	25%	No
20000	12	46%	28%	No	-21%	20%	No
25000	5	28%	25%	No	-15%	20%	Yes
40000	9	43%	25%	No	15%	15%	Yes
50000	8	33%	30%	No	32%	15%	No
60000	5	25%	30%	Yes	19%	10%	No
90000	3	20%	19%	No	16%	10%	No

Table B-25: Final Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
101	90304353	SB	North Fair Oaks Avenue	between SR 237-Tasman Drive	1,432	1,305	1.097	0.630	Yes	127	16129
102	43539030	NB	North Fair Oaks Avenue	between SR 237-Tasman Drive							
201	43526548	SB	North Fair Oaks Avenue	between Tasman Drive-US 101	1,643	3,188	0.515	0.575	Yes	-1545	2387025
202	65484352	NB	North Fair Oaks Avenue	between Tasman Drive-US 101							
301	96294782	SB	Lawrence Expressway	between SR 237-Tasman Drive	7,655	7,046	1.086	0.440	Yes	609	370881
302	60969630	NB	Lawrence Expressway	between SR 237-Tasman Drive							
401	630360613	SB	Lawrence Expressway	between Tasman Drive-US 101	8,654	10,827	0.799	0.359	Yes	-2173	4721929
402	606126304	NB	Lawrence Expressway	between Tasman Drive-US 101							
501	61328937	SB	Lawrence Expressway	between US 101-Oakmead Parkway	13,432	15,101	0.889	0.303	Yes	-1669	2785561
502	89376132	NB	Lawrence Expressway	between US 101-Oakmead Parkway							
601	45186190	SB	Lawrence Expressway	between Kifer Road-Monroe Street	9,935	14,760	0.673	0.313	No	-4825	23280625
602	61886299	NB	Lawrence Expressway	between Kifer Road-Monroe Street							
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	6,551	12,844	0.510	0.325	No	-6293	39601849
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real							
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	9,905	12,793	0.774	0.325	Yes	-2888	8340544
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard							
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	2,837	3,651	0.777	0.575	Yes	-814	662596
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive							
1001	528910049	SB	Great America Parkway	between Mission College-US 101	7,348	9,269	0.793	0.380	Yes	-1921	3690241
1002	100495289	NB	Great America Parkway	between Mission College-US 101							
1101	65594796	SB	Bowers Avenue	between US 101-Scott Boulevard	3,766	4,677	0.805	0.520	Yes	-911	829921
1102	47966559	NB	Bowers Avenue	between US 101-Scott Boulevard							
1201	104559692	SB	Bowers Avenue	between Central Expressway-Monroe Street	927	2,858	0.324	0.575	No	-1931	3728761
1202	969210455	NB	Bowers Avenue	between Central Expressway-Monroe Street							
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	661	2,081	0.318	0.630	No	-1420	2016400
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real							
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,896	2,409	0.787	0.630	Yes	-513	263169
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek							
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	107	1,769	0.060	0.630	No	-1662	2762244
1502	60397415	NB	Lafayette Street	between Yerba Buena Way-Tasman Drive							
1601	75274784	SB	Lafayette Street	between Tasman Drive-Montague Expressway	2,887	3,213	0.899	0.575	Yes	-326	106276
1602	47847527	NB	Lafayette Street	between Tasman Drive-Montague Expressway							
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	2,261	2,356	0.960	0.630	Yes	-95	9025
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101							
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	3,625	2,305	1.573	0.630	Yes	1320	1742400
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway							
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	1,476	2,309	0.639	0.630	Yes	-833	693889
1902	88357196	NB	Lafayette Street	between Reed Street-El Camino Real							
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	5,331	4,681	1.139	0.520	Yes	650	422500
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880							
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	284	1,398	0.203	0.630	No	-1114	1240996
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue							
2201	47925740	WB	Scott Boulevard	between Montague Expressway-Central Expressway	1,035	1,293	0.800	0.630	Yes	-258	66564
2202	57404792	EB	Scott Boulevard	between Montague Expressway-Central Expressway							
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	652	2,961	0.220	0.575	No	-2309	5331481
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real							
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	7,128	10,108	0.705	0.359	Yes	-2980	8880400
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard							
2501	58765775	WB	Montague Expressway	between Mission College Boulevard-US 101	9,865	13,397	0.736	0.325	Yes	-3532	12475024
2502	57865884	EB	Montague Expressway	between Mission College Boulevard-US 101							
2601	88316335	WB	Montague Expressway	between Trimble Road and McCarthy Boulevard	15,346	11,520	1.332	0.340	Yes	3826	14638276
2602	66528832	EB	Montague Expressway	between Trimble Road and McCarthy Boulevard							
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	9,056	12,881	0.703	0.325	Yes	-3825	14630625
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard							
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	10,408	10,022	1.039	0.359	Yes	386	148996
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real							
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	7,283	6,824	1.067	0.440	Yes	459	210681
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek							
3001	60989628	WB	Tasman Drive	between Fair Oaks-Lawrence Expressway	411	1,825	0.225	0.630	No	-1414	1999396
3002	96286098	EB	Tasman Drive	between Fair Oaks-Lawrence Expressway							
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	466	1,488	0.313	0.630	No	-1022	1044484
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway							
3201	60364348	WB	Tasman Drive	between Great America Parkway-Lafayette Street	1,202	2,909	0.413	0.575	No	-1707	2913849
3202	43486036	EB	Tasman Drive	between Great America Parkway-Lafayette Street							
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	2,907	2,462	1.181	0.630	Yes	445	198025
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits							
3401	61127563	WB	Tasman Drive	between City Limits-North First Street	639	1,329	0.481	0.630	Yes	-690	476100
3402	75636112	EB	Tasman Drive	between City Limits-North First Street							
3501	529510317	WB	Tasman Drive	between North First Street-Zanker Road	4,390	2,021	2.172	0.630	No	2369	5612161
3502	103175295	EB	Tasman Drive	between North First Street-Zanker Road							
3601	61245423	WB	Tasman Drive	between Zanker Road-McCarthy Road	3,633	2,321	1.565	0.630	Yes	1312	1721344
3602	54236124	EB	Tasman Drive	between Zanker Road-McCarthy Road							
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	247	1,969	0.125	0.630	No	-1722	2965284
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Driveway							
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	7,500	3,412	2.198	0.575	No	4088	16711744
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevard							
3901	105779684	SB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway	613	1,696	0.361	0.630	No	-1083	1172889
3902	968410577	NB	Lick Mill Boulevard	between Tasman Drive-Montague Expressway							
4001	43776107	SB	North First Street	between SR 237-Tasman Drive	2,669	3,145	0.849	0.575	Yes	-476	226576
4002	61074377	NB	North First Street	between SR 237-Tasman Drive							
4101	76924205	SB	Zanker Road	between SR 237-Tasman Drive	6,843	3,022	2.264	0.575	No	3821	14600041
4102	42057692	NB	Zanker Road	between SR 237-Tasman Drive							
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	1,113	1,599	0.696	0.630	Yes	-486	236196
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road							
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	13,280	7,903	1.680	0.410	No	5377	28912129
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expressway							
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	828	4,624	0.179	0.520	No	-3796	14409616
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limits							
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	3,191	5,845	0.546	0.475	Yes	-2654	7043716
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue							
4601	47955569	WB	Central Expressway	between Bowers Avenue-San Tomas Expressway	3,266	5,762	0.567	0.475	Yes	-2496	6230016
4602	55514390	EB	Central Expressway	between Bowers Avenue-San Tomas Expressway							
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	506	1,597	0.317	0.630	No	-1091	1190281
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue							
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	1,737	2,672	0.650	0.575	Yes	-935	874225
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard							
4901	73778834	WB	Monroe Street	between Scott Boulevard-El Camino Real	1,292	1,418	0.911	0.630	Yes	-126	15876
4902	88347377	EB	Monroe Street	between Scott Boulevard-El Camino Real							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	3,176	7,677	0.414	0.410	**No**	-4501	20259001
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevarc							
5101	75518889	WB	El Camino Real	between Scott Boulevard-Lincoln Street	1,150	4,677	0.246	0.520	**No**	-3527	12439729
5102	88897551	EB	El Camino Real	between Scott Boulevard-Lincoln Street							
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	94	1,540	0.061	0.630	**No**	-1446	2090916
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard							
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,962	3,714	0.528	0.575	Yes	-1752	3069504
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard							
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	698	1,710	0.408	0.630	Yes	-1012	1024144
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard							
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	729	4,673	0.156	0.520	**No**	-3944	15555136
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard							
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	3,528	4,099	0.861	0.520	Yes	-571	326041
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway							
5701	103008799	SB	The Alameda	between El Camino Real-I-880	3,990	6,100	0.654	0.475	Yes	-2110	4452100
5702	879910300	NB	The Alameda	between El Camino Real-I-880							
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	13	658	0.020	0.683	**No**	-645	416025
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880							
5901	44278629	SB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue	726	1,874	0.387	0.630	Yes	-1148	1317904
5902	86294427	NB	Winchester Boulevard	between Newhall Street-Pruneridge Avenue							
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	2,840	3,134	0.906	0.575	Yes	-294	86436
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard							
6101	75107600	WB	Gold Street Connector	between Great America Parkway-Gold Street	202	1,380	0.146	0.630	**No**	-1178	1387684
6102	76007510	EB	Gold Street Connector	between Great America Parkway-Gold Street							
6201	75987510	SB	Gold Street	between Gold Street Connector-Sunrise Drive	658	1,162	0.566	0.683	Yes	-504	254016
6202	75107598	NB	Gold Street	between Gold Street Connector-Sunrise Drive							
6301	44254441	WB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway	385	5,667	0.068	0.475	**No**	-5282	27899524
6302	44414425	EB	Stevens Creek Boulevard	between Winchester Boulevard-San Tomas Expressway							
6401	88654426	WB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard	1,015	2,158	0.470	0.630	Yes	-1143	1306449
6402	44268865	EB	Pruneridge Avenue	between Saratoga Avenue-Winchester Boulevard							
6501	86304424	WB	Newhall Street	between Saratoga Avenue-Winchester Boulevard	1,815	2,235	0.812	0.630	Yes	-420	176400
6502	44248630	EB	Newhall Street	between Saratoga Avenue-Winchester Boulevard							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Freeways											
6601	53306084	WB	SR 237	between SR 85 and Middlefield Road	0	0	0.000			0	
6602	60855329	EB	SR 237	between SR 85 and Middlefield Road							
6701	729811242	WB	SR 237	between Middlefield Road and Maude Avenue	0	0	0.000			0	
6702	53299606	EB	SR 237	between Middlefield Road and Maude Avenue							
6801	88067289	WB	SR 237	between Maude Avenue and US 101	0	0	0.000			0	
6802	960611107	EB	SR 237	between Maude Avenue and US 101							
6901	93279326	WB	SR 237	between US 101 and Mathilda Avenue	0	0	0.000			0	
6902	100209164	EB	SR 237	between US 101 and Mathilda Avenue							
7001	116215657	WB	SR 237	between Mathilda Avenue and Java Drive	0	0	0.000			0	
7002	565811622	EB	SR 237	between Mathilda Avenue and Java Drive							
7101	563911621	WB	SR 237	between Java Drive and Lawrence Expressway	23,954	18,245	1.313	0.286	**No**	5,709	32592681
7102	116225640	EB	SR 237	between Java Drive and Lawrence Expressway							
7201	52505642	WB	SR 237	between Lawrence Expressway and Great America Parkway	28,931	9,525	3.037	0.38	**No**	19,406	376592836
7202	56415595	EB	SR 237	between Lawrence Expressway and Great America Parkway							
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	29,925	18,416	1.625	0.286	**No**	11,509	132,457,081
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street							
7401	559910718	WB	SR 237	between North 1st Street and Zanker Road	27,560	15,295	1.802	0.303	**No**	12,265	150,430,225
7402	107145600	EB	SR 237	between North 1st Street and Zanker Road							
7501	49208216	WB	SR 237	between Zanker Road and I-880	30,970	17,089	1.812	0.294	**No**	13,881	192,682,161
7502	107047219	EB	SR 237	between Zanker Road and I-880							
7601	100115341	SB	US 101	between SR 85 and Moffett Boulevard	0	0	0.000			0	
7602	531410010	NB	US 101	between SR 85 and Moffett Boulevard							
7701	600498999	SB	US 101	between Moffett Boulevard and Ellis Street	36,274	25,534	1.421	0.255	**No**	10,740	115,347,600
7702	932360046	NB	US 101	between Moffett Boulevard and Ellis Street							
7801	900160045	SB	US 101	between Ellis Street and SR 237	36,750	30,892	1.190	0.241	Yes	5,858	34,316,164
7802	600429324	NB	US 101	between Ellis Street and SR 237							
7901	542260041	SB	US 101	between SR 237 and Mathilda Avenue	0	0	0.000			0	
7902	1002960038	NB	US 101	between SR 237 and Mathilda Avenue							
8001	600378940	SB	US 101	between Mathilda Avenue and Fair Oaks Avenue	33,136	30,843	1.074	0.241	Yes	2,293	5,257,849
8002	915860034	NB	US 101	between Mathilda Avenue and Fair Oaks Avenue							
8101	600338943	SB	US 101	between Fair Oaks Avenue and Lawrence Expressway	33,961	25,133	1.351	0.255	**No**	8,828	77,933,584
8102	915560030	NB	US 101	between Fair Oaks Avenue and Lawrence Expressway							
8201	600299103	SB	US 101	between Lawrence Expressway and Great America Parkway	34,867	39,270	0.888	0.224	Yes	-4,403	19,386,409
8202	910260026	NB	US 101	between Lawrence Expressway and Great America Parkway							
8301	910460025	SB	US 101	between Great America Parkway and Montague Expressway	0	0	0.000			0	
8302	6002311115	NB	US 101	between Great America Parkway and Montague Expressway							
8401	600205464	SB	US 101	between Montague Expressway and Trimble Road	36,324	37,515	0.968	0.224	Yes	-1,191	1,418,481
8402	425960018	NB	US 101	between Montague Expressway and Trimble Road							
8501	744660017	SB	US 101	between Trimble Road and SR 87	0	0	0.000			0	
8502	91959196	NB	US 101	between Trimble Road and SR 87							
8601	600148766	SB	US 101	between SR 87 and North 1st Street	0	0	0.000			0	
8602	6001211176	NB	US 101	between SR 87 and North 1st Street							
8701	876610343	SB	US 101	between North 1st Street and Old Bayshore Highway	0	0	0.000			0	
8702	54799192	NB	US 101	between North 1st Street and Old Bayshore Highway							
8801	54788770	SB	US 101	between Old Bayshore Highway and I-880	30,089	31,065	0.969	0.241	Yes	-976	952,576
8802	54916574	NB	US 101	between Old Bayshore Highway and I-880							
8901	226249457	SB	I-880	between SR 262 and Dixon Landing Road	53,942	29,835	1.808	0.244	**No**	24,107	581,147,449
8902	1142522623	NB	I-880	between SR 262 and Dixon Landing Road							
9001	1139411528	SB	I-880	between Dixon Landing Road and SR 237	57,813	53,585	1.079	0.195	Yes	4,228	17,875,984
9002	106658073	NB	I-880	between Dixon Landing Road and SR 237							
9101	1137310270	SB	I-880	between SR 237 and Montague Expressway	42,977	23,581	1.823	0.265	**No**	19,396	376204816
9102	1027111422	NB	I-880	between SR 237 and Montague Expressway							
9201	102736729	SB	I-880	between Montague Expressway and Brokaw Road	45,198	38,904	1.162	0.224	Yes	6,294	39614436
9202	744910272	NB	I-880	between Montague Expressway and Brokaw Road							
9301	74489188	SB	I-880	between Brokaw Road and US 101	46,929	33,542	1.399	0.235	**No**	13,387	179211769
9302	92136649	NB	I-880	between Brokaw Road and US 101							
10601	57158230	SB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	40,460	25,051	1.615	0.255	**No**	15,409	237437281
10602	103818231	NB	I-280	between Satatoga Avenue and Stevens Creek Boulevard							
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	31,224	17,463	1.788	0.294	**No**	13,761	189365121
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road							
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	34,626	27,360	1.266	0.252	**No**	7,266	52794756
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue							

Count ID	Index	Direction	Description		Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
			Roadway	Location							
Ramps											
9401	100846559	SB	US 101	Off Ramp to Great America Parkway	1,970	1,097	1.796	0.683	**No**	873	762129
9402	1005710049	NB	US 101	Off Ramp to Great America Parkway	0	0	0.000			0	
9501	655911885	SB	US 101	On Ramp from NB Great America Parkway	644	1,283	0.502	0.630	Yes	-639	408321
9502	956710053	NB	US 101	On Ramp from NB Great America Parkway	0	0	0.000			0	
9601	1005410056	SB	US 101	On Ramp from SB Great America Parkway	2,180	1,861	1.171	0.630	Yes	319	101761
9602	1004911100	NB	US 101	On Ramp from SB Great America Parkway	0	0	0.000			0	
9701	100598805	SB	US 101	Off Ramp to N/S Montague Expressway	0	0	0.000			0	
9801	58125796	SB	US 101	Off Ramp to NB Montague Expressway	1,199	1,103	1.087	0.683	Yes	96	9216
9802	91995794	NB	US 101	Off Ramp to NB Montague Expressway	2,080	715	2.909	0.683	**No**	1,365	1863225
9901	88055813	SB	US 101	Off Ramp to SB Montague Expressway	1,737	1,071	1.622	0.683	Yes	666	443556
9902	91016006	NB	US 101	Off Ramp to SB Montague Expressway	1,360	786	1.730	0.683	**No**	574	329476
10001	573660206	SB	US 101	On Ramp from NB Montague Expressway	788	767	1.027	0.683	Yes	21	441
10002	1006710066	NB	US 101	On Ramp from NB Montague Expressway	1,138	796	1.430	0.683	Yes	342	116964
10101	1007560207	SB	US 101	On Ramp from SB Montague Expressway	678	939	0.722	0.683	Yes	-261	68121
10102	57746070	NB	US 101	On Ramp from SB Montague Expressway	1,437	1333	1.078	0.63	Yes	104	10816
10201	113555248	WB	SR 237	Off Ramp to Great America Parkway	2,242	1199	1.870	0.683	**No**	1043	1087849
10202	604207601	EB	SR 237	Off Ramp to Great America Parkway	1782	703	2.535	0.683	**No**	1079	1164241
10301	524813773	WB	SR 237	On Ramp from Great America Parkway	1480	751	1.971	0.683	**No**	729	531441
10302	76015425	EB	SR 237	On Ramp from Great America Parkway	2015	2888	0.698	0.575	Yes	-873	762129
10401	59087213	WB	SR 237	Off Ramp to North 1st Street	819	1413	0.580	0.63	Yes	-594	352836
10402	604198185	EB	SR 237	Off Ramp to North 1st Street	2016	1170	1.723	0.683	**No**	846	715716
10501	72137069	WB	SR 237	On Ramp from North 1st Street	2282	1380	1.654	0.63	**No**	902	813604
10502	818510716	EB	SR 237	On Ramp from North 1st Street	1113	1956	0.569	0.63	Yes	-843	710649

Local Roadway/Freeway/Ramp Results:	**997,970**	**872,677**	**Model/Count Ratio=**	**1.144**	**14%**
			Percent within Caltrans Maximum Deviation=	**56% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**66% < 30%**	
			Coefficient of Determination (R^2)=	**0.893 > 0.77**	
			Correlation Coefficient=	**0.945 > 0.88**	
			Total Count=	**104**	
			Link within Deviation=	**58**	
			Link Outside Deviation=	**46**	

Local Roadway Results:	**233,100**	**301,323**	**Model/Count Ratio=**	**0.774**	**-23%**
			Percent within Caltrans Maximum Deviation=	**62% > 75%**	
			Percent Root Mean Square Error (RMSE)=	**51% < 30%**	
			Coefficient of Determination (R^2)=	**0.729 > 0.77**	
			Correlation Coefficient=	**0.854 > 0.88**	
			Total Count=	**65**	
			Link within Deviation=	**40**	
			Link Outside Deviation=	**25**	

Table B-26: Final Model Validation Results - Screenlines Using Overnight 10 Hour Two-Way Traffic Volume

Count ID	Index	Direction	Facility	Description Location	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	Percent RMSE
Screenline 1: West of Santa Clara (North)												
3101	47874778	WB	Tasman Drive	between City Limit-Great America Parkway	236	705	0.335	0.64	No	-469	219961	
3102	47784787	EB	Tasman Drive	between City Limit-Great America Parkway	230	783	0.294	0.64	No	-553	305809	
7201	107207457	WB	SR 237	between Great America Parkway and North 1st Street	14,948	7,296	2.049	0.59	No	7652	58553104	
7202	74585606	EB	SR 237	between Great America Parkway and North 1st Street	14,977	11,120	1.347	0.55	Yes	3857	14876449	
8201	600299103	EB	US 101	between Lawrence Expressway and Great America Parkway	17,828	21,686	0.822	0.45	Yes	-3858	14884164	
8202	910260026	WB	US 101	between Lawrence Expressway and Great America Parkway	17,039	17,584	0.969	0.48	Yes	-545	297025	
3701	92417218	WB	Wildwood Avenue	between City Limits-Mercado Driveway	198	1,112	0.178	0.64	No	-914	835396	
3702	72189241	EB	Wildwood Avenue	between City Limits-Mercado Drivewa	49	857	0.057	0.64	No	-808	652864	
				Westbound	32,421	26,697	1.214	0.42	Yes	5724	32764176	43%
				Eastbound	33,084	34,446	0.960	0.39	Yes	-1362	1855044	8%
				Screenline 1: West of Santa Clara (North)	65,505	61,143	1.071	0.3	Yes	4362	19027044	20%
Screenline 2: North Santa Clara												
901	60176016	SB	Great America Parkway	between SR 237-Tasman Drive	1,494	1,431	1.044	0.64	Yes	63	3969	
902	60166017	NB	Great America Parkway	between SR 237-Tasman Drive	1,343	2,220	0.605	0.64	Yes	-877	769129	
1501	74156039	SB	Lafayette Street	between Yerba Buena Way-Tasman Drive	41	1,119	0.037	0.64	No	-1078	1162084	
1502	60397415	NB	Lafayette Stree	between Yerba Buena Way-Tasman Driv	66	650	0.102	0.64	No	-584	341056	
				Southbound	1,535	2,550	0.602	0.64	Yes	-1015	1030225	80%
				Northbound	1,409	2,870	0.491	0.64	Yes	-1461	2134521	102%
				Screenline 2: North Santa Clara	2,944	5,420	0.543	0.61	Yes	-2476	6130576	91%
Screenline 3: East of Santa Clara (North)												
3301	604060596	WB	Tasman Drive	between Lafayette Street-City Limits	2,441	816	2.991	0.64	No	1625	2640625	
3302	605966040	EB	Tasman Drive	between Lafayette Street-City Limits	466	1,646	0.283	0.64	No	-1180	1392400	
2401	60747541	WB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,562	4,378	0.814	0.62	Yes	-816	665856	
2402	75426075	EB	Montague Expressway	between North First Street-De La Cruz Boulevard	3,566	5,730	0.622	0.61	Yes	-2164	4682896	
8401	600205464	EB	US 101	between Montague Expressway and Trimble Road	17,212	21,915	0.785	0.45	Yes	-4703	22118209	
8402	425960018	WB	US 101	between Montague Expressway and Trimble Road	19,112	15,600	1.225	0.51	Yes	3512	12334144	
7301	107207457	WB	SR 237	between Great America Parkway and North 1st Street	14,948	7,296	2.049	0.59	No	7652	58553104	
7302	74585606	EB	SR 237	between Great America Parkway and North 1st Street	14,977	11,120	1.347	0.55	Yes	3857	14876449	
3801	41027548	WB	Trimble Road	between City Limits-De La Cruz Boulevard	3,901	1,591	2.452	0.64	No	2310	5336100	
3802	75484102	EB	Trimble Road	between City Limits-De La Cruz Boulevar	3,599	1,821	1.976	0.64	No	1778	3161284	
				Westbound	43,964	29,681	1.481	0.41	No	14283	204004089	108%
				Eastbound	39,820	42,232	0.943	0.36	Yes	-2412	5817744	13%
				Screenline 3: East of Santa Clara (North)	83,784	71,913	1.165	0.28	Yes	11871	140920641	52%
Screenline 4: West of Santa Clara (east of Lawrence Expressway												
2101	79044389	WB	Scott Boulevard	between City Limit-Bowers Avenue	198	590	0.336	0.64	No	-392	153664	
2102	43897904	EB	Scott Boulevard	between City Limit-Bowers Avenue	86	808	0.106	0.64	No	-722	521284	
4501	55825608	WB	Central Expressway	between Lawrence Expressway-Bowers Avenue	1,285	2,376	0.541	0.64	Yes	-1091	1190281	
4502	56095581	EB	Central Expressway	between Lawrence Expressway-Bowers Avenue	1,906	3,469	0.549	0.63	Yes	-1563	2442969	
4701	70514388	WB	Kifer Road	between Lawrence Expressway-Bowers Avenue	330	651	0.507	0.64	Yes	-321	103041	
4702	43887051	EB	Kifer Road	between Lawrence Expressway-Bowers Avenue	176	946	0.186	0.64	No	-770	592900	
4801	48048956	WB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	893	1,216	0.734	0.64	Yes	-323	104329	
4802	89564804	EB	Monroe Street	between Lawrence Expressway-Calabazas Boulevard	844	1,456	0.580	0.64	Yes	-612	374544	
5001	48958908	WB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,589	3,718	0.427	0.63	Yes	-2129	4532641	
5002	89084895	EB	El Camino Real	between Lawrence Expressway-Calabazas Boulevard	1,587	3,959	0.401	0.63	Yes	-2372	5626384	
5201	63886387	WB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	47	830	0.057	0.64	No	-783	613089	
5202	63876388	EB	Benton Street	between Pomeroy Avenue-Kiely Boulevard	47	710	0.066	0.64	No	-663	439569	
5501	48144435	WB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	523	1,800	0.291	0.64	No	-1277	1630729	
5502	44354814	EB	Stevens Creek Boulevard	between Lawrence Expressway-Kiely Boulevard	206	2,873	0.072	0.64	No	-2667	7112889	
10601	57158230	EB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	22,557	16,331	1.381	0.49	Yes	6226	38763076	
10602	103818231	WB	I-280	between Satatoga Avenue and Stevens Creek Boulevard	17,903	8,720	2.053	0.58	No	9183	84327489	
5401	88744430	WB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	370	786	0.471	0.64	Yes	-416	173056	
5402	44308874	EB	Pruneridge Avenue	between Pomeroy Avenue-Kiely Boulevard	328	924	0.355	0.64	No	-596	355216	
5301	44106395	WB	Homestead Road	between Pomeroy Avenue-Kiely Boulevard	1,113	1,747	0.637	0.64	Yes	-634	401956	
5302	63954410	EB	Homestead Road	between Pomeroy Avenue-Kiely Bouleva	849	1,967	0.432	0.64	Yes	-1118	1249924	
				Westbound	24,251	22,434	1.081	0.45	Yes	1817	3301489	18%
				Eastbound	28,586	33,443	0.855	0.39	Yes	-4857	23590449	32%
				Screenline 4: West of Santa Clara (east of Lawrence Expressway)	52,837	55,877	0.946	0.31	Yes	-3040	9241600	24%
Screenline 5: North-Central Santa Clara (North-South)												
1001	528910049	SB	Great America Parkway	between Mission College-US 101	3,592	6,070	0.592	0.6	Yes	-2478	6140484	
1002	100495289	NB	Great America Parkway	between Mission College-US 101	3,756	3,199	1.174	0.63	Yes	557	310249	
2501	58765775	SB	Montague Expressway	between Mission College Boulevard-US 101	4,693	6,413	0.732	0.6	Yes	-1720	2958400	
2502	57865884	NB	Montague Expressway	between Mission College Boulevard-US 101	5,172	6,984	0.741	0.6	Yes	-1812	3283344	
				Southbound	8,285	12,483	0.664	0.54	Yes	-4198	17623204	48%
				Northbound	8,928	10,183	0.877	0.56	Yes	-1255	1575025	17%
				Screenline 5: North-Central Santa Clara (North-South)	17,213	22,666	0.759	0.44	Yes	-5453	29735209	48%
Screenline 6: South of US 101												
2201	57404792	SB	Scott Boulevard	between Montague Expressway-Central Expressway	481	647	0.743	0.64	Yes	-166	27556	
2202	47925740	NB	Scott Boulevard	between Montague Expressway-Central Expressway	554	646	0.858	0.64	Yes	-92	8464	
2701	83118803	SB	San Tomas Expressway	between US 101-Scott Boulevard	5,238	6,579	0.796	0.6	Yes	-1341	1798281	
2702	88038311	NB	San Tomas Expressway	between US 101-Scott Boulevard	3,818	6,302	0.606	0.6	Yes	-2484	6170256	
1801	88298811	SB	Lafayette Street	between US 101-Central Expressway	2,435	1,237	1.968	0.64	No	1198	1435204	
1802	88118829	NB	Lafayette Street	between US 101-Central Expressway	1,190	1,068	1.114	0.64	Yes	122	14884	
4301	51174798	SB	De La Cruz Boulevard	between US 101-Central Expressway	4,681	3,085	1.517	0.63	Yes	1596	2547216	
4302	47985117	NB	De La Cruz Boulevard	between US 101-Central Expresswa	8,599	4,818	1.785	0.62	No	3781	14295961	
				Southbound	12,835	11,548	1.111	0.55	Yes	1287	1656369	22%
				Northbound	14,161	12,834	1.103	0.54	Yes	1327	1760929	21%
				Screenline 6: South of US 101	26,996	24,382	1.107	0.43	Yes	2614	6832996	30%
Screenline 7: Central Santa Clara (north of El Camino Real)												
701	62686197	SB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,308	7,466	0.443	0.59	Yes	-4158	17288964	
702	45387825	NB	Lawrence Expressway	between Cabrillo Avenue-El Camino Real	3,243	5,378	0.603	0.61	Yes	-2135	4558225	
1301	89038904	SB	Bowers Avenue	between Monroe Street-El Camino Real	339	1,232	0.275	0.64	No	-893	797449	
1302	89048903	NB	Bowers Avenue	between Monroe Street-El Camino Real	322	849	0.379	0.64	Yes	-527	277729	
2801	62844800	SB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	3,252	5,727	0.568	0.61	Yes	-2475	6125625	
2802	58726286	NB	San Tomas Expressway	between Cabrillo Avenue-El Camino Real	7,156	4,295	1.666	0.62	No	2861	8185321	
2301	44018889	SB	Scott Boulevard	between Monroe Street-El Camino Real	318	1,516	0.210	0.64	No	-1198	1435204	
2302	88894401	NB	Scott Boulevard	between Monroe Street-El Camino Real	334	1,445	0.231	0.64	No	-1111	1234321	
4901	88347377	SB	Monroe Street	between Scott Boulevard-El Camino Real	662	800	0.828	0.64	Yes	-138	19044	
4902	73778834	NB	Monroe Street	between Scott Boulevard-El Camino Real	630	618	1.019	0.64	Yes	12	144	
1901	71968835	SB	Lafayette Street	between Reed Street-El Camino Real	631	1,301	0.485	0.64	Yes	-670	448900	
1902	88357196	NB	Lafayette Stree	between Reed Street-El Camino Re	845	1,008	0.838	0.64	Yes	-163	26569	
				Southbound	8,510	18,042	0.472	0.48	No	-9532	90859024	129%
				Northbound	12,530	13,593	0.922	0.53	Yes	-1063	1129969	19%
				Screenline 7: Central Santa Clara (north of El Camino Real)	21,040	31,635	0.665	0.40	Yes	-10595	112254025	116%
Screenline 8: South Santa Clara (north of Stevens Creek)												
801	62296243	SB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	4,855	7,418	0.654	0.59	Yes	-2563	6568969	
802	62446236	NB	Lawrence Expressway	between Pruneridge Avenue-Stevens Creek Boulevard	5,050	5,375	0.940	0.61	Yes	-325	105625	
1401	44328870	SB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	808	1,301	0.621	0.64	Yes	-493	243049	
1402	88704432	NB	Kiely Avenue	between Pruneridge Avenue-Stevens Creek	1,088	1,108	0.982	0.64	Yes	-20	400	
5601	88616410	SB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	1,501	1,887	0.795	0.64	Yes	-386	148996	
5602	64108861	NB	Saratoga Avenue	between Stevens Creek Boulevard-San Tomas Expressway	2,027	2,212	0.916	0.64	Yes	-185	34225	
2901	88608858	SB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	4,731	4,229	1.119	0.62	Yes	502	252004	
2902	58345841	NB	San Tomas Expressway	between Saratoga Avenue-Stevens Creek	2,552	2,595	0.983	0.64	Yes	-43	1849	
10701	97878193	SB	I-280	between Stevens Creek Boulevard and Wolfe Road	15,819	10,208	1.550	0.56	Yes	5611	31483321	
10702	119945712	NB	I-280	between Stevens Creek Boulevard and Wolfe Road	15,405	7,255	2.123	0.59	No	8150	66422500	
10801	93458624	SB	I-880	between Stevens Creek Boulevard and Bascom Avenue	18,550	13,680	1.356	0.53	Yes	4870	23716900	
10802	994311428	NB	I-880	between Stevens Creek Boulevard and Bascom Avenue	16,076	13,680	1.175	0.53	Yes	2396	5740816	
6001	65258627	SB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Boulevard	1,330	1,357	0.980	0.64	Yes	-27	729	
6002	86276525	NB	Winchester Boulevard	between Pruneridge Avenue-Stevens Creek Bouleva	1,510	1,777	0.850	0.64	Yes	-267	71289	
				Southbound	47,594	40,080	1.187	0.36	Yes	7514	56460196	50%
				Northbound	43,708	34,002	1.285	0.39	Yes	9706	94206436	76%
				Screenline 8: South Santa Clara (north of Stevens Creek)	91,302	74,082	1.232	0.28	Yes	17220	296528400	87%
Screenline 9: Southeastern Boundary of Santa Clara												
2001	88458623	SB	Bascom Avenue	between Newhall Street-I-880	2,292	2,293	1.000	0.64	Yes	-1	1	
2002	86238845	NB	Bascom Avenue	between Newhall Street-I-880	3,039	2,388	1.273	0.64	Yes	651	423801	
5801	72068607	SB	Park Avenue	between Bellomy Street-I-880	7	389	0.018	0.64	No	-382	145924	
5802	86077206	NB	Park Avenue	between Bellomy Street-I-880	6	269	0.022	0.64	No	-263	69169	
5701	103008799	SB	The Alameda	between El Camino Real-I-880	2,047	3,770	0.543	0.63	Yes	-1723	2968729	
5702	879910300	NB	The Alameda	between El Camino Real-I-880	1,943	2,330	0.834	0.64	Yes	-387	149769	
4401	44006462	SB	Coleman Avenue	between De La Cruz Boulevard-City Limits	583	2,825	0.206	0.64	No	-2242	5026564	
4402	64624400	NB	Coleman Avenue	between De La Cruz Boulevard-City Limit	245	1,799	0.136	0.64	No	-1554	2414916	
				Southbound	4,929	9,277	0.531	0.57	Yes	-4348	18905104	94%
				Northbound	5,233	6,786	0.771	0.6	Yes	-1553	2411809	46%
				Screenline 9: Southeastern Boundary of Santa Clara	10,162	16,063	0.633	0.5	Yes	-5901	34821801	104%
Screenline 10: North-Central Santa Clara (from South/West)												
1701	62276064	SB	Lafayette Street	between Montague Expressway-US 101	1,716	1,050	1.634	0.64	Yes	666	443556	
1702	60646227	NB	Lafayette Street	between Montague Expressway-US 101	545	1,306	0.417	0.64	Yes	-761	579121	
4201	622510330	SB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	650	682	0.953	0.64	Yes	-32	1024	
4202	103306225	NB	De La Cruz Boulevard	between Montague Expressway-Trimble Road	463	917	0.505	0.64	Yes	-454	206116	
				Southbound	2,366	1,732	1.366	0.64	Yes	634	401956	52%
				Northbound	1,008	2,223	0.453	0.64	Yes	-1215	1476225	77%
				Screenline 10: North-Central Santa Clara (from South/West)	3,374	3,955	0.853	0.63	Yes	-581	337561	29%

Total Count	**10**
Screenlines Within Deviation	**10**
Screenlines Outside Deviation	**0**
Percent within Caltrans Maximum Deviation	**100%**

Table B-27: Final Model Validation Results - Overnight 10 Hour Two-Way Total Traffic Volumes by Functional Class

Functional Class	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
Freeway	20	43%	30%	No	34%	7%	No
Expressway	14	30%	30%	Yes	-19%	25%	Yes
Collector	4	94%	30%	No	-90%	25%	No
Freeway Ramp	19	60%	30%	No	25%	20%	No
Major Arterial	47	67%	30%	No	-24%	25%	Yes
Overall	104	66%	30%	No	14%	N/A	

Table B-28: Final Model Validation Results -Overnight 10 Hour Two-Way Total Traffic Volumes by Volume Range

Volume Range	Links	RMSE			Volume/Count Error		
		%	Maximum	Valid?	%	Maximum	Valid?
1000	8	98%	116%	Yes	52%	200%	Yes
2500	38	60%	116%	Yes	-19%	100%	Yes
5000	19	62%	116%	Yes	-25%	50%	Yes
10000	10	96%	43%	No	10%	25%	Yes
20000	15	53%	28%	No	16%	20%	Yes
25000	1	82%	25%	No	82%	20%	No
40000	12	34%	25%	No	23%	15%	No
50000	0	N/A	30%	N/A	N/A	15%	N/A
60000	1	8%	30%	Yes	8%	10%	Yes
90000	0	N/A	19%	N/A	N/A	10%	N/A

ATTACHMENT C

Table C-1: Existing (Counted Volumes) Land Use Comparison by TAZ

ZONE	TOTHH	HHPOP	TOTPOP	EMPRES	SFHH	MFHH	TEMP	RETEMP	SEREMP	OTHEMP	AGEMP	MANEMP	WHOEMP
1206	-1	-3	-3	-2	-1	0	0	0	0	0	0	0	0
1208	0	0	0	0	0	0	100	0	100	0	0	0	0
1209	-51	-142	-142	-61	-16	-35	155	20	0	0	0	45	90
1213	-4	-11	-11	-5	-4	-1	0	0	0	0	0	0	0
1216	0	0	0	0	-329	329	34	0	34	0	0	0	0
1217	97	262	262	115	0	97	40	0	20	20	0	0	0
1218	19	51	52	22	19	0	1	0	0	0	0	0	0
1219	-8	-22	-22	-12	-5	-2	-1	0	1000	0	0	-1000	0
1222	0	0	0	0	0	0	48	0	0	48	0	0	0
1223	-1	-3	-3	-1	-191	191	0	0	0	0	0	0	0
1224	16	40	40	18	140	-124	-1	0	0	0	0	0	0
1225	47	117	118	53	48	-1	0	0	0	0	0	0	0
1226	5	14	14	8	5	0	320	0	200	100	20	0	0
1227	-5	-15	-15	-6	-2	-3	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	20	0	20	0	0	0	0
1233	-1	-4	-6	-2	-1	0	64	0	0	0	0	53	11
1234	-17	-47	-49	-20	-6	-11	377	0	0	0	0	0	377
1237	0	0	0	0	0	0	3	0	0	3	0	0	0
1238	50	135	136	59	72	-22	0	0	0	0	0	0	0
1239	6	15	15	7	87	-81	0	0	0	0	0	0	0
1240	-9	-23	-23	-10	-408	398	-94	18	-132	0	20	0	0
1241	206	470	470	243	269	-63	0	0	0	0	0	0	0
1245	-41	-116	-116	-47	39	-80	0	0	0	0	0	0	0
1248	37	85	85	44	-153	190	0	0	0	0	0	0	0
1249	157	358	358	185	273	-116	1	0	0	0	0	0	0
1251	-38	-95	-96	-43	-38	0	-35	0	-31	0	0	-1	-3
1252	-53	-121	-121	-63	-53	0	0	0	0	0	0	0	0
1253	-179	-409	-411	-212	-179	0	0	0	0	0	0	0	0
1254	-121	-276	-276	-143	0	-121	0	0	0	0	0	0	0
1255	-99	-226	-227	-117	-99	0	-20	-20	0	0	0	0	0
1256	-91	-222	-223	-109	-44	-47	0	0	0	0	0	0	0
1257	-68	-166	-166	-81	0	-68	-320	0	0	-126	0	-142	-53
1258	-8	-20	-20	-10	-279	271	13	0	0	13	0	0	0
1260	0	0	0	0	0	0	14	0	0	14	0	0	0
1261	52	127	127	62	0	52	21	9	12	0	0	0	0
1263	0	0	0	0	0	0	-2297	0	-1971	0	0	-324	-2
1265	62	156	156	72	366	-304	-289	0	0	0	0	-264	-25
1266	-68	-183	-184	-71	-68	0	-2	0	0	0	-1	-1	0
1267	-23	-62	-62	-28	0	-23	-445	18	-462	0	-1	0	0
1268	-193	-645	-646	-316	-193	0	-847	-317	-389	0	0	0	-141
1269	108	361	361	177	80	28	-1	0	0	0	0	0	-1
1270	-79	-213	-213	-97	-78	0	-109	0	0	0	-11	-99	0
1271	129	393	393	181	142	-14	-11	0	0	0	0	-10	0
1272	-129	-392	-392	-180	-129	0	-16	0	0	0	-2	-12	-3
1275	0	0	0	0	0	0	-2	0	0	0	-1	-1	0
1276	24	68	68	30	115	-91	0	0	0	0	0	0	0
1277	0	0	0	0	148	-148	42	42	0	0	0	0	0
1278	2	6	6	3	-100	102	0	0	0	0	0	0	0
1279	134	379	379	192	134	0	0	0	0	0	0	0	0
1280	-17	-48	-48	-24	-441	424	0	0	18	-18	0	0	0
1281	-1	-3	-3	-1	0	-1	100	0	100	0	0	0	0
1282	-40	-113	-113	-50	-175	135	0	0	0	0	0	0	0
1287	103	256	560	104	0	103	-1	0	0	0	0	0	0
1288	44	99	114	47	0	45	0	0	0	0	0	0	0
1291	129	291	291	139	43	86	0	0	0	0	0	0	0
1293	120	298	298	121	60	60	0	0	0	0	0	0	0
1294	-117	-291	-291	-118	-117	0	96	0	96	0	0	0	0
1295	0	0	0	0	0	0	40	0	0	20	20	0	0
1299	0	0	0	0	0	0	200	27	150	23	0	0	0
1300	0	0	0	0	0	0	82	0	82	0	0	0	0
1301	0	0	0	0	0	0	585	0	586	0	0	0	0
1302	0	0	0	0	0	0	990	0	989	0	0	0	0
1304	0	0	0	0	0	0	176	0	0	0	0	177	0
1305	0	0	0	0	0	0	111	0	0	0	0	111	0
1307	0	0	0	0	0	0	110	0	0	0	0	109	0
1309	72	274	286	141	0	73	-1	0	0	0	0	0	0
1310	0	0	0	0	0	0	782	0	782	0	0	0	0
1311	106	404	408	208	106	0	186	0	0	0	0	186	0
1313	0	0	0	0	0	0	10	0	0	0	10	0	0
1317	0	0	0	0	0	0	2326	399	1926	0	0	0	0
1318	-103	-286	-286	-159	-159	55	0	0	0	0	0	0	0
1320	-4	-11	-11	-6	164	-168	5	0	0	0	0	5	0
1324	0	0	0	0	0	0	1629	0	1745	200	0	-295	-21

Table C-2: Existing (Near Term) Land Use Comparison by TAZ

ZONE	TOTHH	HHPOP	TOTPOP	EMPRES	SFHH	MFHH	TEMP	RETEMP	SEREMP	OTHEMP	AGEMP	MANEMP	WHOEMP
1219	0	0	0	0	0	0	552	0	552	0	0	0	0
1249	275	627	627	324	110	165	0	0	0	0	0	0	0
1252	13	30	30	15	13	0	0	0	0	0	0	0	0
1263	793	1985	1985	986	64	729	0	0	0	0	0	0	0
1268	825	2759	2765	1354	0	825	80	80	0	0	0	0	0
1270	133	359	359	164	0	133	0	0	0	0	0	0	0
1281	0	0	0	0	0	0	60	0	60	0	0	0	0
1288	6	13	15	6	6	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	1548	0	1548	0	0	0	0
1317	0	0	0	0	0	0	300	0	300	0	0	0	0
1324	0	0	0	0	0	0	1570	0	1570	0	0	0	0

Table C-3: Background Land Use Comparison by TAZ

ZONE	TOTHH	HHPOP	TOTPOP	EMPRES	SFHH	MFHH	TEMP	RETEMP	SEREMP	OTHEMP	AGEMP	MANEMP	WHOEMP
1206	-1	-3	-3	-2	-1	0	0	0	0	0	0	0	0
1208	0	0	0	0	0	0	100	0	100	0	0	0	0
1209	-51	-142	-142	-65	-16	-35	155	20	0	0	0	45	90
1213	-5	-13	-13	-6	-4	-1	0	0	0	0	0	0	0
1216	0	0	0	0	-329	329	34	0	34	0	0	0	0
1217	97	263	265	123	0	97	40	0	20	20	0	0	0
1218	19	52	52	24	19	0	0	0	0	0	0	0	0
1219	-7	-19	-19	-11	-5	-2	6896	0	7896	0	0	-1000	0
1222	0	0	0	0	0	0	48	0	0	48	0	0	0
1224	16	40	40	19	140	-124	0	0	0	0	0	0	0
1225	47	118	118	57	48	-1	0	0	0	0	0	0	0
1226	5	14	14	8	5	0	320	0	200	100	20	0	0
1227	-5	-15	-18	-6	-2	-3	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	20	0	20	0	0	0	0
1233	-1	-4	-4	-2	-1	0	64	0	0	0	0	53	11
1234	-17	-48	-48	-22	-6	-11	377	0	0	0	0	0	377
1237	0	0	0	0	0	0	3	0	0	3	0	0	0
1238	50	136	137	63	72	-22	0	0	0	0	0	0	0
1239	6	15	15	7	87	-81	0	0	0	0	0	0	0
1240	-10	-25	-25	-12	-408	398	-94	18	-132	0	20	0	0
1241	206	472	472	258	269	-63	0	0	0	0	0	0	0
1245	-41	-117	-118	-50	39	-80	0	0	0	0	0	0	0
1248	37	85	85	46	-153	190	0	0	0	0	0	0	0
1249	432	990	990	542	383	49	0	0	0	0	0	0	0
1251	-38	-95	-95	-46	-38	0	-35	0	-31	0	0	-1	-3
1252	-41	-94	-94	-51	-41	0	0	0	0	0	0	0	0
1253	-179	-410	-410	-224	-179	0	0	0	0	0	0	0	0
1254	-121	-277	-277	-152	0	-121	0	0	0	0	0	0	0
1255	-99	-227	-227	-124	-99	0	-20	-20	0	0	0	0	0
1256	-91	-223	-224	-115	-44	-47	0	0	0	0	0	0	0
1257	-68	-167	-168	-86	0	-68	-321	0	0	-126	0	-142	-53
1258	-8	-20	-20	-10	-279	271	13	0	0	13	0	0	0
1260	0	0	0	0	0	0	14	0	0	14	0	0	0
1261	52	127	128	66	0	52	21	9	12	0	0	0	0
1263	760	1910	1912	1008	31	729	-2297	0	-1971	0	0	-324	-2
1265	62	156	156	77	366	-304	-289	0	0	0	0	-264	-25
1266	-68	-183	-184	-77	-68	0	-2	0	0	0	-1	-1	0
1267	-23	-62	-62	-30	0	-23	-445	18	-462	0	-1	0	0
1268	598	1999	2001	1038	-193	791	-798	-268	-389	0	0	0	-141
1269	108	361	361	188	80	28	-1	0	0	0	0	0	-1
1270	7	19	19	9	-78	85	-109	0	0	0	-11	-99	0
1271	128	390	390	191	142	-14	-10	0	0	0	0	-10	0
1272	-129	-393	-393	-193	-129	0	-17	0	0	0	-2	-12	-3
1275	0	0	0	0	0	0	-2	0	0	0	-1	-1	0
1276	24	68	68	32	115	-91	0	0	0	0	0	0	0
1277	0	0	0	0	148	-148	42	42	0	0	0	0	0
1278	2	6	6	3	-100	102	0	0	0	0	0	0	0
1279	134	380	380	204	134	0	0	0	0	0	0	0	0
1280	-17	-48	-48	-26	-441	424	0	0	18	-18	0	0	0
1281	-1	-3	-4	-1	0	-1	141	0	141	0	0	0	0
1282	-40	-114	-114	-54	-175	135	0	0	0	0	0	0	0
1287	103	258	260	113	0	103	0	0	0	0	0	0	0
1288	45	101	129	52	0	45	0	0	0	0	0	0	0
1291	129	289	369	149	43	86	0	0	0	0	0	0	0
1293	120	300	303	131	60	60	0	0	0	0	0	0	0
1294	-117	-292	-294	-128	-117	0	96	0	96	0	0	0	0
1295	0	0	0	0	0	0	40	0	0	20	20	0	0
1299	0	0	0	0	0	0	1730	27	1680	23	0	0	0
1300	0	0	0	0	0	0	1082	0	1082	0	0	0	0
1301	0	0	0	0	0	0	586	0	586	0	0	0	0
1302	0	0	0	0	0	0	989	0	989	0	0	0	0
1304	0	0	0	0	0	0	177	0	0	0	0	177	0
1305	0	0	0	0	0	0	111	0	0	0	0	111	0
1307	0	0	0	0	0	0	109	0	0	0	0	109	0
1309	73	279	297	152	0	73	0	0	0	0	0	0	0
1310	0	0	0	0	0	0	782	0	782	0	0	0	0
1311	107	409	436	223	106	0	186	0	0	0	0	186	0
1313	0	0	0	0	0	0	10	0	0	0	10	0	0
1317	0	0	0	0	0	0	2599	399	2200	0	0	0	0
1318	-104	-288	-288	-169	-159	55	0	0	0	0	0	0	0
1320	-4	-11	-11	-7	164	-168	5	0	0	0	0	5	0
1324	0	0	0	0	0	0	2908	0	3024	200	0	-295	-21

Table C-4: Cumulative Land Use Comparison by TAZ

ZONE	TOTHH	HHPOP	TOTPOP	EMPRES	SFHH	MFHH	TEMP	RETEMP	SEREMP	OTHEMP	AGEMP	MANEMP	WHOEMP
1206	-1	-3	-3	-2	-1	0	0	0	0	0	0	0	0
1208	0	0	0	0	0	0	100	0	100	0	0	0	0
1209	-51	-139	-139	-61	-16	-35	155	20	0	0	0	45	90
1213	-5	-13	-13	-6	-4	-1	0	0	0	0	0	0	0
1216	0	0	0	0	-329	329	34	0	34	0	0	0	0
1217	97	270	270	119	0	97	40	0	20	20	0	0	0
1218	19	53	53	23	19	0	0	0	0	0	0	0	0
1219	-7	-20	-20	-11	-5	-2	6745	0	7745	0	0	-1000	0
1222	0	0	0	0	0	0	48	0	0	48	0	0	0
1224	16	41	41	19	140	-124	0	0	0	0	0	0	0
1225	47	121	123	55	48	-1	0	0	0	0	0	0	0
1226	5	14	14	8	5	0	320	0	200	100	20	0	0
1227	-5	-13	-13	-5	-2	-3	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	20	0	20	0	0	0	0
1233	-1	-4	-4	-2	-1	0	64	0	0	0	0	53	11
1234	-17	-46	-46	-20	-6	-11	377	0	0	0	0	0	377
1237	0	0	0	0	0	0	3	0	0	3	0	0	0
1238	50	139	142	61	72	-22	0	0	0	0	0	0	0
1239	6	15	15	7	87	-81	0	0	0	0	0	0	0
1240	-10	-26	-26	-12	-408	398	-94	18	-132	0	20	0	0
1241	206	483	483	252	269	-63	0	0	0	0	0	0	0
1245	-41	-120	-121	-49	39	-80	0	0	0	0	0	0	0
1248	37	87	87	45	-153	190	0	0	0	0	0	0	0
1249	-225	-528	-528	-275	-109	-116	954	115	604	121	0	108	6
1251	-38	-98	-98	-45	-38	0	-35	0	-31	0	0	-1	-3
1252	-44	-103	-103	-54	-44	0	0	0	0	0	0	0	0
1253	-179	-420	-426	-219	-179	0	0	0	0	0	0	0	0
1254	-121	-284	-284	-148	0	-121	0	0	0	0	0	0	0
1255	-99	-232	-232	-121	-99	0	-20	-20	0	0	0	0	0
1256	-91	-229	-229	-113	-44	-47	0	0	0	0	0	0	0
1257	-68	-171	-172	-84	0	-68	-321	0	0	-126	0	-142	-53
1258	-8	-20	-20	-10	-279	271	13	0	0	13	0	0	0
1260	0	0	0	0	0	0	14	0	0	14	0	0	0
1261	52	131	131	64	0	52	21	9	12	0	0	0	0
1263	729	1877	1877	940	0	729	-2297	0	-1971	0	0	-324	-2
1265	62	160	160	74	366	-304	-289	0	0	0	0	-264	-25
1266	-68	-188	-189	-74	-68	0	-2	0	0	0	-1	-1	0
1267	-23	-62	-62	-29	0	-23	-445	18	-462	0	-1	0	0
1268	514	1753	1757	867	-193	707	-829	-299	-389	0	0	0	-141
1269	108	368	368	182	80	28	-1	0	0	0	0	0	-1
1270	-78	-212	-212	-98	-78	0	-109	0	0	0	-11	-99	0
1271	128	399	399	185	142	-14	-10	0	0	0	0	-10	0
1272	-129	-402	-402	-187	-129	0	-17	0	0	0	-2	-12	-3
1275	0	0	0	0	0	0	-2	0	0	0	-1	-1	0
1276	24	70	70	31	115	-91	0	0	0	0	0	0	0
1277	0	0	0	0	148	-148	42	42	0	0	0	0	0
1278	2	6	6	3	-100	102	0	0	0	0	0	0	0
1279	134	390	390	199	134	0	0	0	0	0	0	0	0
1280	-17	-49	-49	-25	-441	424	0	0	18	-18	0	0	0
1281	-1	-3	-3	-1	0	-1	132	0	132	0	0	0	0
1282	-40	-116	-116	-53	-175	135	0	0	0	0	0	0	0
1287	103	264	264	109	0	103	0	0	0	0	0	0	0
1288	-97	-221	-231	-105	-142	45	-1325	-807	-280	-136	-1	-63	-38
1291	129	294	294	140	43	86	0	0	0	0	0	0	0
1293	120	307	307	127	60	60	0	0	0	0	0	0	0
1294	-117	-300	-301	-124	-117	0	96	0	96	0	0	0	0
1295	0	0	0	0	0	0	40	0	0	20	20	0	0
1299	0	0	0	0	0	0	1730	27	1680	23	0	0	0
1300	0	0	0	0	0	0	1410	0	854	0	0	500	56
1301	0	0	0	0	0	0	586	0	586	0	0	0	0
1302	0	0	0	0	0	0	989	0	989	0	0	0	0
1304	0	0	0	0	0	0	177	0	0	0	0	177	0
1305	0	0	0	0	0	0	111	0	0	0	0	111	0
1307	0	0	0	0	0	0	109	0	0	0	0	109	0
1309	73	286	314	148	0	73	0	0	0	0	0	0	0
1310	0	0	0	0	0	0	782	0	782	0	0	0	0
1311	107	376	381	174	106	0	186	0	0	0	0	186	0
1313	0	0	0	0	0	0	10	0	0	0	10	0	0
1317	0	0	0	0	0	0	2510	399	2111	0	0	0	0
1318	-104	-293	-293	-164	-159	55	0	0	0	0	0	0	0
1320	-4	-11	-11	-6	164	-168	5	0	0	0	0	5	0
1324	0	0	0	0	0	0	2432	0	2548	200	0	-295	-21

G. Peak Hour Signal Warrants

Base Scheme

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
Existing + Project	1.2	50	2,880
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
Existing + Project	2.0	50	3,330
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	Existing with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

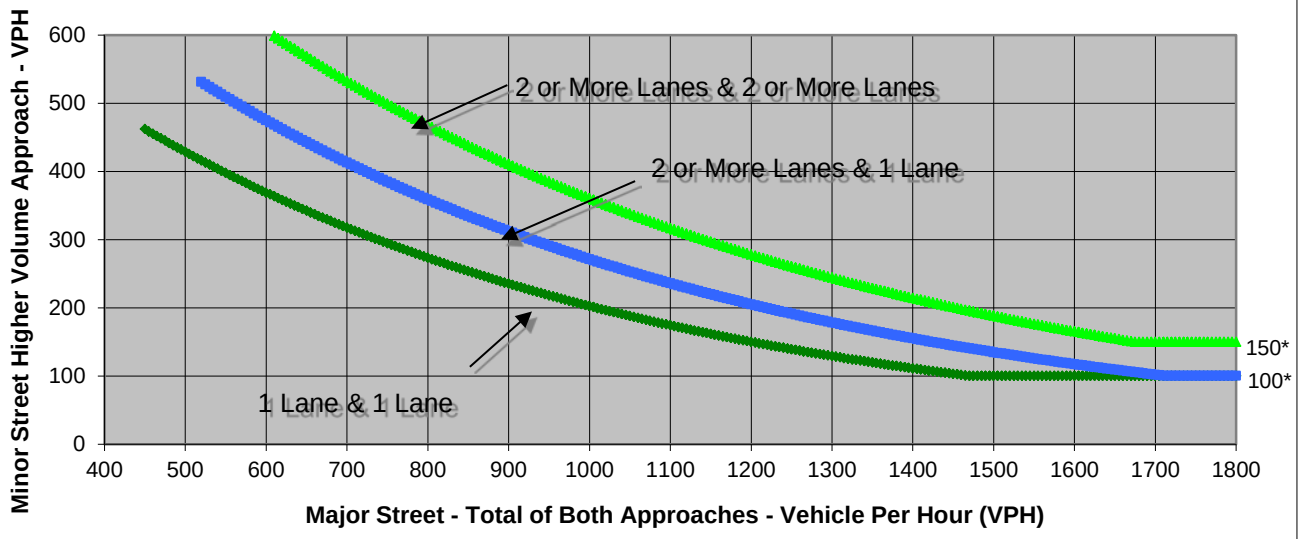
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,250	510	0	0
Right	30	0	0	40
Total	2,290	540	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**2,830**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	Existing with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

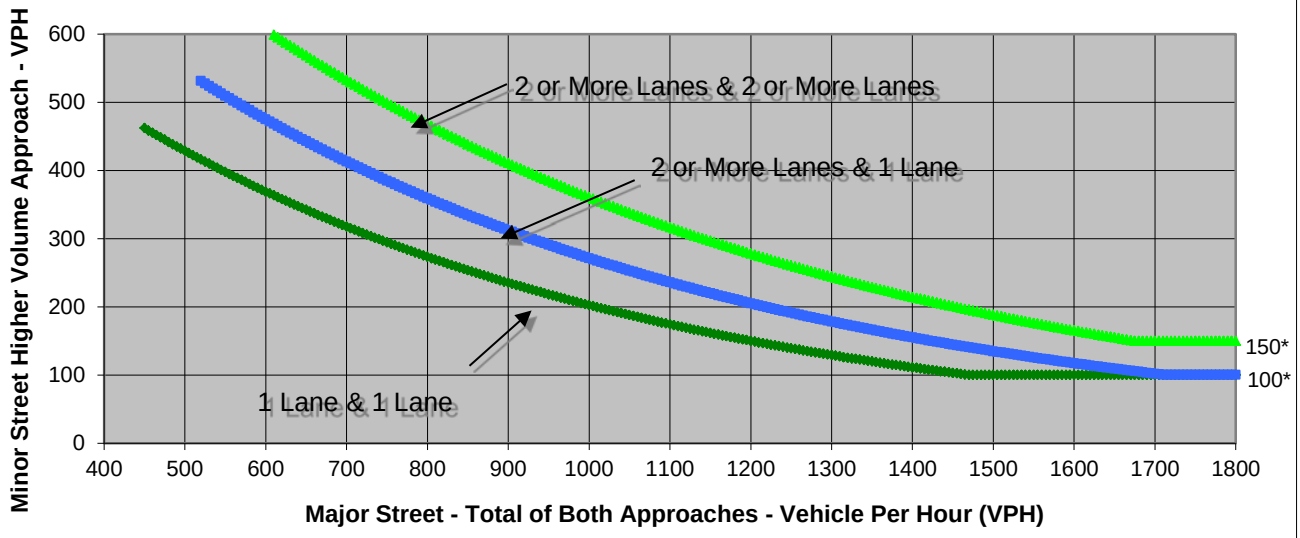
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	40	0	30
Through	890	2,320	0	0
Right	20	0	0	20
Total	920	2,360	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,280**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for o hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Th peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2020 + Project	2.2	40	3,190
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for o hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Th peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2020 + Project	2.4	50	3,460
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

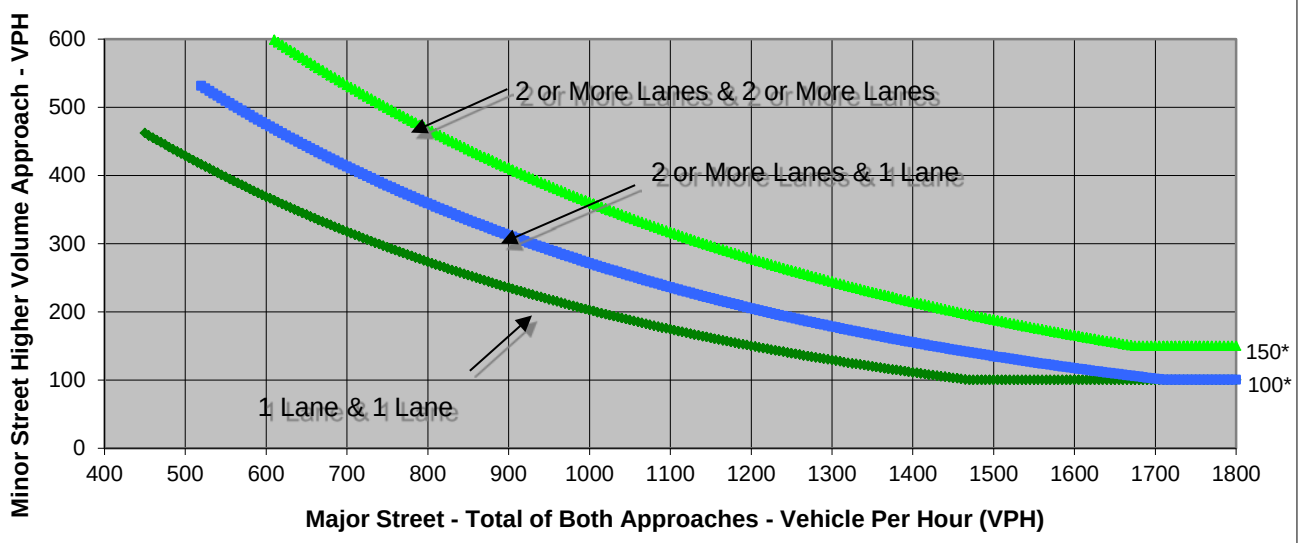
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,540	540	0	0
Right	30	0	0	30
Total	2,580	570	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,150**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

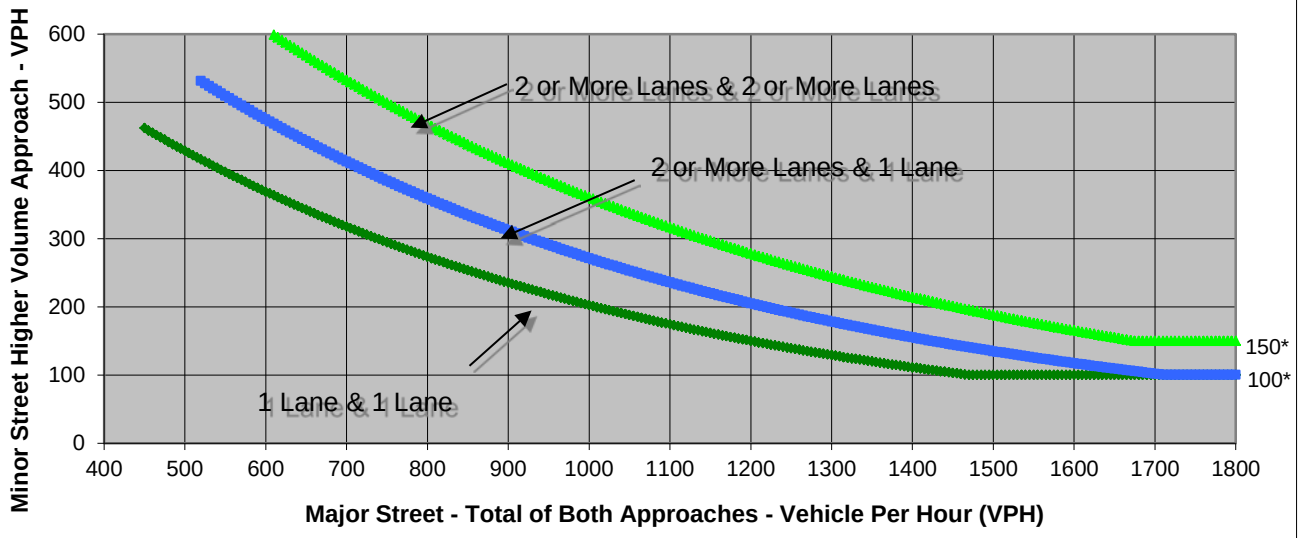
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	30
Through	930	2,420	0	0
Right	20	0	0	20
Total	960	2,450	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,410**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Taylor Street
Minor Street	Liberty Street

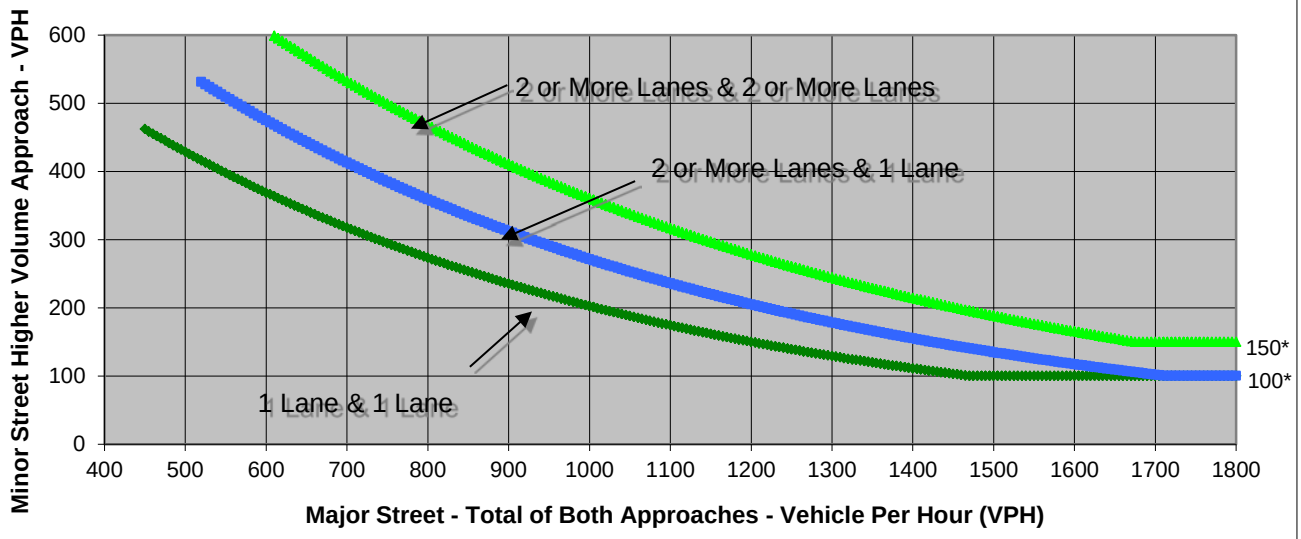
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	10	0	20
Through	130	110	10	100
Right	10	10	30	10
Total	160	130	40	130

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Taylor Street	Liberty Street	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**170**	**160**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Taylor Street
Minor Street	Liberty Street

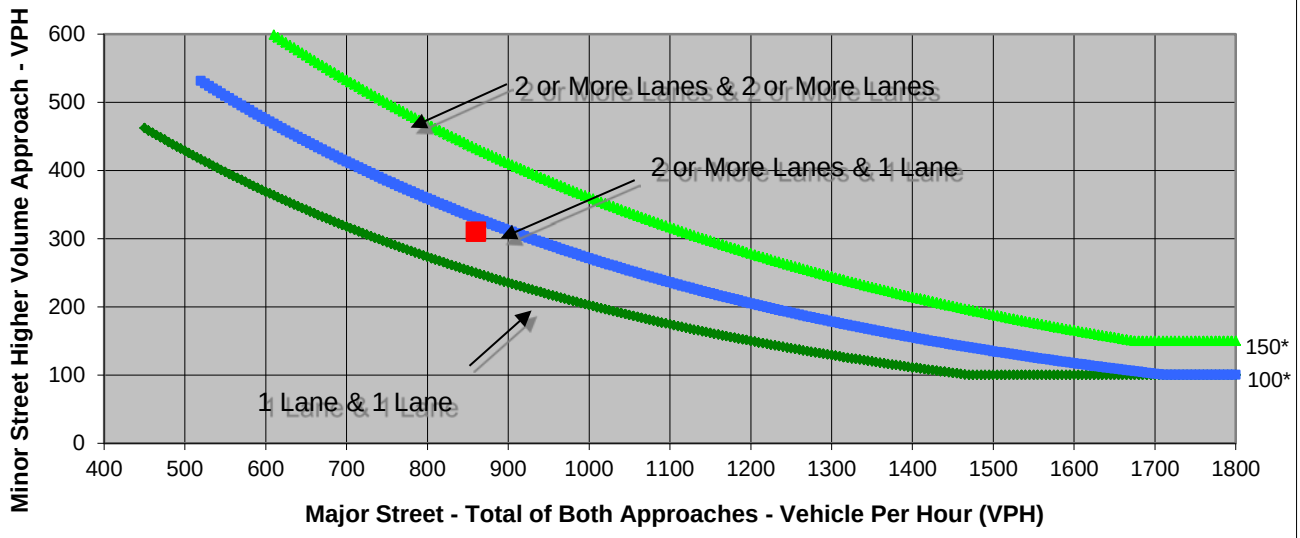
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	20	10	30
Through	120	280	690	30
Right	30	10	80	20
Total	170	310	780	80

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Taylor Street	Liberty Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**860**	**310**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

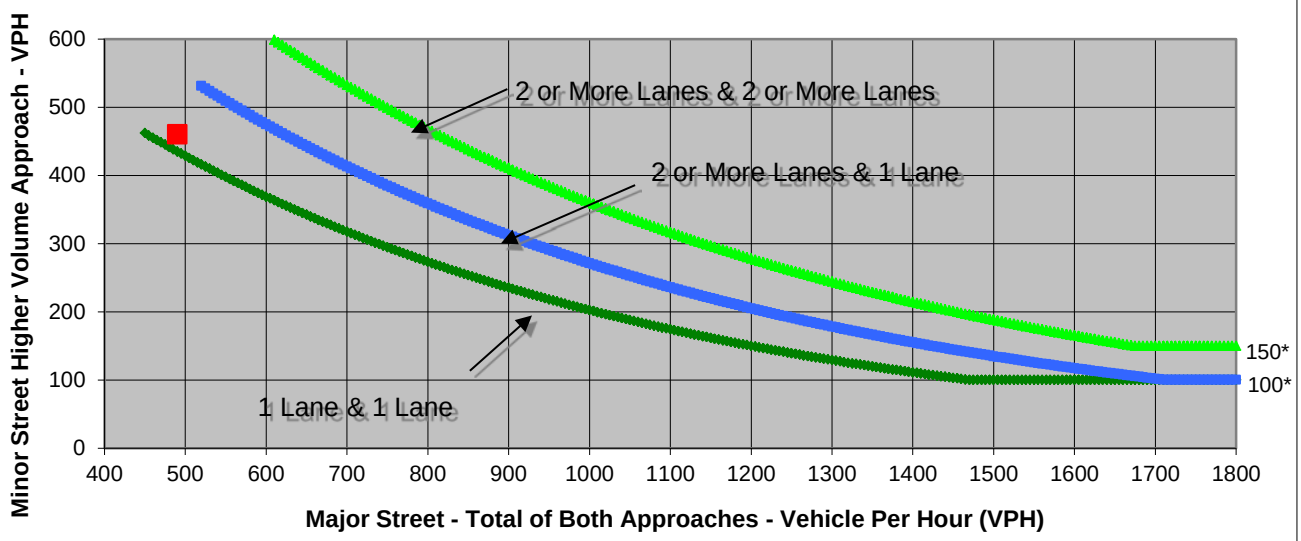
Turn Movement Volumes

	NB	SB	EB	WB
Left	470	0	0	20
Through	0	0	40	10
Right	20	0	420	0
Total	490	0	460	30

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**490**	**460**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

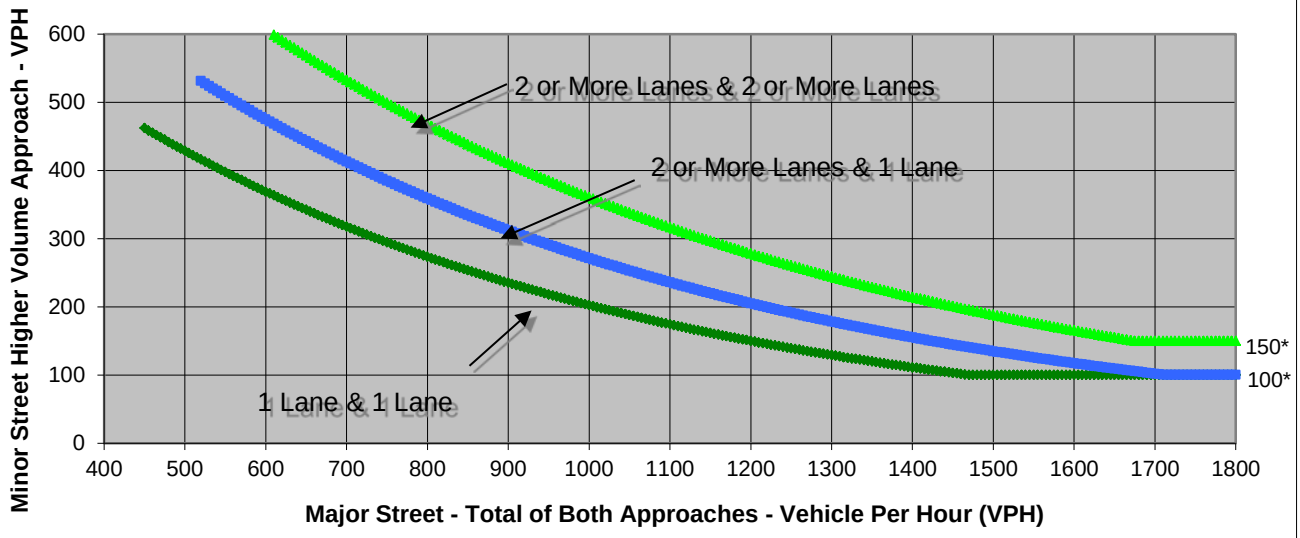
Turn Movement Volumes

	NB	SB	EB	WB
Left	590	0	0	20
Through	0	0	20	50
Right	10	0	600	0
Total	600	0	620	70

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**600**	**620**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2040 + Project	3.3	40	3,400
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

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2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2040 + Project	3.6	40	3,690
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle Del Mundo

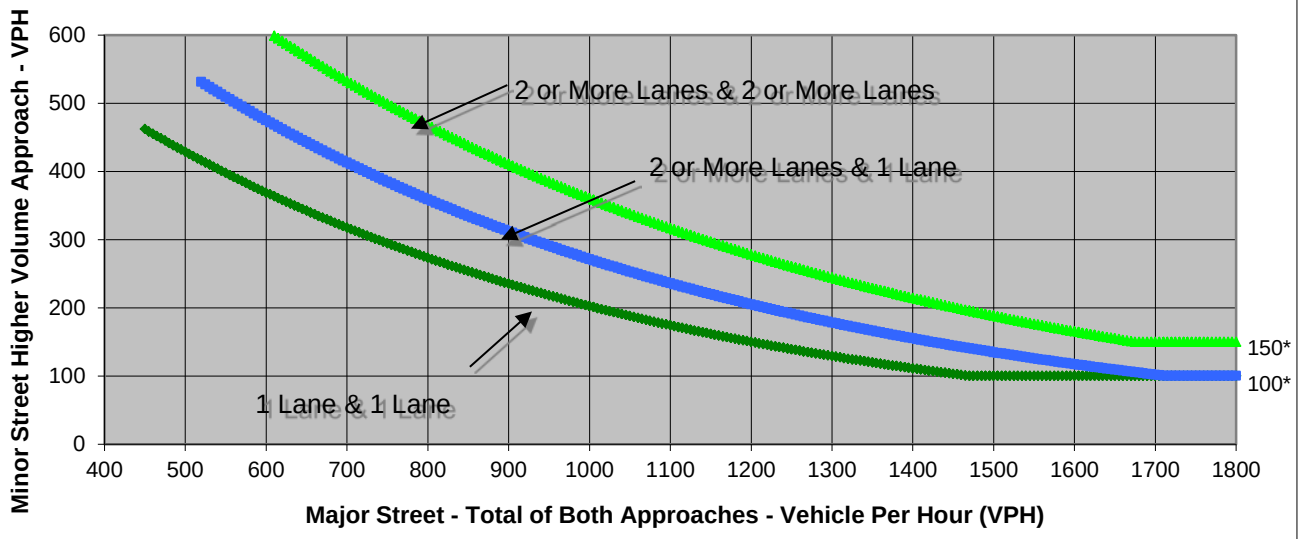
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,730	560	0	0
Right	30	0	0	30
Total	2,770	590	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle Del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,360**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle Del Mundo

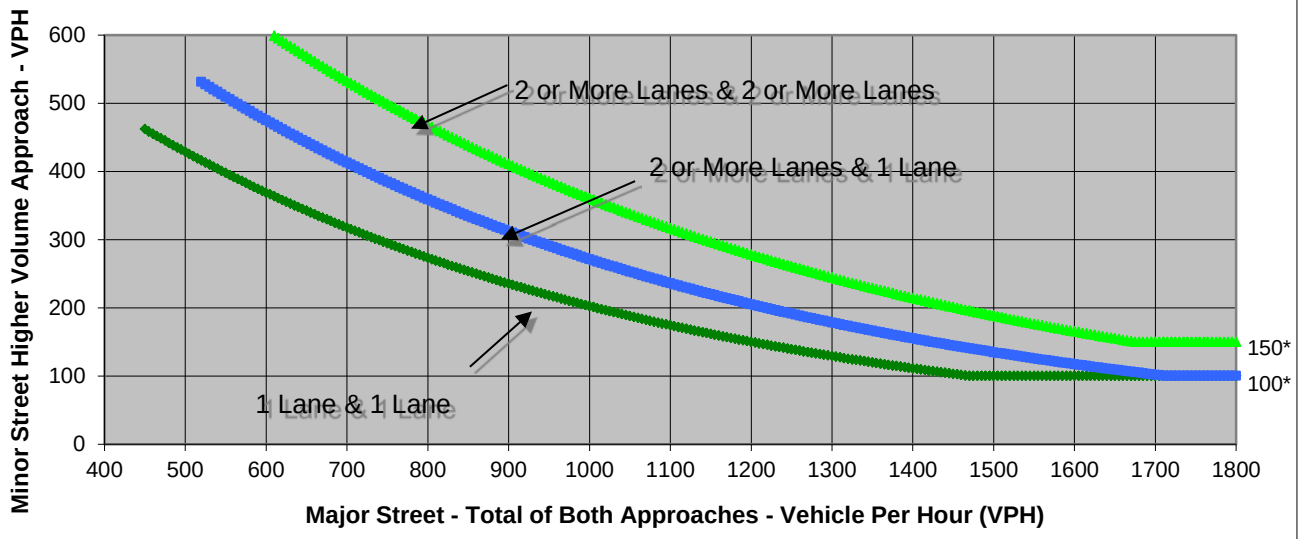
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	30
Through	1,010	2,580	0	0
Right	20	0	0	10
Total	1,040	2,610	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,650**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	AM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

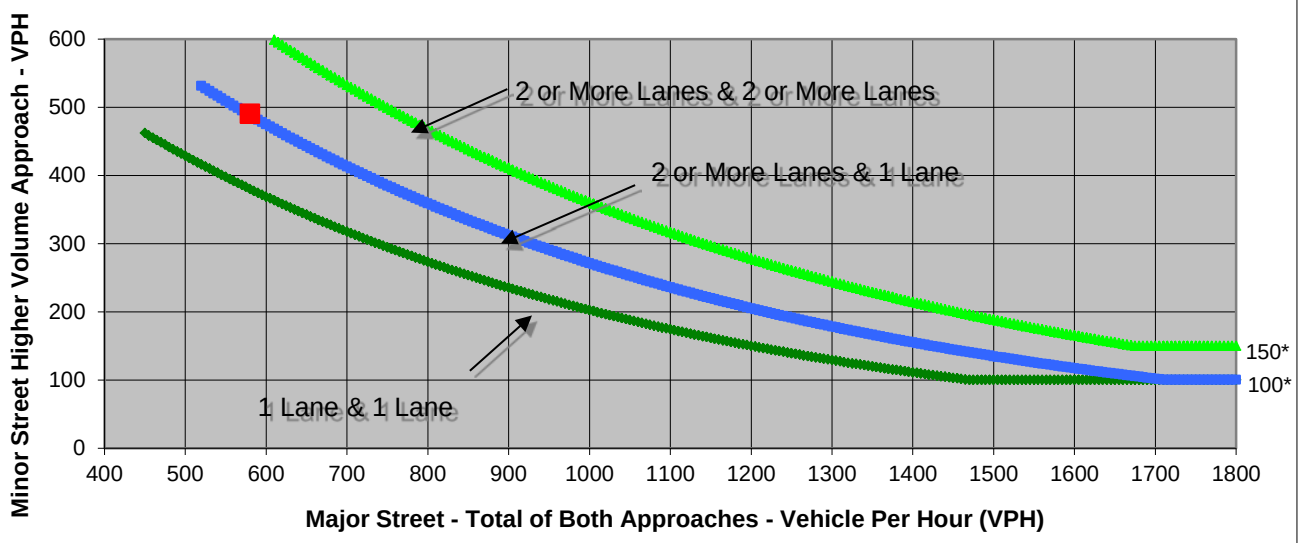
Turn Movement Volumes

	NB	SB	EB	WB
Left	560	0	0	20
Through	0	0	40	10
Right	20	0	450	0
Total	580	0	490	30

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**580**	**490**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	PM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

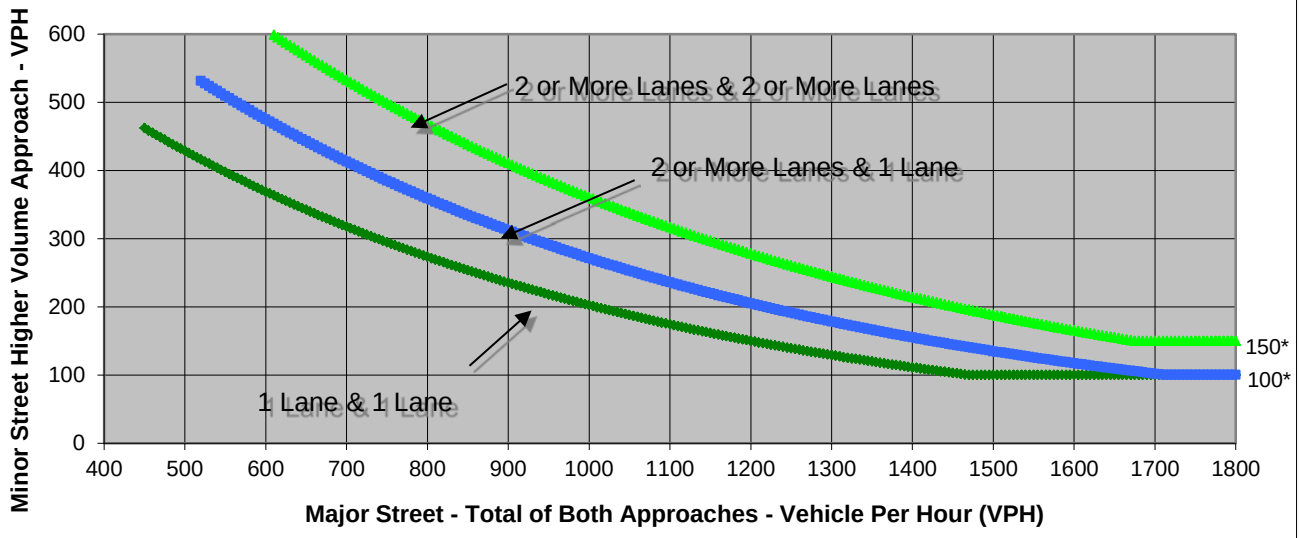
Turn Movement Volumes

	NB	SB	EB	WB
Left	650	0	0	20
Through	0	0	20	50
Right	10	0	600	0
Total	660	0	620	70

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**660**	**620**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Variant Scheme

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
Existing + Project	1.3	50	2,920
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
Existing + Project	2.3	50	3,370
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	Existing with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

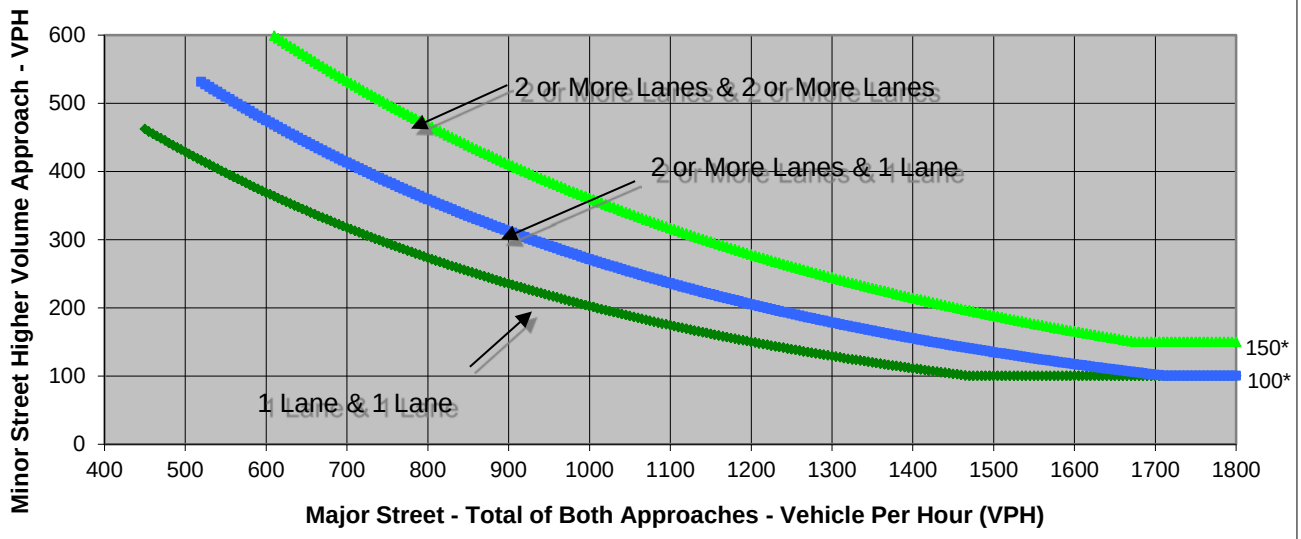
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,290	510	0	0
Right	30	0	0	40
Total	2,330	540	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**2,870**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	Existing with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

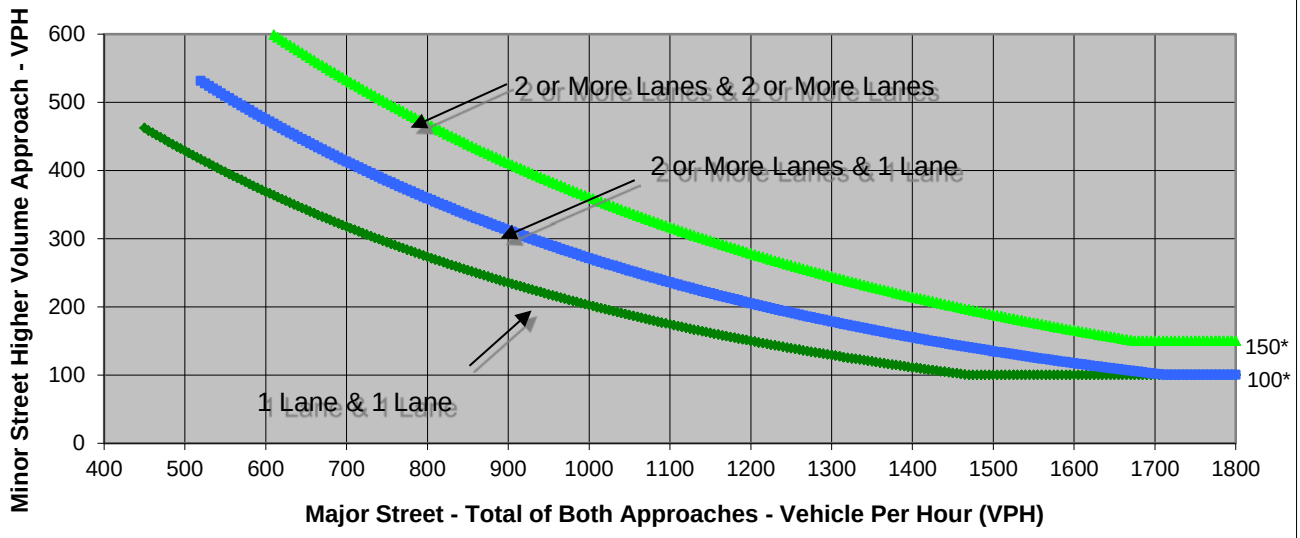
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	40	0	30
Through	930	2,320	0	0
Right	20	0	0	20
Total	960	2,360	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,320**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Tasman Drive
Minor Street	Future Driveway (east of Centennial Drive)

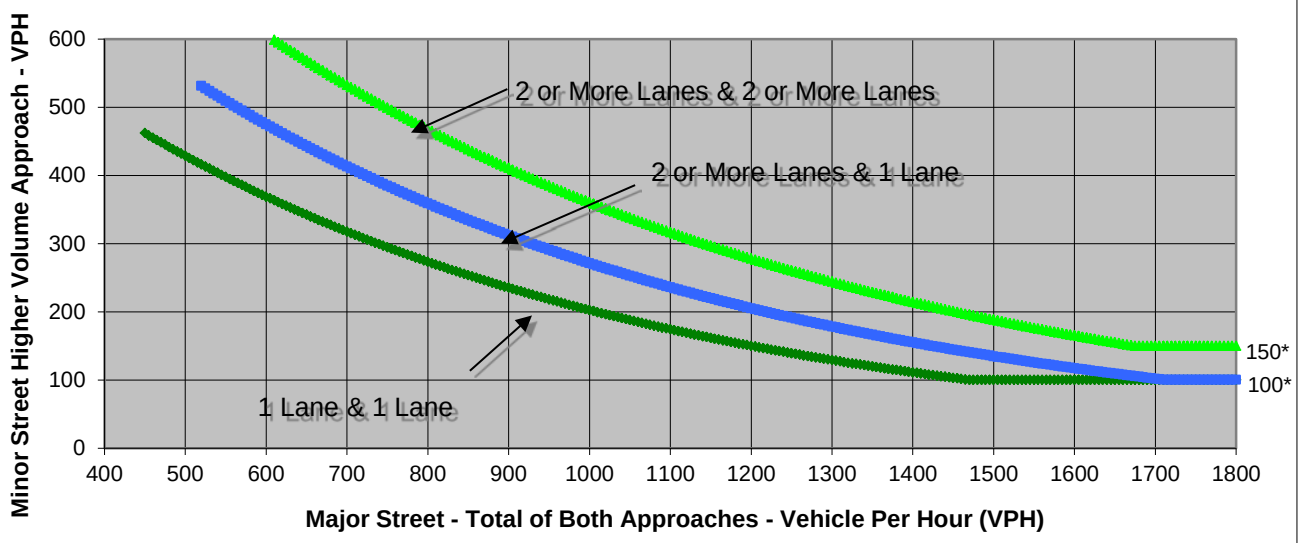
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	1,220	2,650
Right	0	20	120	20
Total	0	20	1,340	2,670

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Tasman Drive	Minor Street Future Driveway (east of Centennial Drive)	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**4,010**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Tasman Drive
Minor Street	Future Driveway (east of Centennial Drive)

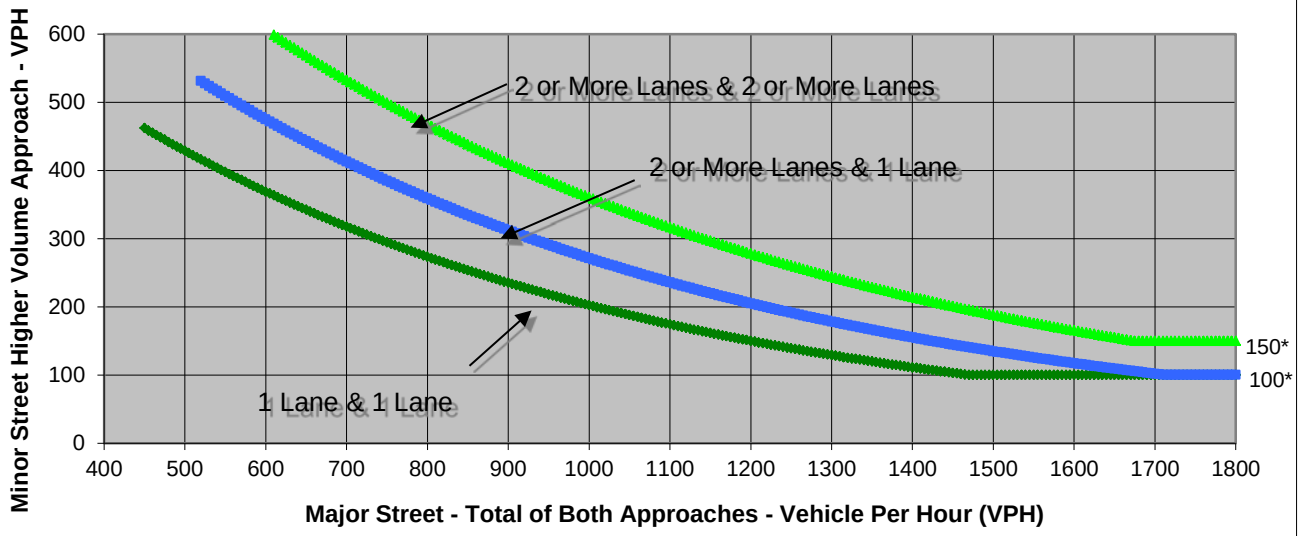
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	2,260	2,210
Right	0	180	280	0
Total	0	180	2,540	2,210

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Tasman Drive	Minor Street Future Driveway (east of Centennial Drive)	Warrant Met
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**4,750**	**180**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for o hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Th peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2020 + Project	2.3	40	3,230
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for o hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Th peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

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2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2020 + Project	2.7	50	3,510
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

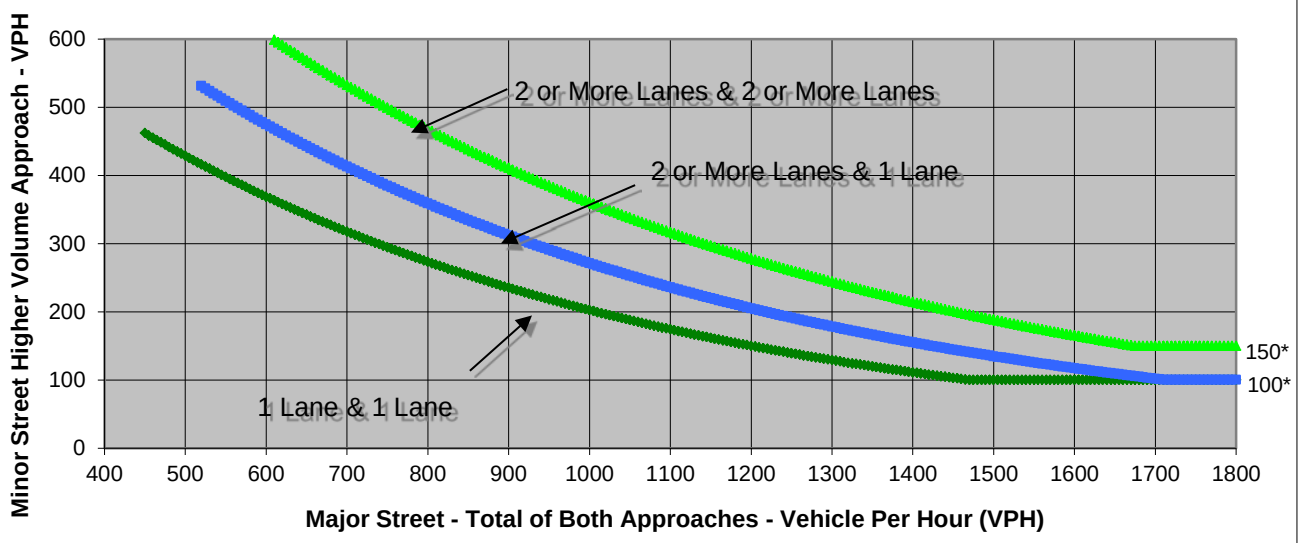
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,580	540	0	0
Right	30	0	0	30
Total	2,620	570	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,190**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle del Mundo

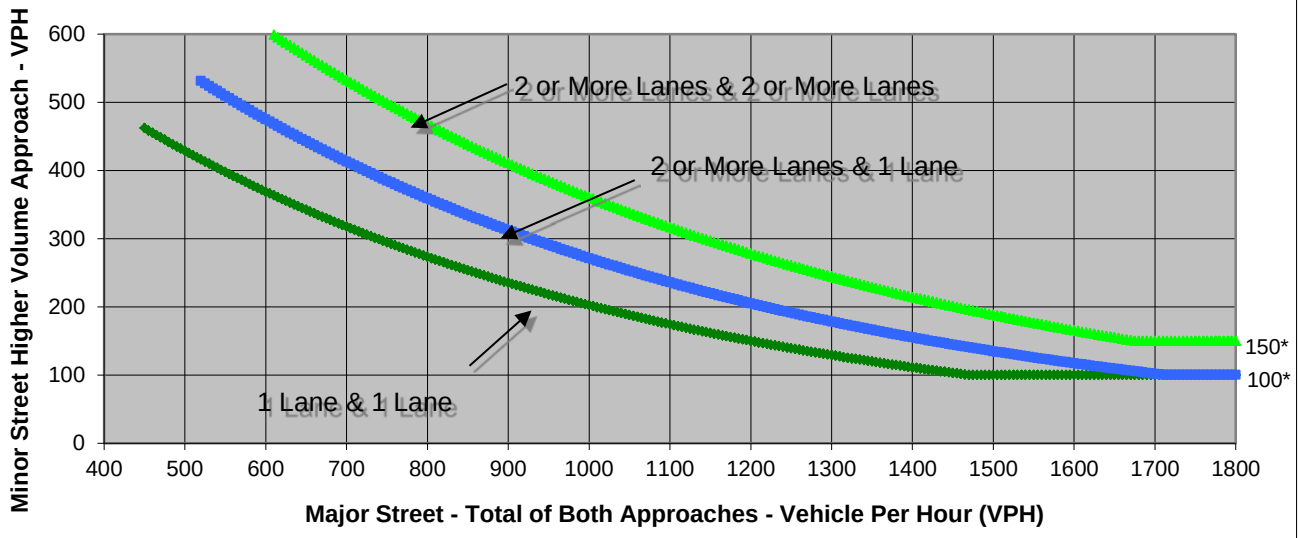
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	10	0	30
Through	980	2,420	0	0
Right	20	0	0	20
Total	1,010	2,430	0	50

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,440**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	AM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

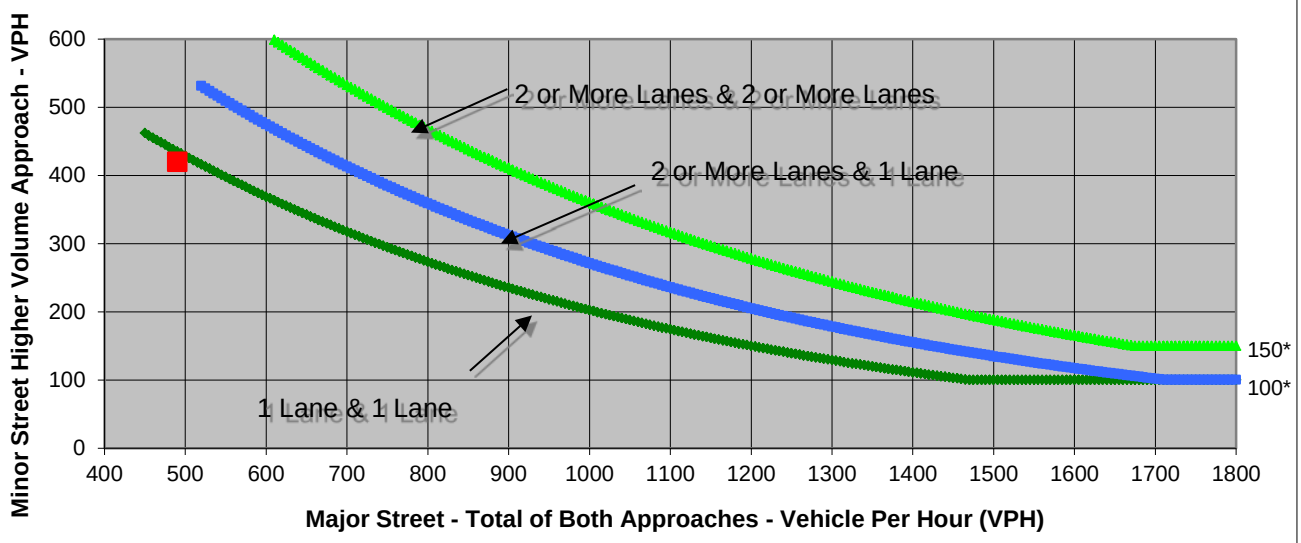
Turn Movement Volumes

	NB	SB	EB	WB
Left	470	0	0	20
Through	0	0	40	10
Right	20	0	380	0
Total	490	0	420	30

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**490**	**420**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2020 with Project
Peak Hour	PM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

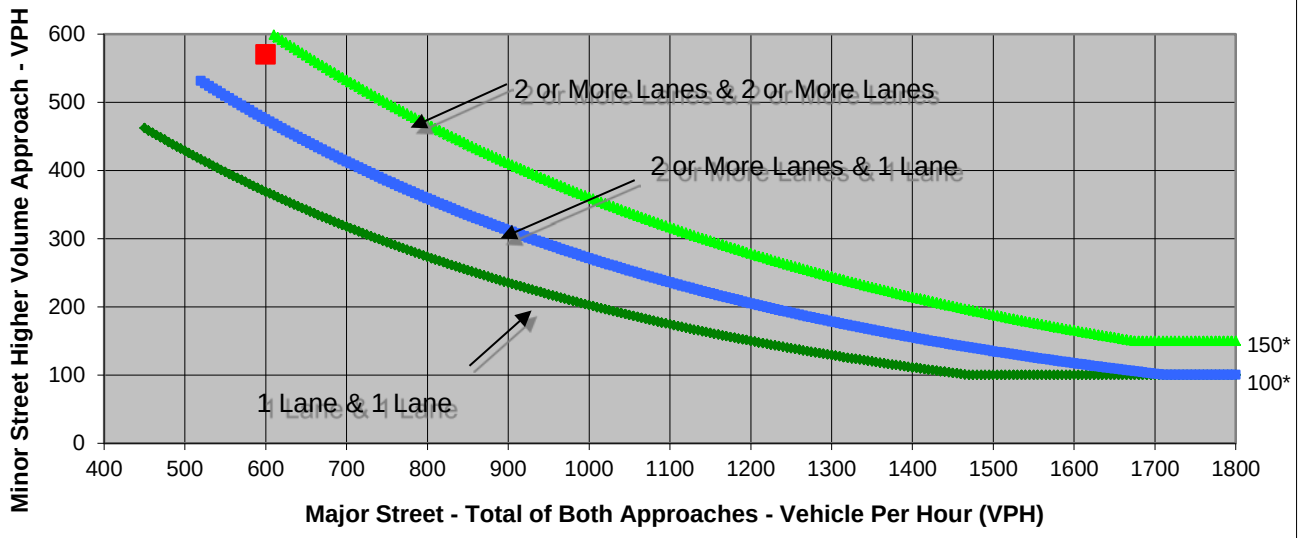
Turn Movement Volumes

	NB	SB	EB	WB
Left	590	0	0	20
Through	0	0	20	50
Right	10	0	550	0
Total	600	0	570	70

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Calle Del Sol	Minor Street Calle De Luna	Warrant Met
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**600**	**570**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	AM

Major Street	Tasman Drive
Minor Street	Future Driveway (east of Centennial Drive)

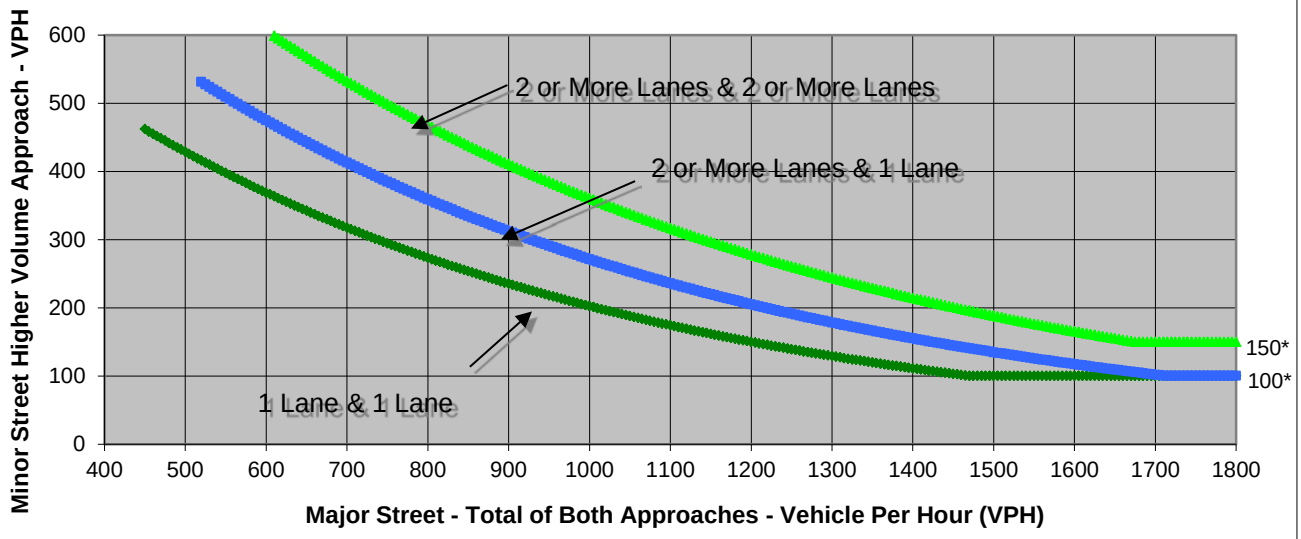
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	1,420	3,160
Right	0	30	170	20
Total	0	30	1,590	3,180

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Tasman Drive	Minor Street Future Driveway (east of Centennial Drive)	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**4,770**	**30**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2
Project	City Place Santa Clara		
Scenario	2040 with Project		
Peak Hour	PM		

Major Street: Tasman Drive
Minor Street: Future Driveway (east of Centennial Drive)

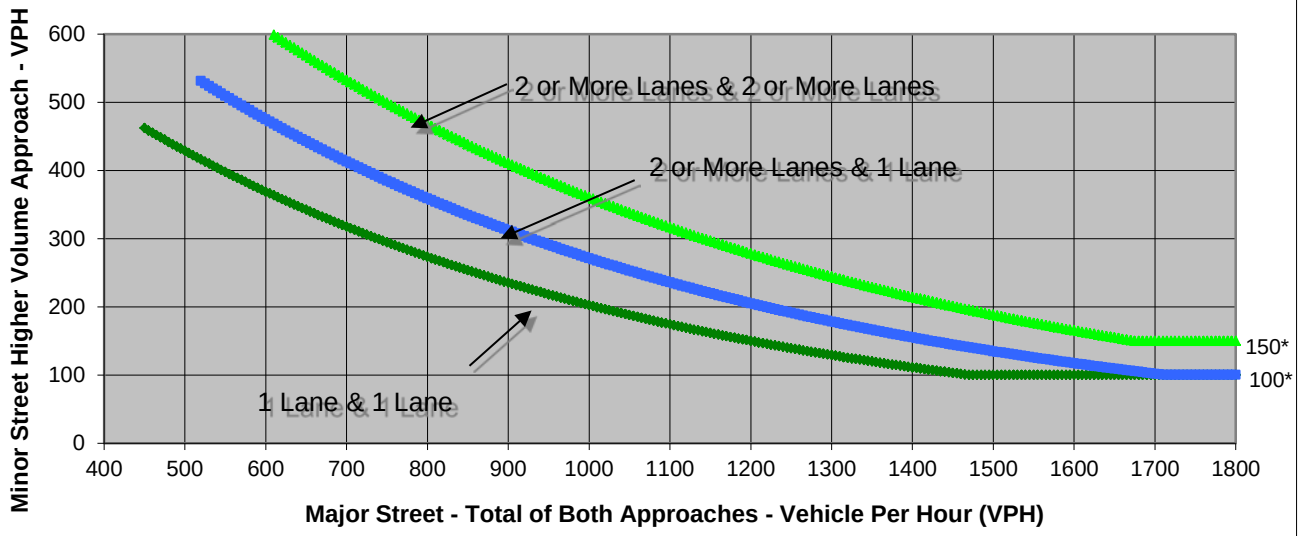
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	2,320	2,320
Right	0	190	300	0
Total	0	190	2,620	2,320

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Tasman Drive	Minor Street Future Driveway (east of Centennial Drive)	Warrant Met
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**4,940**	**190**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2040 + Project	3.5	40	3,440
Limiting Value	4	100	650
Met/ Not Met	Not Met	Not Met	Met

Warrant	Not Met

Warrant 3A: Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach, and

2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Analysis

Minor Street Lanes	1
Total Approaches	3

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced for the Intersection (vph)
2040 + Project	4.1	40	3,740
Limiting Value	4	100	650
Met/ Not Met	Met	Not Met	Met

Warrant	Not Met

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	AM

Major Street	Lafayette Street
Minor Street	Calle Del Mundo

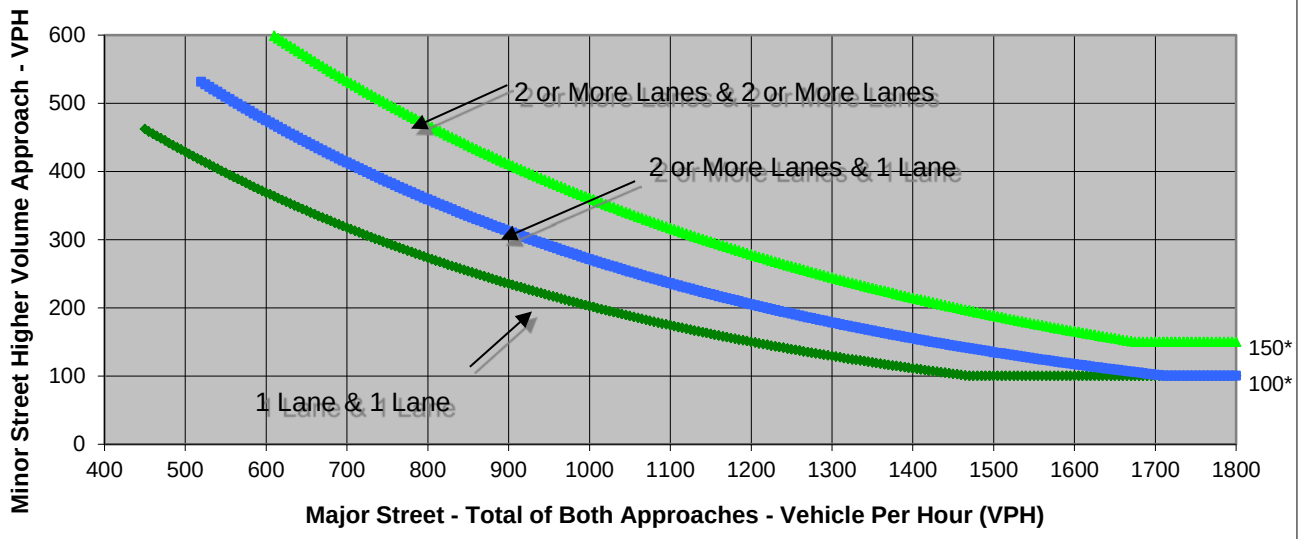
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	10
Through	2,770	560	0	0
Right	30	0	0	30
Total	2,810	590	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Lafayette Street	Minor Street Calle Del Mundo	Warrant Met
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,400**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	PM

Major Street	Lafayette Street
Minor Street	Calle Del Mundo

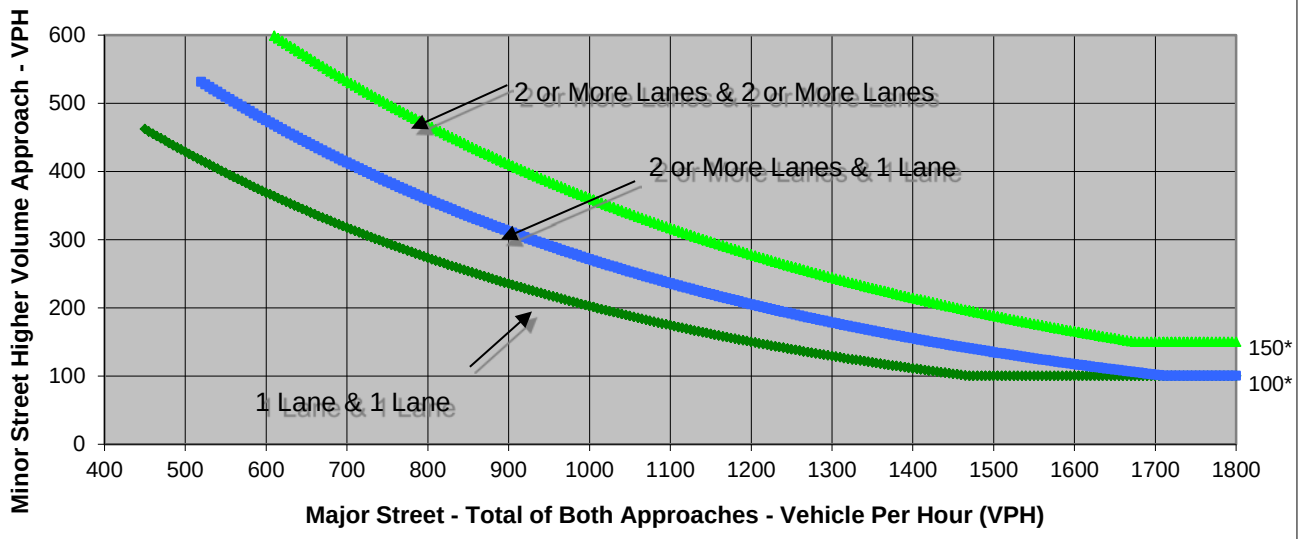
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	0	30
Through	1,060	2,580	0	0
Right	20	0	0	10
Total	1,090	2,610	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**3,700**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	1	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	AM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

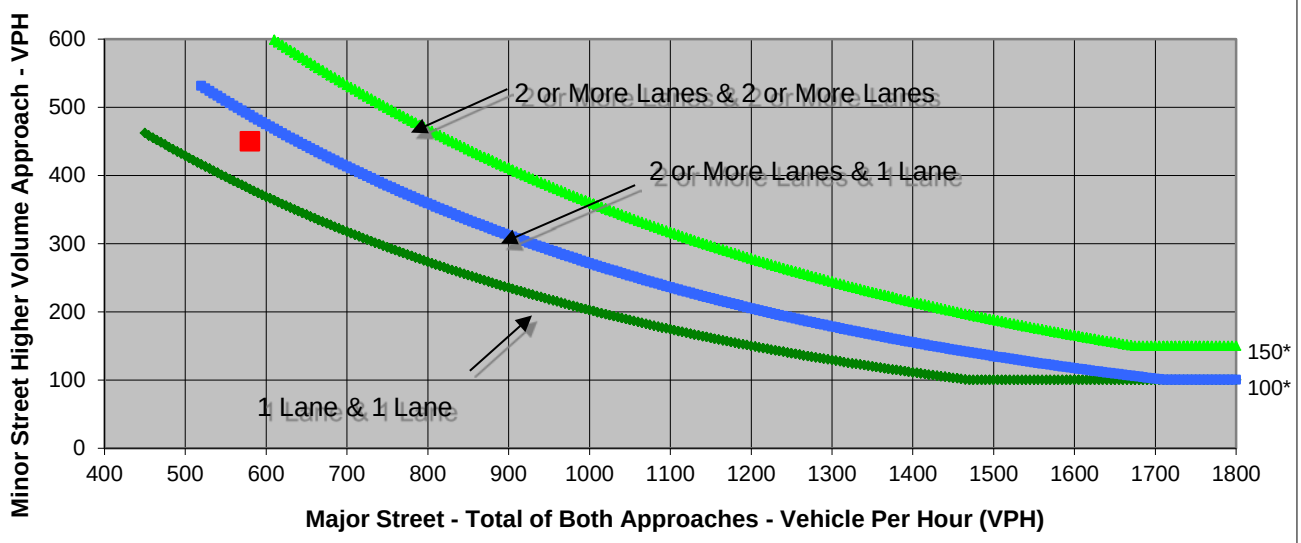
Turn Movement Volumes

	NB	SB	EB	WB
Left	560	0	0	20
Through	0	0	40	10
Right	20	0	410	0
Total	580	0	450	30

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**580**	**450**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No	2	of	2

Project	City Place Santa Clara
Scenario	2040 with Project
Peak Hour	PM

Major Street	Calle Del Sol
Minor Street	Calle De Luna

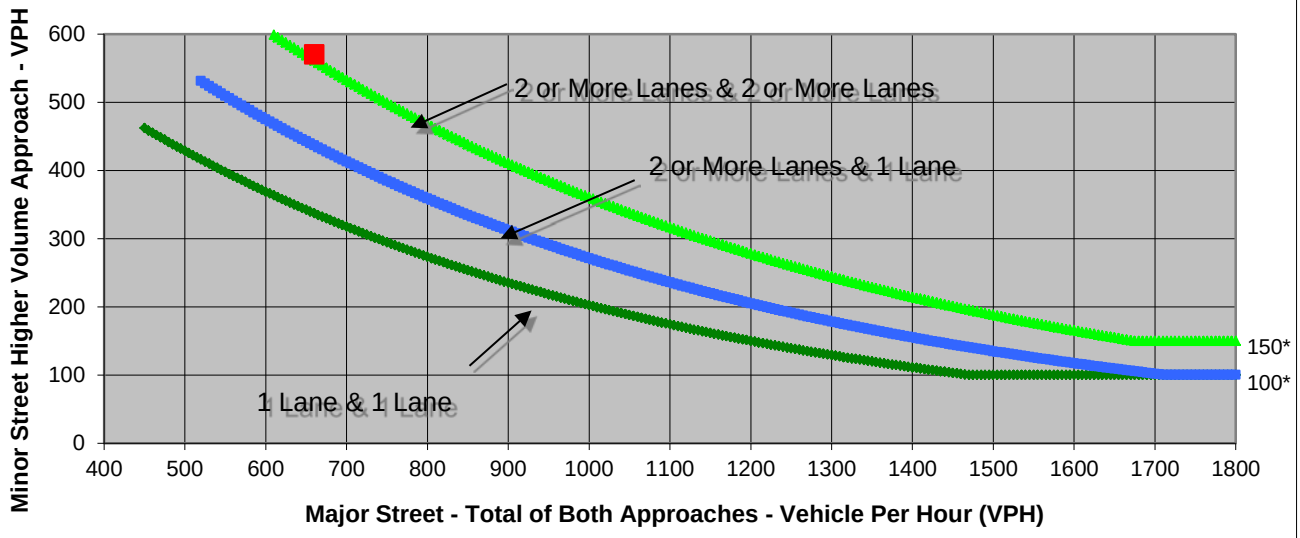
Turn Movement Volumes

	NB	SB	EB	WB
Left	650	0	0	20
Through	0	0	20	50
Right	10	0	550	0
Total	660	0	570	70

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



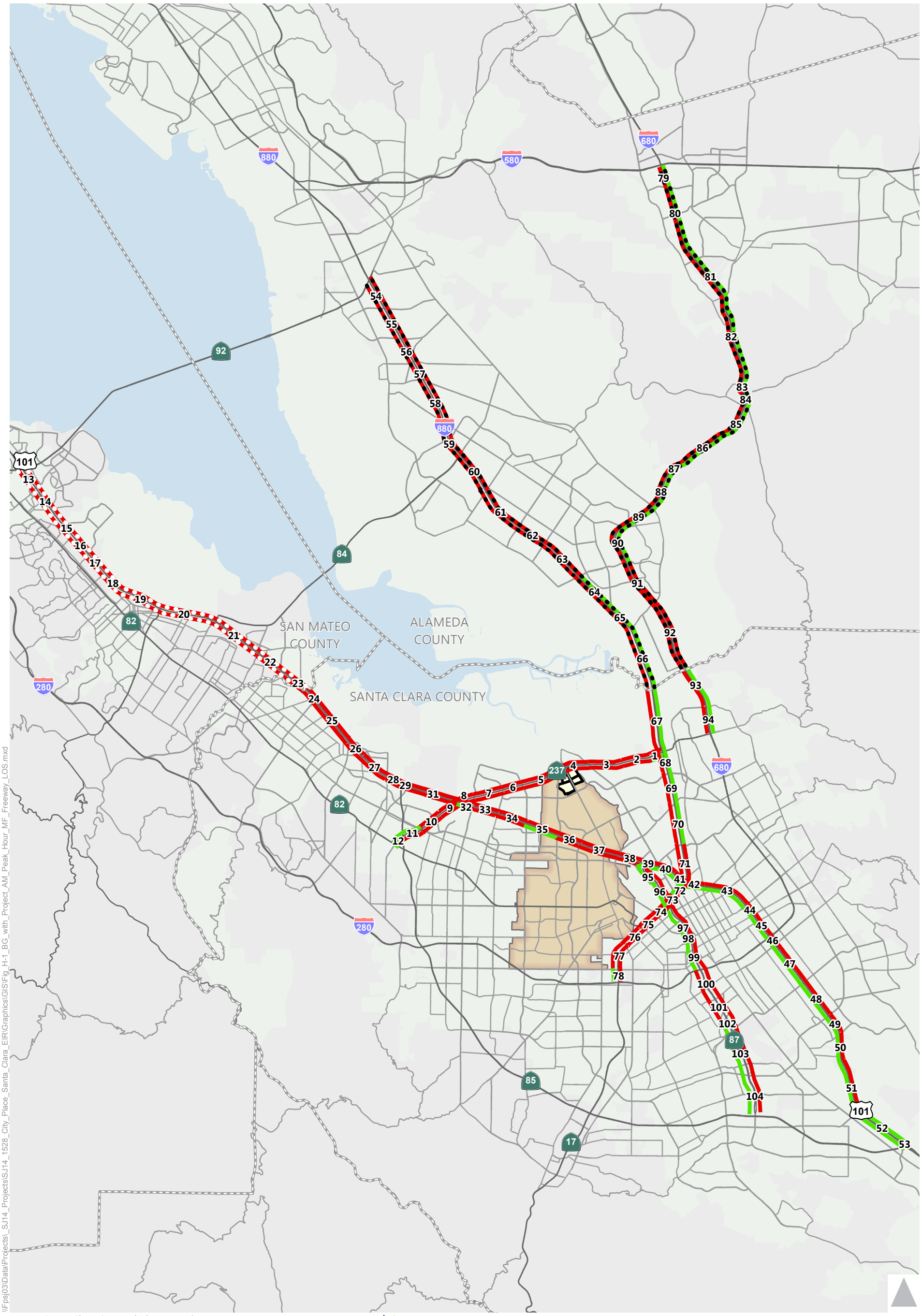
* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Calle Del Sol	Calle De Luna	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**660**	**570**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

H. Freeway Analysis



Santa Clara County below capacity
Santa Clara County above capacity
San Mateo County below capacity
San Mateo County above capacity
Alameda County below capacity
Alameda County above capacity

Study Segment Number
City of Santa Clara
Project Parcel Boundaries
County Boundary

NB/WB LOS
SB/EB LOS

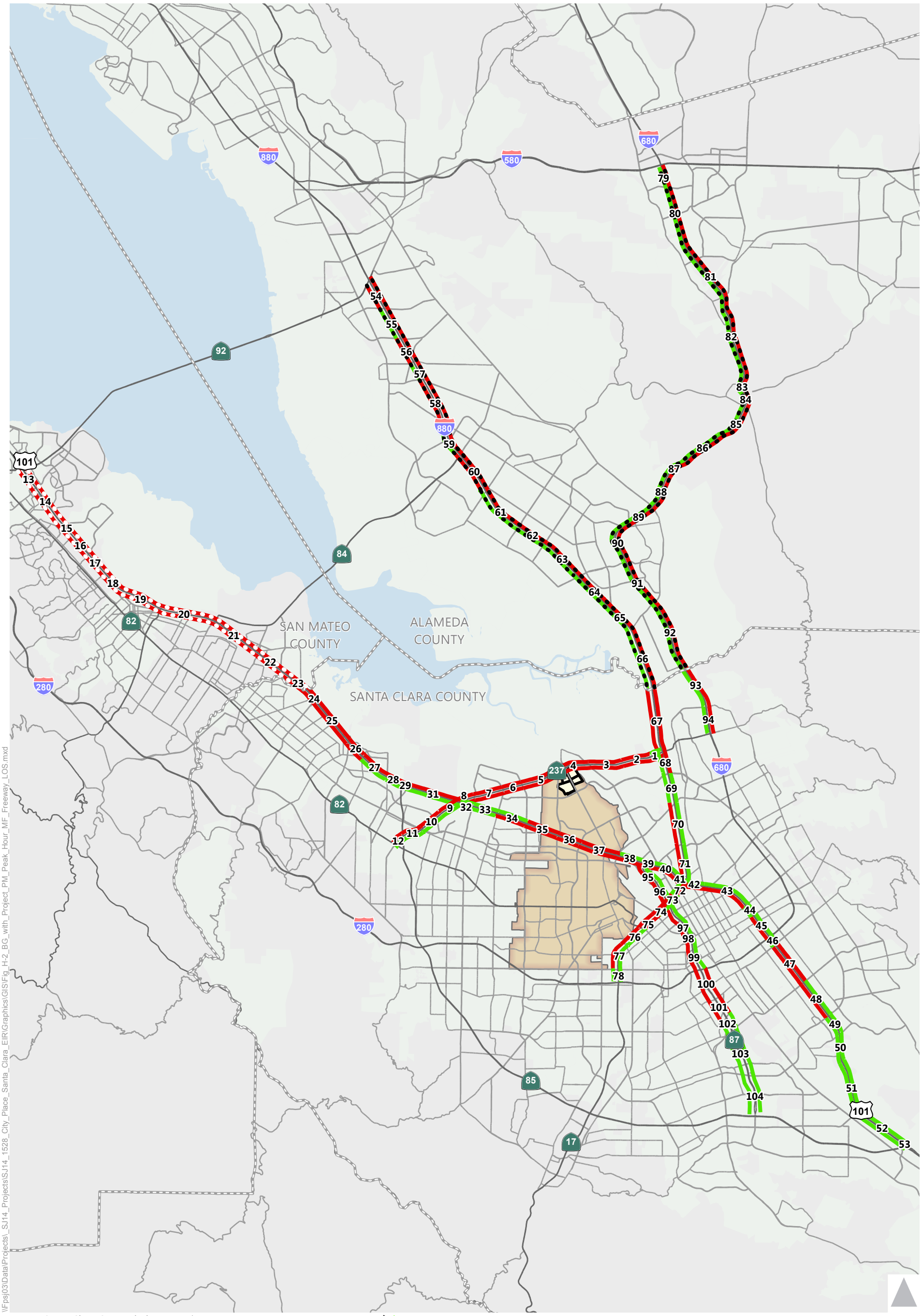
0 2 4 6 Miles

\\Fps03\Data\Projects_SJ14_Projects\SJ14_1528_City_Place_Santa_Clara_EIR\Graphics\GIS\Fig_H-1_BG_with_Project_AM_Peak_Hour_MF_Freeway_LOS.mxd

Figure H-1

Background with Project AM Peak Hour Directional Mixed-Flow Freeway Segment Results

Date: 6/15/2015



Santa Clara County below capacity
Santa Clara County above capacity
San Mateo County below capacity
San Mateo County above capacity
Alameda County below capacity
Alameda County above capacity

Study Segment Number
City of Santa Clara
Project Parcel Boundaries
County Boundary

NB/WB LOS
SB/EB LOS

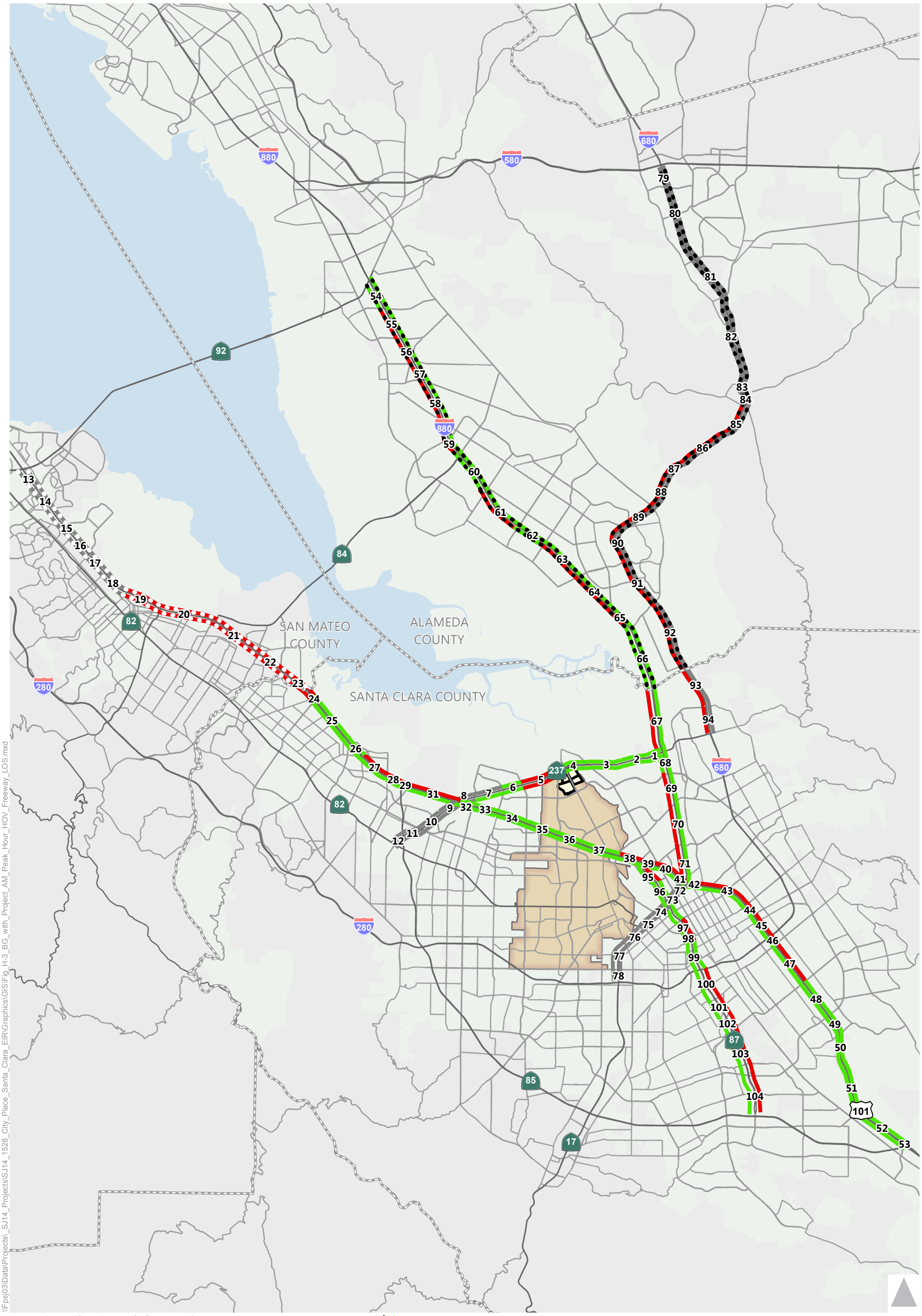
0 2 4 6 Miles

\\Fps03\Data\Projects_SJ14_Projects\SJ14_1528_City_Place_Santa_Clara_EIR\Graphics\GIS\Fig_H-2_BG_with_Project_PM_Peak_Hour_MF_Freeway_LOS.mxd

Figure H-2

Background with Project PM Peak Hour Directional Mixed-Flow Freeway Segment Results

Date: 6/15/2015



Santa Clara County below capacity
Santa Clara County above capacity
San Mateo County below capacity
San Mateo County above capacity
Alameda County below capacity
Alameda County above capacity

Study Segment Number
City of Santa Clara
Project Parcel Boundaries
County Boundary
HOV Unavailable

NB/WB LOS
SB/EB LOS

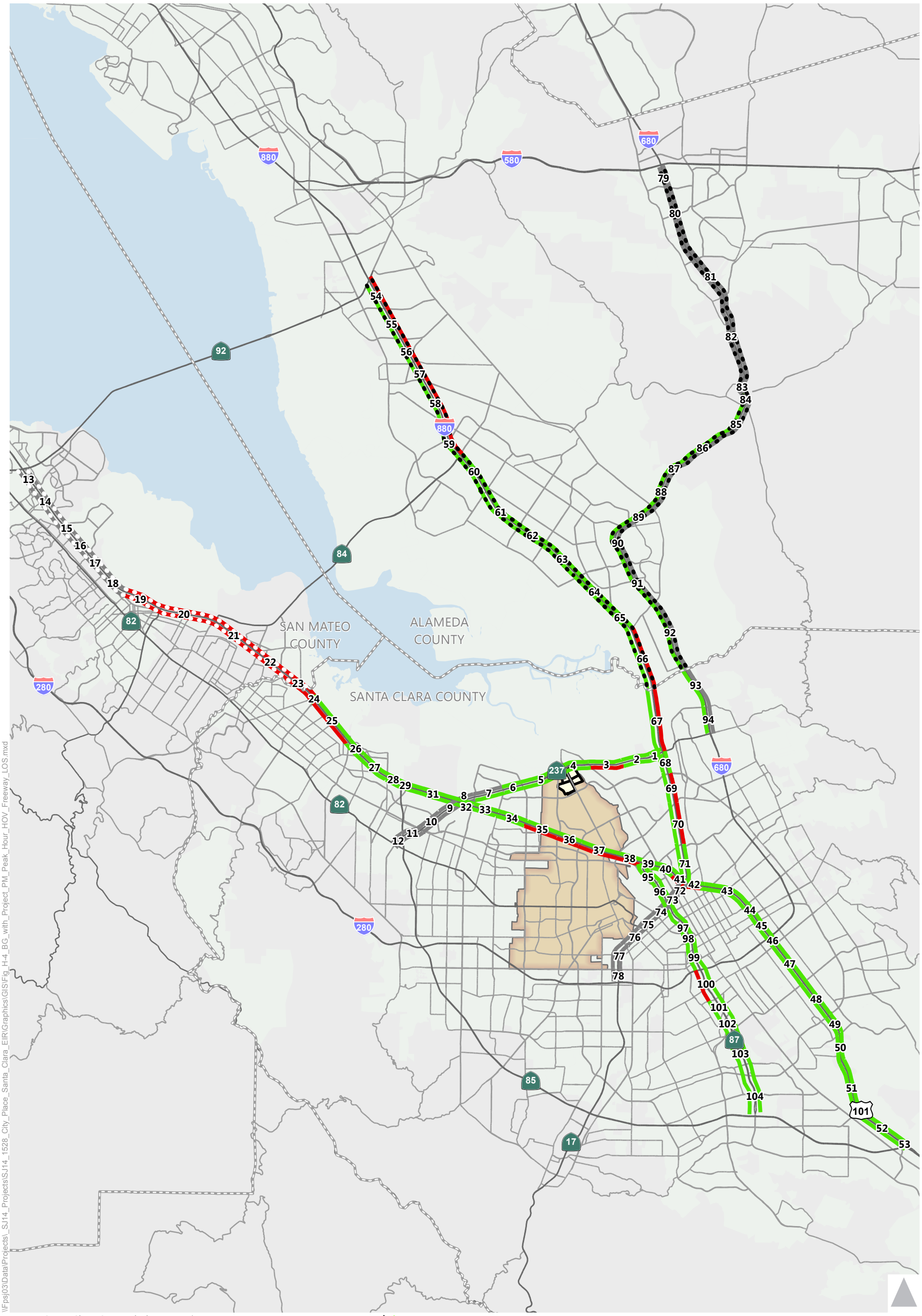
0 2 4 6 Miles

\\Fps03\Data\Projects_SJ14_Projects\SJ14_1528_City_Place_Santa_Clara_EIR\Graphics\GIS\Fig_H-3_BG_with_Project_AM_Peak_Hour_HOV_Freeway_LOS.mxd

Figure H-3

Background with Project AM Peak Hour Directional HOV Freeway Segment Results

Date: 6/15/2015



Santa Clara County below capacity
Santa Clara County above capacity
San Mateo County below capacity
San Mateo County above capacity
Alameda County below capacity
Alameda County above capacity

Study Segment Number
City of Santa Clara
Project Parcel Boundaries
County Boundary
HOV Unavailable

NB/WB LOS
SB/EB LOS

0 2 4 6 Miles

\\Fps03\Data\Projects_SJ14_Projects\SJ14_1528_City_Place_Santa_Clara_EIR\Graphics\GIS\Fig_H-4_BG_with_Project_PM_Peak_Hour_HOV_Freeway_LOS.mxd

Figure H-4

Background with Project PM Peak Hour Directional HOV Freeway Segment Results

Date: 6/15/2015

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound								
El Camino Real to 85 Ramps	0.40	AM	2	-	48	-	E	-
El Camino Real to 85 Ramps	0.40	PM	2	-	28	-	D	-
85 Ramps to Central Expressway	0.63	AM	2	-	**95**	-	**F**	-
85 Ramps to Central Expressway	0.63	PM	2	-	21	-	C	-
Central Expressway to Maude Avenue	0.80	AM	2	-	31	-	D	-
Central Expressway to Maude Avenue	0.80	PM	2	-	14	-	B	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	**87**	-	**F**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	24	-	C	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	**83**	-	**F**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	28	-	D	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	**60**	20	**F**	C
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	**72**	25	**F**	C
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	34	23	D	C
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	**93**	30	**F**	D
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	40	35	D	D
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	**86**	32	**F**	D
Great America Parkway to North First Street	1.00	AM	2	1	43	26	D	C
Great America Parkway to North First Street	1.00	PM	2	1	**88**	46	**F**	D
North First Street to Zanker Road	1.61	AM	2	1	41	20	D	C
North First Street to Zanker Road	1.61	PM	2	1	**64**	40	**F**	D
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	28	11	D	A
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	37	31	D	D
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	18	15	B	B
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	**108**	34	**F**	D
State Route 237 - Westbound								
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	**116**	33	**F**	D
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	25	10	C	A
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	**98**	37	**F**	D
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	23	17	C	B
Zanker Road to North First Street	1.61	AM	2	1	53	30	E	D
Zanker Road to North First Street	1.61	PM	2	1	**59**	14	**F**	B
North First Street to Great America Parkway	1.00	AM	2	1	46	31	D	D
North First Street to Great America Parkway	1.00	PM	2	1	**66**	27	**F**	D
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	32	22	D	C
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	48	19	E	C
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	2	1	**82**	56	**F**	E
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	2	1	**72**	31	**F**	D
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	**79**	-	**F**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	**70**	-	**F**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	41	-	D	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	**71**	-	**F**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	39	-	D	-
101 Ramps to Maude Avenue	0.71	PM	2	-	**89**	-	**F**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	19	-	C	-
Maude Avenue to Central Expressway	0.80	PM	2	-	50	-	E	-
Central Expressway to 85 Ramps	0.63	AM	2	-	20	-	C	-
Central Expressway to 85 Ramps	0.63	PM	2	-	**88**	-	**F**	-
85 Ramps to El Camino Real	0.40	AM	2	-	33	-	D	-
85 Ramps to El Camino Real	0.40	PM	2	-	**122**	-	**F**	-

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)								
SR 85 to Bernal Road	0.20	AM	3	1	38	20	D	C
SR 85 to Bernal Road	0.20	PM	3	1	28	20	D	C
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	25	12	C	B
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	16	8	B	A
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	35	21	D	C
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	26	7	C	A
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	**98**	33	**F**	D
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	32	13	D	B
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	**103**	40	**F**	D
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	20	14	C	B
Capitol Expressway to Tully Road	1.33	AM	3	1	**76**	33	**F**	D
Capitol Expressway to Tully Road	1.33	PM	3	1	26	12	C	B
Tully Road to Story Road	1.46	AM	3	1	**99**	**85**	**F**	**F**
Tully Road to Story Road	1.46	PM	3	1	24	10	C	A
Story Road to I-280	0.38	AM	3	1	**86**	**86**	**F**	**F**
Story Road to I-280	0.38	PM	3	1	14	7	B	A
I-280 to Santa Clara Street	0.88	AM	3	1	**99**	**95**	**F**	**F**
I-280 to Santa Clara Street	0.88	PM	3	1	20	7	C	A
Santa Clara Street to McKee Road	0.39	AM	3	1	**81**	**89**	**F**	**F**
Santa Clara Street to McKee Road	0.39	PM	3	1	23	10	C	A
McKee Road to Oakland Road	1.58	AM	3	1	**102**	**76**	**F**	**F**
McKee Road to Oakland Road	1.58	PM	3	1	28	10	D	A
Oakland Road to I-880	0.57	AM	3	1	**92**	**64**	**F**	**F**
Oakland Road to I-880	0.57	PM	3	1	23	17	C	B
I-880 to Old Bayshore Highway	0.50	AM	3	1	**112**	**74**	**F**	**F**
I-880 to Old Bayshore Highway	0.50	PM	3	1	18	16	B	B
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	**115**	**79**	**F**	**F**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	21	14	C	B
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	**80**	**92**	**F**	**F**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	20	9	C	A
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	**101**	**84**	**F**	**F**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	25	10	C	A
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	**60**	42	**F**	D
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	32	12	D	B
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	**69**	48	**F**	E
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	31	16	D	B
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	**79**	50	**F**	E
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	38	13	D	B
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	**93**	35	**F**	D
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	31	11	D	A
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	**59**	35	**F**	D
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	33	12	D	B
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	50	34	E	D
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	27	20	D	C
237 Ramps to Moffett Boulevard	1.68	AM	3	1	**86**	**67**	**F**	**F**
237 Ramps to Moffett Boulevard	1.68	PM	3	1	**85**	21	**F**	C
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	**119**	**96**	**F**	**F**
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	**119**	54	**F**	E
85 Ramps to Shoreline Boulevard	0.38	AM	4	1	**92**	**82**	**F**	**F**
85 Ramps to Shoreline Boulevard	0.38	PM	4	1	**95**	22	**F**	C
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	1	**78**	**87**	**F**	**F**
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	1	**98**	38	**F**	D
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	1	**66**	56	**F**	E
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	1	**83**	37	**F**	D
San Antonio Avenue to Oregon Expressway	1.85	AM	3	1	**62**	54	**F**	E
San Antonio Avenue to Oregon Expressway	1.85	PM	3	1	56	35	E	D
Oregon Expressway to Embarcadero Road	0.15	AM	3	1	38	38	D	D
Oregon Expressway to Embarcadero Road	0.15	PM	3	1	43	36	D	D

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)								
Embarcadero Road to University Ave*	0.89	AM	3	1	N/A	N/A	**F**	**F**
Embarcadero Road to University Ave*	0.89	PM	3	1	N/A	N/A	**F**	**F**
University Avenue to Willow Road*	0.98	AM	3	1	N/A	N/A	**F**	**F**
University Avenue to Willow Road*	0.98	PM	3	1	N/A	N/A	**F**	**F**
Willow Road to Marsh Road*	1.72	AM	3	1	N/A	N/A	**F**	**F**
Willow Road to Marsh Road*	1.72	PM	3	1	N/A	N/A	**F**	**F**
Marsh Road to Woodside Road*	1.81	AM	3	1	N/A	N/A	**F**	**F**
Marsh Road to Woodside Road*	1.81	PM	3	1	N/A	N/A	**F**	**F**
Woodside Road to Whipple Avenue*	1.23	AM	3	1	N/A	N/A	**F**	**F**
Woodside Road to Whipple Avenue*	1.23	PM	3	1	N/A	N/A	**F**	**F**
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	N/A	N/A	**F**	**F**
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	N/A	N/A	**F**	**F**
Brittan Avenue to Holly Street*	0.48	AM	4	-	N/A	N/A	**F**	**F**
Brittan Avenue to Holly Street*	0.48	PM	4	-	N/A	N/A	**F**	**F**
Holly Street to Harbor Boulevard*	0.30	AM	4	-	N/A	N/A	**F**	**F**
Holly Street to Harbor Boulevard*	0.30	PM	4	-	N/A	N/A	**F**	**F**
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	N/A	N/A	**F**	**F**
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	N/A	N/A	**F**	**F**
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	N/A	N/A	**F**	**F**
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	N/A	N/A	**F**	**F**
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	N/A	N/A	**F**	**F**
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	N/A	N/A	**F**	**F**
US 101 - Southbound (San Mateo County)								
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	N/A	N/A	**F**	**F**
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	N/A	N/A	**F**	**F**
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	N/A	N/A	**F**	**F**
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	N/A	N/A	**F**	**F**
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	N/A	N/A	**F**	**F**
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	N/A	N/A	**F**	**F**
Harbor Boulevard to Holly Street*	0.30	AM	4	-	N/A	N/A	**F**	**F**
Harbor Boulevard to Holly Street*	0.30	PM	4	-	N/A	N/A	**F**	**F**
Holly Street to Brittan Avenue*	0.48	AM	4	-	N/A	N/A	**F**	**F**
Holly Street to Brittan Avenue*	0.48	PM	4	-	N/A	N/A	**F**	**F**
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	N/A	N/A	**F**	**F**
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	N/A	N/A	**F**	**F**
Whipple Avenue to Woodside Road*	1.23	AM	3	1	N/A	N/A	**F**	**F**
Whipple Avenue to Woodside Road*	1.23	PM	3	1	N/A	N/A	**F**	**F**
Woodside Road to Marsh Road*	1.81	AM	3	1	N/A	N/A	**F**	**F**
Woodside Road to Marsh Road*	1.81	PM	3	1	N/A	N/A	**F**	**F**
Marsh Road to Willow Road*	1.72	AM	3	1	N/A	N/A	**F**	**F**
Marsh Road to Willow Road*	1.72	PM	3	1	N/A	N/A	**F**	**F**
Willow Road to University Avenue*	0.98	AM	3	1	N/A	N/A	**F**	**F**
Willow Road to University Avenue*	0.98	PM	3	1	N/A	N/A	**F**	**F**
University Ave to Embarcadero Road*	0.89	AM	3	1	N/A	N/A	**F**	**F**
University Ave to Embarcadero Road*	0.89	PM	3	1	N/A	N/A	**F**	**F**

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)								
Embarcadero Road to Oregon Expressway	0.15	AM	3	1	48	38	E	D
Embarcadero Road to Oregon Expressway	0.15	PM	3	1	**77**	49	**F**	E
Oregon Expressway to San Antonio Avenue	1.85	AM	3	1	50	41	E	D
Oregon Expressway to San Antonio Avenue	1.85	PM	3	1	**71**	**61**	**F**	**F**
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	46	43	D	D
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	**84**	47	**F**	E
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	1	50	40	E	D
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	1	54	35	E	D
Shoreline Boulevard to 85 Ramps	0.38	AM	3	1	33	38	D	D
Shoreline Boulevard to 85 Ramps	0.38	PM	3	1	29	22	D	C
85 Ramps to Moffett Boulevard	0.33	AM	3	1	35	25	D	C
85 Ramps to Moffett Boulevard	0.33	PM	3	1	29	25	D	C
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	**64**	41	**F**	D
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	53	24	E	C
237 Ramps to Mathilda Avenue	0.35	AM	3	1	25	34	C	D
237 Ramps to Mathilda Avenue	0.35	PM	3	1	28	28	D	D
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	33	20	D	C
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	42	21	D	C
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	29	25	D	C
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	**78**	35	**F**	D
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	33	19	D	C
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	**117**	**78**	**F**	**F**
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	21	20	C	C
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	**111**	**74**	**F**	**F**
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	24	9	C	A
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	**114**	50	**F**	E
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	25	9	C	A
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	**86**	33	**F**	D
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	20	6	C	A
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	**106**	39	**F**	D
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	19	8	C	A
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	**129**	42	**F**	D
Old Bayshore Highway to I-880	0.50	AM	3	1	16	10	B	A
Old Bayshore Highway to I-880	0.50	PM	3	1	**118**	**60**	**F**	**F**
I-880 to Oakland Road	0.57	AM	3	1	19	5	C	A
I-880 to Oakland Road	0.57	PM	3	1	**106**	**75**	**F**	**F**
Oakland Road to McKee Road	1.58	AM	3	1	21	8	C	A
Oakland Road to McKee Road	1.58	PM	3	1	**60**	31	**F**	D
McKee Road to Santa Clara Street	0.39	AM	3	1	18	7	B	A
McKee Road to Santa Clara Street	0.39	PM	3	1	46	25	D	C
Santa Clara Street to I-280	0.88	AM	3	1	26	4	C	A
Santa Clara Street to I-280	0.88	PM	3	1	45	21	D	C
I-280 to Story Road	0.38	AM	3	1	14	7	B	A
I-280 to Story Road	0.38	PM	3	1	46	18	D	B
Story Road to Tully Road	1.46	AM	3	1	21	6	C	A
Story Road to Tully Road	1.46	PM	3	1	**71**	27	**F**	D
Tully Road to Capitol Expressway	1.33	AM	3	1	21	8	C	A
Tully Road to Capitol Expressway	1.33	PM	3	1	**79**	29	**F**	D
Capitol Expressway to Yerba Buena Road	0.80	AM	3	1	19	7	C	A
Capitol Expressway to Yerba Buena Road	0.80	PM	3	1	23	16	C	B
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	31	12	D	B
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	32	21	D	C
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	23	9	C	A
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	30	15	D	B
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	16	16	B	B
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	21	35	C	D
Bernal Road to SR 85	0.20	AM	3	1	16	10	B	A
Bernal Road to SR 85	0.20	PM	3	1	25	25	C	C

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)								
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	31	-	D	-
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	25	-	C	-
Jacklin Road to Scott Creek Road	1.57	AM	3	-	30	-	D	-
Jacklin Road to Scott Creek Road	1.57	PM	3	-	28	-	D	-
Interstate 680 - Northbound (Alameda County)								
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	N/A	-	A	-
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	N/A	-	E	-
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	N/A	-	A	-
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	N/A	-	**F**	-
Durham Road to Washington Boulevard**	1.30	AM	3	-	N/A	-	A	-
Durham Road to Washington Boulevard**	1.30	PM	3	-	N/A	-	**F**	-
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	N/A	-	A	-
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	N/A	-	**F**	-
SR 238/Mission to Vargas Road**	1.10	AM	4	-	N/A	-	A	-
SR 238/Mission to Vargas Road**	1.10	PM	4	-	N/A	-	**F**	-
Vargas Road to Sheridan Road**	0.59	AM	4	-	N/A	-	A	-
Vargas Road to Sheridan Road**	0.59	PM	4	-	N/A	-	**F**	-
Sheridan Road to Andrade Road**	1.16	AM	4	-	N/A	-	A	-
Sheridan Road to Andrade Road**	1.16	PM	4	-	N/A	-	**F**	-
Andrade Road to Calaveras**	1.15	AM	3	-	N/A	-	A	-
Andrade Road to Calaveras**	1.15	PM	3	-	N/A	-	E	-
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	N/A	-	A	-
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	N/A	-	C	-
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	N/A	-	A	-
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	N/A	-	A	-
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	N/A	-	A	-
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	N/A	-	A	-
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	N/A	-	A	-
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	N/A	-	A	-
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	N/A	-	A	-
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	N/A	-	A	-
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	N/A	-	A	-
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	N/A	-	A	-

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)								
S80 Ramps to Stoneridge Drive**	0.74	AM	4	-	N/A	N/A	E	-
S80 Ramps to Stoneridge Drive**	0.74	PM	4	-	N/A	N/A	B	-
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	N/A	N/A	E	-
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	N/A	N/A	A	-
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	N/A	N/A	E	-
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	N/A	N/A	A	-
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	N/A	N/A	D	-
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	N/A	N/A	A	-
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	N/A	N/A	D	-
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	N/A	N/A	A	-
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	N/A	N/A	C	A
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	N/A	N/A	A	A
Calaveras to Andrade Road**	1.15	AM	3	1	N/A	N/A	C	A
Calaveras to Andrade Road**	1.15	PM	3	1	N/A	N/A	A	A
Andrade Road to Sheridan Road**	1.16	AM	4	1	N/A	N/A	C	A
Andrade Road to Sheridan Road**	1.16	PM	4	1	N/A	N/A	A	A
Sheridan Road to Vargas Road**	0.59	AM	3	1	N/A	N/A	C	A
Sheridan Road to Vargas Road**	0.59	PM	3	1	N/A	N/A	A	A
Vargas Road to SR 238/Mission**	1.10	AM	3	1	N/A	N/A	B	A
Vargas Road to SR 238/Mission**	1.10	PM	3	1	N/A	N/A	A	A
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	N/A	N/A	B	A
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	N/A	N/A	A	A
Washington Boulevard to Durham Road**	1.30	AM	3	1	N/A	N/A	D	A
Washington Boulevard to Durham Road**	1.30	PM	3	1	N/A	N/A	A	A
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	N/A	N/A	D	B
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	N/A	N/A	A	A
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	N/A	N/A	A	A
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	N/A	N/A	A	A
Interstate 680 - Southbound (Santa Clara County)								
Scott Creek Road to Jacklin Road	1.57	AM	3	1	24	15	C	B
Scott Creek Road to Jacklin Road	1.57	PM	3	1	30	4	D	A
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	45	11	D	A
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	32	5	D	A

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)								
I-280 to Stevens Creek	0.41	AM	3	-	**93**	-	**F**	-
I-280 to Stevens Creek	0.41	PM	3	-	17	-	B	-
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	**70**	-	**F**	-
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	30	-	D	-
N Bascom Avenue to The Alameda	0.82	AM	3	-	56	-	E	-
N Bascom Avenue to The Alameda	0.82	PM	3	-	27	-	D	-
The Alameda to Coleman Avenue	0.59	AM	3	-	**104**	-	**F**	-
The Alameda to Coleman Avenue	0.59	PM	3	-	32	-	D	-
Coleman Avenue to SR 87	0.51	AM	3	-	**96**	-	**F**	-
Coleman Avenue to SR 87	0.51	PM	3	-	41	-	D	-
SR 87 to N 1st Street	0.40	AM	3	-	35	-	D	-
SR 87 to N 1st Street	0.40	PM	3	-	36	-	D	-
N 1st Street to US 101	0.49	AM	3	-	**65**	-	**F**	-
N 1st Street to US 101	0.49	PM	3	-	32	-	D	-
US 101 to E Brokaw Road	1.29	AM	3	-	**60**	-	**F**	-
US 101 to E Brokaw Road	1.29	PM	3	-	56	-	E	-
E Brokaw Road to Montague Expressway	1.35	AM	3	-	30	-	D	-
E Brokaw Road to Montague Expressway	1.35	PM	3	-	31	-	D	-
Montague Expressway to Great Mall Parkway	0.98	AM	3	-	23	-	C	-
Montague Expressway to Great Mall Parkway	0.98	PM	3	-	50	-	E	-
Great Mall Parkway to SR 237	0.72	AM	3	-	24	-	C	-
Great Mall Parkway to SR 237	0.72	PM	3	-	**71**	-	**F**	-
SR 237 to Dixon Landing	1.99	AM	3	1	20	7	C	A
SR 237 to Dixon Landing	1.99	PM	3	1	**83**	45	**F**	D
Interstate 880 - Northbound (Alameda County)								
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	N/A	N/A	A	A
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	N/A	N/A	**F**	**F**
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	N/A	N/A	A	A
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	N/A	N/A	E	E
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	N/A	N/A	A	A
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	N/A	N/A	E	E
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	N/A	N/A	A	A
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	N/A	N/A	D	C
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	N/A	N/A	A	A
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	N/A	N/A	E	D
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	N/A	N/A	A	A
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	N/A	N/A	E	D
Thornton Avenue to Decoto Road**	0.93	AM	3	1	N/A	N/A	A	A
Thornton Avenue to Decoto Road**	0.93	PM	3	1	N/A	N/A	E	D
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	N/A	N/A	C	A
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	N/A	N/A	**F**	E
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	N/A	N/A	D	A
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	N/A	N/A	E	E
Alvarado Niles Road to Whipple Road**	0.25	AM	3	1	N/A	N/A	E	B
Alvarado Niles Road to Whipple Road**	0.25	PM	3	1	N/A	N/A	**F**	E
Whipple Road to Industrial Parkway**	0.68	AM	3	1	N/A	N/A	E	B
Whipple Road to Industrial Parkway**	0.68	PM	3	1	N/A	N/A	**F**	E
Industrial Parkway to Tennyson Road**	0.59	AM	3	1	N/A	N/A	E	B
Industrial Parkway to Tennyson Road**	0.59	PM	3	1	N/A	N/A	**F**	E
Tennyson Road to 92 Ramps**	1.01	AM	4	1	N/A	N/A	C	B
Tennyson Road to 92 Ramps**	1.01	PM	4	1	N/A	N/A	E	E

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)								
92 Ramps to Tennyson Road**	1.01	AM	4	1	N/A	N/A	**F**	D
92 Ramps to Tennyson Road**	1.01	PM	4	1	N/A	N/A	D	A
Tennyson Road to Industrial Parkway**	0.59	AM	3	1	N/A	N/A	**F**	D
Tennyson Road to Industrial Parkway**	0.59	PM	3	1	N/A	N/A	D	B
Industrial Parkway to Whipple Road**	0.68	AM	3	1	N/A	N/A	**F**	D
Industrial Parkway to Whipple Road**	0.68	PM	3	1	N/A	N/A	D	B
Whipple Road to Alvarado Niles Road**	0.25	AM	3	1	N/A	N/A	**F**	D
Whipple Road to Alvarado Niles Road**	0.25	PM	3	1	N/A	N/A	D	B
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	N/A	N/A	**F**	D
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	N/A	N/A	C	A
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	N/A	N/A	**F**	C
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	N/A	N/A	D	A
Decoto Road to Thornton Avenue**	0.93	AM	3	1	N/A	N/A	**F**	C
Decoto Road to Thornton Avenue**	0.93	PM	3	1	N/A	N/A	B	A
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	N/A	N/A	**F**	C
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	N/A	N/A	B	A
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	N/A	N/A	**F**	C
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	N/A	N/A	B	A
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	N/A	N/A	E	C
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	N/A	N/A	A	A
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	N/A	N/A	D	B
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	N/A	N/A	A	A
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	N/A	N/A	D	B
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	N/A	N/A	A	A
SR 262/Mission to Dixon Landing**	1.69	AM	5	1	N/A	N/A	C	B
SR 262/Mission to Dixon Landing**	1.69	PM	5	1	N/A	N/A	A	A
Interstate 880 - Southbound (Santa Clara County)								
Dixon Landing to SR 237	1.99	AM	3	1	**61**	49	**F**	E
Dixon Landing to SR 237	1.99	PM	3	1	26	15	C	B
SR 237 to Great Mall Parkway	0.72	AM	3	-	**79**	-	**F**	-
SR 237 to Great Mall Parkway	0.72	PM	3	-	24	-	C	-
Great Mall Parkway to Montague Expressway	0.98	AM	3	-	42	-	D	-
Great Mall Parkway to Montague Expressway	0.98	PM	3	-	56	-	E	-
Montague Expressway to E Brokaw Road	1.35	AM	3	-	27	-	D	-
Montague Expressway to E Brokaw Road	1.35	PM	3	-	**76**	-	**F**	-
E Brokaw Road to US 101	1.29	AM	3	-	32	-	D	-
E Brokaw Road to US 101	1.29	PM	3	-	**63**	-	**F**	-
US 101 to N 1st Street	0.49	AM	3	-	27	-	D	-
US 101 to N 1st Street	0.49	PM	3	-	57	-	E	-
N 1st Street to SR 87	0.40	AM	3	-	37	-	D	-
N 1st Street to SR 87	0.40	PM	3	-	**81**	-	**F**	-
SR 87 to Coleman Avenue	0.51	AM	3	-	31	-	D	-
SR 87 to Coleman Avenue	0.51	PM	3	-	**90**	-	**F**	-
Coleman Avenue to The Alameda	0.59	AM	3	-	35	-	D	-
Coleman Avenue to The Alameda	0.59	PM	3	-	**76**	-	**F**	-
The Alameda to N Bascom Avenue	0.82	AM	3	-	26	-	C	-
The Alameda to N Bascom Avenue	0.82	PM	3	-	**73**	-	**F**	-
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	**74**	-	**F**	-
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	**64**	-	**F**	-
Stevens Creek to I-280	0.41	AM	3	-	26	-	C	-
Stevens Creek to I-280	0.41	PM	3	-	30	-	D	-

Table H-1: Existing Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing					
			Lanes		Density[3]		LOS[4]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)								
85 Ramps to Capitol Expressway	1.09	AM	2	1	**93**	**79**	**F**	**F**
85 Ramps to Capitol Expressway	1.09	PM	2	1	31	8	D	A
Capitol Expressway to Curtner Road	1.49	AM	2	1	**103**	**68**	**F**	**F**
Capitol Expressway to Curtner Road	1.49	PM	2	1	30	10	D	A
Curtner Road to Almaden Road	0.73	AM	2	1	**99**	**82**	**F**	**F**
Curtner Road to Almaden Road	0.73	PM	2	1	43	13	D	B
Almaden Road to Alma Avenue	0.69	AM	2	1	**76**	44	**F**	D
Almaden Road to Alma Avenue	0.69	PM	2	1	**76**	23	**F**	C
Alma Avenue to 280 Ramps	0.90	AM	2	1	**81**	31	**F**	D
Alma Avenue to 280 Ramps	0.90	PM	2	1	25	17	C	B
280 Ramps to Julian Street	0.96	AM	2	1	51	22	E	C
280 Ramps to Julian Street	0.96	PM	2	1	15	8	B	A
Julian Street to Coleman Avenue	0.38	AM	2	1	**104**	28	**F**	D
Julian Street to Coleman Avenue	0.38	PM	2	1	21	5	C	A
Coleman Avenue to Taylor Street	0.41	AM	2	1	**62**	24	**F**	C
Coleman Avenue to Taylor Street	0.41	PM	2	1	19	7	C	A
Taylor Street to Skyport Drive	1.87	AM	2	1	41	23	D	C
Taylor Street to Skyport Drive	1.87	PM	2	1	14	3	B	A
Skyport Drive to US 101	0.67	AM	2	1	**134**	**61**	**F**	**F**
Skyport Drive to US 101	0.67	PM	2	1	24	5	C	A
State Route 87 - Southbound (Santa Clara County)								
US 101 to Skyport Drive	0.67	AM	2	1	20	6	C	A
US 101 to Skyport Drive	0.67	PM	2	1	**136**	18	**F**	B
Skyport Drive to Taylor Street	1.87	AM	2	1	17	2	B	A
Skyport Drive to Taylor Street	1.87	PM	2	1	**108**	19	**F**	C
Taylor Street to Coleman Avenue	0.41	AM	2	1	23	9	C	A
Taylor Street to Coleman Avenue	0.41	PM	2	1	**90**	24	**F**	C
Coleman Avenue to Julian Street	0.38	AM	2	1	25	5	C	A
Coleman Avenue to Julian Street	0.38	PM	2	1	**93**	23	**F**	C
Julian Street to 280 Ramps	0.96	AM	2	1	18	6	B	A
Julian Street to 280 Ramps	0.96	PM	2	1	**83**	23	**F**	C
280 Ramps to Alma Avenue	0.90	AM	2	1	18	6	B	A
280 Ramps to Alma Avenue	0.90	PM	2	1	**87**	24	**F**	C
Alma Avenue to Almaden Road	0.69	AM	2	1	21	3	C	A
Alma Avenue to Almaden Road	0.69	PM	2	1	**85**	38	**F**	D
Almaden Road to Curtner Road	0.73	AM	2	1	17	8	B	A
Almaden Road to Curtner Road	0.73	PM	2	1	56	27	E	D
Curtner Road to Capitol Expressway	1.49	AM	2	1	21	3	C	A
Curtner Road to Capitol Expressway	1.49	PM	2	1	44	21	D	C
Capitol Expressway to 85 Ramps	1.09	AM	2	1	20	5	C	A
Capitol Expressway to 85 Ramps	1.09	PM	2	1	32	13	D	B

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Unless noted level of service based on density.

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documed in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).

Sources: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011;Fehr & Peers, May 2015.

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																								
El Camino Real to 85 Ramps	0.40	AM	2	-	48	-	E	-	2	-	4400	-	NO	-	52	-	E	-	380	-	8.6%	-	NO	-
El Camino Real to 85 Ramps	0.40	PM	2	-	28	-	D	-	2	-	4400	-	NO	-	30	-	D	-	237	-	5.4%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	**95**	-	**F**	-	2	-	4400	-	YES	-	**116**	-	**F**	-	632	-	14.4%	-	**YES**	-
85 Ramps to Central Expressway	0.63	PM	2	-	21	-	C	-	2	-	4400	-	NO	-	24	-	C	-	332	-	7.5%	-	NO	-
Central Expressway to Maude Avenue	0.80	AM	2	-	31	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	695	-	15.8%	-	**YES**	-
Central Expressway to Maude Avenue	0.80	PM	2	-	14	-	B	-	2	-	4400	-	NO	-	17	-	B	-	358	-	8.1%	-	NO	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	**87**	-	**F**	-	2	-	4400	-	YES	-	**103**	-	**F**	-	585	-	13.3%	-	**YES**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	24	-	C	-	2	-	4400	-	NO	-	27	-	D	-	328	-	7.5%	-	NO	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	**83**	-	**F**	-	2	-	4400	-	YES	-	**118**	-	**F**	-	1411	-	32.1%	-	**YES**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	28	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	783	-	17.8%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	**60**	20	**F**	C	2	1	4600	1650	YES	NO	**83**	24	**F**	C	1514	231	32.9%	14.0%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	**72**	25	**F**	C	2	1	4600	1650	YES	NO	**90**	26	**F**	C	880	70	19.1%	4.2%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	34	23	D	C	2	1	4600	1650	YES	NO	**>58**	27	**F**	D	1486	259	32.3%	15.7%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	**93**	30	**F**	D	2	1	4600	1650	YES	NO	**121**	31	**F**	D	877	72	19.1%	4.4%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	40	35	D	D	2	1	4600	1650	YES	NO	**>58**	35	**F**	D	2378	0	51.7%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	**86**	32	**F**	D	2	1	4600	1650	YES	NO	**112**	32	**F**	D	1001	0	21.8%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	43	26	D	C	2	1	4600	1650	YES	NO	**>58**	26	**F**	C	429	0	9.3%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	**88**	46	**F**	D	2	1	4600	1650	YES	NO	**95**	46	**F**	D	246	0	5.3%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	41	20	D	C	2	1	4600	1650	YES	NO	**>58**	21	**F**	C	368	60	8.0%	3.6%	**YES**	NO
North First Street to Zanker Road	1.61	PM	2	1	**64**	40	**F**	D	2	1	4600	1650	YES	NO	**74**	44	**F**	D	578	210	12.6%	12.7%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	28	11	D	A	2	1	4600	1650	YES	NO	**>58**	12	**F**	B	367	60	8.0%	3.6%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	37	31	D	D	2	1	4600	1650	YES	NO	**>58**	34	**F**	D	691	210	15.0%	12.7%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	18	15	B	B	2	1	4600	1650	NO	NO	20	16	C	B	252	60	5.5%	3.6%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	**108**	34	**F**	D	2	1	4600	1650	YES	NO	**126**	37	**F**	D	358	210	7.8%	12.7%	**YES**	NO
State Route 237 - Westbound																								
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	**116**	33	**F**	D	2	1	4600	1650	YES	YES	**148**	**>58**	**F**	**F**	643	319	14.0%	19.3%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	25	10	C	A	2	1	4600	1650	NO	NO	27	11	D	A	326	77	7.1%	4.7%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	**98**	37	**F**	D	2	1	4600	1650	YES	YES	**156**	**>58**	**F**	**F**	1161	319	25.2%	19.3%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	23	17	C	B	2	1	4600	1650	NO	NO	31	18	D	B	485	77	10.5%	4.7%	NO	NO
Zanker Road to North First Street	1.61	AM	2	1	53	30	E	D	2	1	4600	1650	YES	YES	**>58**	**>58**	**F**	**F**	1088	319	23.7%	19.3%	**YES**	**YES**
Zanker Road to North First Street	1.61	PM	2	1	**59**	14	**F**	B	2	1	4600	1650	YES	NO	**66**	15	**F**	B	488	77	10.6%	4.7%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	46	31	D	D	2	1	4600	1650	YES	YES	**>58**	**>58**	**F**	**F**	1408	0	30.6%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	**66**	27	**F**	D	2	1	4600	1650	YES	NO	**76**	27	**F**	D	587	0	12.8%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	32	22	D	C	2	1	4600	1650	YES	NO	**>58**	22	**F**	C	491	0	10.7%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	48	19	E	C	2	1	4600	1650	YES	NO	**>58**	19	**F**	C	699	0	15.2%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	2	1	**82**	56	**F**	E	2	1	4600	1650	YES	NO	**93**	57	**F**	E	420	44	9.1%	2.7%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	2	1	**72**	31	**F**	D	2	1	4600	1650	YES	NO	**89**	32	**F**	D	863	36	18.8%	2.2%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	**79**	-	**F**	-	2	-	4400	-	YES	-	**129**	-	**F**	-	464	-	10.5%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	**70**	-	**F**	-	2	-	4400	-	YES	-	**123**	-	**F**	-	917	-	20.8%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	41	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	384	-	8.7%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	**71**	-	**F**	-	2	-	4400	-	YES	-	**86**	-	**F**	-	749	-	17.0%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	39	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	177	-	4.0%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	PM	2	-	**89**	-	**F**	-	2	-	4400	-	YES	-	**105**	-	**F**	-	560	-	12.7%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	19	-	C	-	2	-	4400	-	NO	-	20	-	C	-	158	-	3.6%	-	NO	-
Maude Avenue to Central Expressway	0.80	PM	2	-	50	-	E	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	505	-	11.5%	-	**YES**	-
Central Expressway to 85 Ramps	0.63	AM	2	-	20	-	C	-	2	-	4400	-	NO	-	21	-	C	-	96	-	2.2%	-	NO	-
Central Expressway to 85 Ramps	0.63	PM	2	-	**88**	-	**F**	-	2	-	4400	-	YES	-	**97**	-	**F**	-	326	-	7.4%	-	**YES**	-
85 Ramps to El Camino Real	0.40	AM	2	-	33	-	D	-	2	-	4400	-	NO	-	34	-	D	-	78	-	1.8%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	**122**	-	**F**	-	2	-	4400	-	YES	-	**141**	-	**F**	-	344	-	7.8%	-	**YES**	-

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																								
SR 85 to Bernal Road	0.20	AM	3	1	38	20	D	C	3	1	6900	1650	NO	NO	39	20	D	C	140	28	2.0%	1.7%	NO	NO
SR 85 to Bernal Road	0.20	PM	3	1	28	20	D	C	3	1	6900	1650	NO	NO	28	20	D	C	45	5	0.7%	0.3%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	25	12	C	B	3	1	6900	1650	NO	NO	26	13	C	B	158	28	2.3%	1.7%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	16	8	B	A	3	1	6900	1650	NO	NO	16	8	B	A	54	5	0.8%	0.3%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	35	21	D	C	3	1	6900	1650	NO	NO	36	22	D	C	176	35	2.6%	2.1%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	26	7	C	A	3	1	6900	1650	NO	NO	26	7	C	A	56	7	0.8%	0.4%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	**98**	33	**F**	D	3	1	6900	1650	YES	NO	**102**	34	**F**	D	183	35	2.7%	2.1%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	32	13	D	B	3	1	6900	1650	NO	NO	32	13	D	B	58	7	0.8%	0.4%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	**103**	40	**F**	D	3	1	6900	1650	YES	NO	**107**	41	**F**	D	160	35	2.3%	2.1%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	20	14	C	B	3	1	6900	1650	NO	NO	20	14	C	B	53	7	0.8%	0.4%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	**76**	33	**F**	D	3	1	6900	1650	YES	NO	**81**	34	**F**	D	311	53	4.5%	3.2%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	26	12	C	B	3	1	6900	1650	NO	NO	27	12	D	B	108	11	1.6%	0.7%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	**99**	**85**	**F**	**F**	3	1	6900	1650	YES	YES	**108**	**89**	**F**	**F**	379	72	5.5%	4.4%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	24	10	C	A	3	1	6900	1650	YES	NO	**>58**	10	**F**	A	134	17	1.9%	1.0%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	**86**	**86**	**F**	**F**	3	1	6900	1650	YES	YES	**93**	**90**	**F**	**F**	376	72	5.4%	4.4%	**YES**	**YES**
Story Road to I-280	0.38	PM	3	1	14	7	B	A	3	1	6900	1650	NO	NO	15	7	B	A	134	17	1.9%	1.0%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	**99**	**95**	**F**	**F**	3	1	6900	1650	YES	YES	**109**	**103**	**F**	**F**	412	112	6.0%	6.8%	**YES**	**YES**
I-280 to Santa Clara Street	0.88	PM	3	1	20	7	C	A	3	1	6900	1650	NO	NO	21	7	C	A	156	29	2.3%	1.8%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	**81**	**89**	**F**	**F**	3	1	6900	1650	YES	YES	**87**	**97**	**F**	**F**	396	127	5.7%	7.7%	**YES**	**YES**
Santa Clara Street to McKee Road	0.39	PM	3	1	23	10	C	A	3	1	6900	1650	NO	NO	24	10	C	A	155	29	2.2%	1.8%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	**102**	**76**	**F**	**F**	3	1	6900	1650	YES	YES	**115**	**82**	**F**	**F**	507	127	7.3%	7.7%	**YES**	**YES**
McKee Road to Oakland Road	1.58	PM	3	1	28	10	D	A	3	1	6900	1650	NO	NO	29	10	D	A	210	29	3.0%	1.8%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	**92**	**64**	**F**	**F**	3	1	6900	1650	YES	YES	**103**	**69**	**F**	**F**	532	149	7.7%	9.0%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	23	17	C	B	3	1	6900	1650	NO	NO	24	18	C	B	237	37	3.4%	2.2%	NO	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	**112**	**74**	**F**	**F**	3	1	6900	1650	YES	YES	**129**	**80**	**F**	**F**	561	149	8.1%	9.0%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	18	16	B	B	3	1	6900	1650	NO	NO	19	17	C	B	247	37	3.6%	2.2%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	**115**	**79**	**F**	**F**	3	1	6900	1650	YES	YES	**135**	**87**	**F**	**F**	592	167	8.6%	10.1%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	21	14	C	B	3	1	6900	1650	NO	NO	22	15	C	B	258	42	3.7%	2.5%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	**80**	**92**	**F**	**F**	3	1	6900	1650	YES	YES	**90**	**103**	**F**	**F**	651	167	9.4%	10.1%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	20	9	C	A	3	1	6900	1650	NO	NO	21	10	C	A	289	42	4.2%	2.5%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	**101**	**84**	**F**	**F**	3	1	6900	1650	YES	YES	**114**	**93**	**F**	**F**	524	168	7.6%	10.2%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	25	10	C	A	3	1	6900	1650	NO	NO	27	11	D	A	432	48	6.3%	2.9%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	**60**	42	**F**	D	3	1	6900	1650	YES	NO	**67**	42	**F**	D	693	0	10.0%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	32	12	D	B	3	1	6900	1650	NO	NO	35	12	D	B	481	0	7.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	**69**	48	**F**	E	3	1	6900	1650	YES	NO	**77**	48	**F**	E	651	0	9.4%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	31	16	D	B	3	1	6900	1650	YES	NO	**>58**	16	**F**	B	555	0	8.0%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	**79**	50	**F**	E	3	1	6900	1650	YES	NO	**79**	50	**F**	E	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	38	13	D	B	3	1	6900	1650	YES	NO	**>58**	13	**F**	B	426	0	6.2%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	**93**	35	**F**	D	3	1	6900	1650	YES	NO	**93**	35	**F**	D	0	1	0.0%	0.1%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	31	11	D	A	3	1	6900	1650	NO	NO	33	13	D	B	481	107	7.0%	6.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	**59**	35	**F**	D	3	1	6900	1650	YES	NO	**59**	35	**F**	D	2	1	0.0%	0.1%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	33	12	D	B	3	1	6900	1650	NO	NO	36	14	D	B	498	107	7.2%	6.5%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	50	34	E	D	3	1	6900	1650	NO	NO	50	34	E	D	2	1	0.0%	0.1%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	27	20	D	C	3	1	6900	1650	NO	NO	29	22	D	C	424	107	6.1%	6.5%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	**86**	**67**	**F**	**F**	3	1	6900	1650	YES	YES	**90**	**67**	**F**	**F**	210	1	3.0%	0.1%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	**85**	21	**F**	C	3	1	6900	1650	YES	NO	**96**	22	**F**	C	627	93	9.1%	5.6%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	**119**	**96**	**F**	**F**	3	1	6900	1650	YES	YES	**127**	**96**	**F**	**F**	201	1	2.9%	0.1%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	**119**	54	**F**	E	3	1	6900	1650	YES	NO	**141**	56	**F**	E	580	93	8.4%	5.6%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	1	**92**	**82**	**F**	**F**	4	1	9200	1650	YES	YES	**95**	**83**	**F**	**F**	171	18	1.9%	1.1%	**YES**	**YES**
85 Ramps to Shoreline Boulevard	0.38	PM	4	1	**95**	22	**F**	C	4	1	9200	1650	YES	NO	**104**	23	**F**	C	514	75	5.6%	4.5%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	1	**78**	**87**	**F**	**F**	3	1	6900	1650	YES	YES	**80**	**88**	**F**	**F**	145	18	2.1%	1.1%	**YES**	**YES**
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	1	**98**	38	**F**	D	3	1	6900	1650	YES	NO	**107**	39	**F**	D	404	75	5.9%	4.5%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	1	**66**	56	**F**	E	3	1	6900	1650	YES	NO	**68**	57	**F**	E	141	18	2.0%	1.1%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	1	**83**	37	**F**	D	3	1	6900	1650	YES	NO	**89**	38	**F**	D	384	75	5.6%	4.5%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	1	**62**	54	**F**	E	3	1	6900	1650	YES	NO	**64**	55	**F**	E	140	15	2.0%	0.9%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	1	56	35	E	D	3	1	6900	1650	YES	NO	**>58**	36	**F**	D	366	64	5.3%	3.9%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	1	38	38	D	D	3	1	6900	1650	NO	NO	39	38	D	D	105	15	1.5%	0.9%	NO	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	1	43	36	D	D	3	1	6900	1650	NO	NO	45	37	D	D	331	64	4.8%	3.9%	NO	NO

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																								
Embarcadero Road to University Ave*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	106	15	1.5%	0.9%	YES	NO
Embarcadero Road to University Ave*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	333	64	4.8%	3.9%	YES	YES
University Avenue to Willow Road*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	101	12	1.5%	0.7%	YES	NO
University Avenue to Willow Road*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	315	54	4.6%	3.3%	YES	YES
Willow Road to Marsh Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	93	11	1.3%	0.7%	YES	NO
Willow Road to Marsh Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	300	49	4.3%	3.0%	YES	YES
Marsh Road to Woodside Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	88	10	1.3%	0.6%	YES	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	288	42	4.2%	2.5%	YES	YES
Woodside Road to Whipple Avenue*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	77	10	1.1%	0.6%	YES	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	241	42	3.5%	2.5%	YES	YES
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	63	-	0.7%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	215	-	2.3%	-	YES	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	56	-	0.6%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	183	-	2.0%	-	YES	-
US 101 - Southbound (San Mateo County)																								
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	193	-	2.1%	-	YES	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	88	-	1.0%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	214	-	2.3%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	101	-	1.1%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	225	-	2.4%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	106	-	1.2%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	234	-	2.5%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	113	-	1.2%	-	YES	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	254	-	2.8%	-	YES	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	122	-	1.3%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	264	-	2.9%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	128	-	1.4%	-	YES	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	249	51	3.6%	3.1%	YES	YES
Whipple Avenue to Woodside Road*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	142	12	2.1%	0.7%	YES	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	275	66	4.0%	4.0%	YES	YES
Woodside Road to Marsh Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	161	15	2.3%	0.9%	YES	NO
Marsh Road to Willow Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	313	66	4.5%	4.0%	YES	YES
Marsh Road to Willow Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	178	15	2.6%	0.9%	YES	NO
Willow Road to University Avenue*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	327	74	4.7%	4.5%	YES	YES
Willow Road to University Avenue*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	190	17	2.8%	1.0%	YES	YES
University Ave to Embarcadero Road*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	351	74	5.1%	4.5%	YES	YES
University Ave to Embarcadero Road*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	205	17	3.0%	1.0%	YES	YES

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																								
Embarcadero Road to Oregon Expressway	0.15	AM	3	1	48	38	E	D	3	1	6900	1650	YES	NO	**>58**	40	**F**	D	338	87	4.9%	5.3%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	1	**77**	49	**F**	E	3	1	6900	1650	YES	NO	**80**	49	**F**	E	200	20	2.9%	1.2%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	1	50	41	E	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	415	103	6.0%	6.2%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	1.85	PM	3	1	**71**	**61**	**F**	**F**	3	1	6900	1650	YES	YES	**74**	**62**	**F**	**F**	239	24	3.5%	1.5%	**YES**	**YES**
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	46	43	D	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	415	103	6.0%	6.2%	**YES**	**YES**
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	**84**	47	**F**	E	3	1	6900	1650	YES	NO	**88**	47	**F**	E	239	24	3.5%	1.5%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	1	50	40	E	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	476	103	6.9%	6.2%	**YES**	**YES**
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	1	54	35	E	D	3	1	6900	1650	YES	NO	**>58**	35	**F**	D	276	24	4.0%	1.5%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	1	33	38	D	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	500	103	7.2%	6.2%	**YES**	**YES**
Shoreline Boulevard to 85 Ramps	0.38	PM	3	1	29	22	D	C	3	1	6900	1650	NO	NO	31	22	D	C	297	24	4.3%	1.5%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	35	25	D	C	3	1	6900	1650	YES	NO	**>58**	25	**F**	C	627	22	9.1%	1.3%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	29	25	D	C	3	1	6900	1650	NO	NO	31	25	D	C	358	2	5.2%	0.1%	NO	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	**64**	41	**F**	D	3	1	6900	1650	YES	NO	**71**	42	**F**	D	660	22	9.6%	1.3%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	53	24	E	C	3	1	6900	1650	NO	NO	56	24	E	C	377	2	5.5%	0.1%	NO	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	25	34	C	D	3	1	6900	1650	NO	NO	25	34	C	D	33	22	0.5%	1.3%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	28	28	D	D	3	1	6900	1650	NO	NO	28	28	D	D	10	2	0.1%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	33	20	D	C	3	1	6900	1650	YES	NO	**>58**	20	**F**	C	33	22	0.5%	1.3%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	42	21	D	C	3	1	6900	1650	NO	NO	42	21	D	C	10	1	0.1%	0.1%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	29	25	D	C	3	1	6900	1650	YES	NO	**>58**	25	**F**	C	60	0	0.9%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	**78**	35	**F**	D	3	1	6900	1650	YES	NO	**78**	35	**F**	D	8	0	0.1%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	33	19	D	C	3	1	6900	1650	YES	NO	**>58**	19	**F**	C	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	**117**	**78**	**F**	**F**	3	1	6900	1650	YES	YES	**117**	**78**	**F**	**F**	3	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	21	20	C	C	3	1	6900	1650	YES	NO	**>58**	20	**F**	C	297	0	4.3%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	**111**	**74**	**F**	**F**	3	1	6900	1650	YES	YES	**117**	**74**	**F**	**F**	202	0	2.9%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	24	9	C	A	3	1	6900	1650	YES	NO	**>58**	10	**F**	A	232	28	3.4%	1.7%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	**114**	50	**F**	E	3	1	6900	1650	YES	YES	**117**	**>58**	**F**	**F**	90	137	1.3%	8.3%	**YES**	**YES**
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	25	9	C	A	3	1	6900	1650	YES	NO	**>58**	10	**F**	A	279	28	4.0%	1.7%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	**86**	33	**F**	D	3	1	6900	1650	YES	YES	**95**	**>58**	**F**	**F**	499	137	7.2%	8.3%	**YES**	**YES**
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	20	6	C	A	3	1	6900	1650	NO	NO	21	7	C	A	154	30	2.2%	1.8%	NO	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	**106**	39	**F**	D	3	1	6900	1650	YES	NO	**115**	41	**F**	D	305	134	4.4%	8.1%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	19	8	C	A	3	1	6900	1650	NO	NO	20	9	C	A	146	30	2.1%	1.8%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	**129**	42	**F**	D	3	1	6900	1650	YES	NO	**143**	44	**F**	D	298	134	4.3%	8.1%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	16	10	B	A	3	1	6900	1650	NO	NO	17	10	B	A	152	24	2.2%	1.5%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	**118**	**60**	**F**	**F**	3	1	6900	1650	YES	YES	**130**	**63**	**F**	**F**	357	118	5.2%	7.2%	**YES**	**YES**
I-880 to Oakland Road	0.57	AM	3	1	19	5	C	A	3	1	6900	1650	NO	NO	20	5	C	A	124	24	1.8%	1.5%	NO	NO
I-880 to Oakland Road	0.57	PM	3	1	**106**	**75**	**F**	**F**	3	1	6900	1650	YES	YES	**116**	**79**	**F**	**F**	368	118	5.3%	7.2%	**YES**	**YES**
Oakland Road to McKee Road	1.58	AM	3	1	21	8	C	A	3	1	6900	1650	NO	NO	22	8	C	A	128	3	1.9%	0.2%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	**60**	31	**F**	D	3	1	6900	1650	YES	NO	**63**	32	**F**	D	342	102	5.0%	6.2%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	18	7	B	A	3	1	6900	1650	NO	NO	18	7	B	A	104	3	1.5%	0.2%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	46	25	D	C	3	1	6900	1650	NO	NO	48	26	E	C	291	102	4.2%	6.2%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	26	4	C	A	3	1	6900	1650	NO	NO	26	4	C	A	92	16	1.3%	1.0%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	45	21	D	C	3	1	6900	1650	YES	NO	**>58**	22	**F**	C	315	83	4.6%	5.0%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	14	7	B	A	3	1	6900	1650	NO	NO	14	7	B	A	60	12	0.9%	0.7%	NO	NO
I-280 to Story Road	0.38	PM	3	1	46	18	D	B	3	1	6900	1650	NO	NO	48	19	E	C	251	61	3.6%	3.7%	NO	NO
Story Road to Tully Road	1.46	AM	3	1	21	6	C	A	4	1	9200	1650	NO	NO	16	6	B	A	60	12	0.7%	0.7%	NO	NO
Story Road to Tully Road	1.46	PM	3	1	**71**	27	**F**	D	4	1	9200	1650	YES	NO	56	28	E	D	257	61	2.8%	3.7%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	3	1	21	8	C	A	4	1	9200	1650	NO	NO	16	8	B	A	66	0	0.7%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	3	1	**79**	29	**F**	D	4	1	9200	1650	YES	NO	**62**	30	**F**	D	217	53	2.4%	3.2%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	3	1	19	7	C	A	4	1	9200	1650	NO	NO	15	7	B	A	62	0	0.7%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	3	1	23	16	C	B	4	1	9200	1650	NO	NO	18	17	B	B	219	53	2.4%	3.2%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	31	12	D	B	3	1	6900	1650	NO	NO	31	12	D	B	34	5	0.5%	0.3%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	32	21	D	C	3	1	6900	1650	NO	NO	33	21	D	C	168	31	2.4%	1.9%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	23	9	C	A	3	1	6900	1650	NO	NO	23	9	C	A	31	5	0.4%	0.3%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	30	15	D	B	3	1	6900	1650	NO	NO	31	15	D	B	162	31	2.3%	1.9%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	16	16	B	B	3	1	6900	1650	NO	NO	16	16	B	B	27	3	0.4%	0.2%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	21	35	C	D	3	1	6900	1650	NO	NO	22	35	C	D	145	19	2.1%	1.2%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	16	10	B	A	3	1	6900	1650	NO	NO	16	10	B	A	23	3	0.3%	0.2%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	25	25	C	C	3	1	6900	1650	NO	NO	26	25	C	C	126	19	1.8%	1.2%	NO	NO

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Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																								
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	31	-	D	-	3	-	6900	-	NO	-	31	-	D	-	0	-	0.0%	-	NO	-
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	25	-	C	-	3	-	6900	-	YES	-	**>58**	-	**F**	-	61	-	0.9%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	AM	3	-	30	-	D	-	3	-	6900	-	NO	-	31	-	D	-	0	-	0.0%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	PM	3	-	28	-	D	-	3	-	6900	-	NO	-	29	-	D	-	58	-	0.8%	-	NO	-
Interstate 680 - Northbound (Alameda County)																								
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	0	-	0.0%	-	NO	-
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	104	-	1.7%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	89	-	1.5%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	200	-	3.3%	-	**YES**	-
Durham Road to Washington Boulevard**	1.30	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	87	-	1.5%	-	NO	-
Durham Road to Washington Boulevard**	1.30	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	276	-	4.6%	-	**YES**	-
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	81	-	1.4%	-	NO	-
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	271	-	4.5%	-	**YES**	-
SR 238/Mission to Vargas Road**	1.10	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	77	-	1.0%	-	NO	-
SR 238/Mission to Vargas Road**	1.10	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	304	-	3.8%	-	**YES**	-
Vargas Road to Sheridan Road**	0.59	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	77	-	1.0%	-	NO	-
Vargas Road to Sheridan Road**	0.59	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	304	-	3.8%	-	**YES**	-
Sheridan Road to Andrade Road**	1.16	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	77	-	1.0%	-	NO	-
Sheridan Road to Andrade Road**	1.16	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	304	-	3.8%	-	**YES**	-
Andrade Road to Calaveras**	1.15	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	77	-	1.3%	-	NO	-
Andrade Road to Calaveras**	1.15	PM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	304	-	5.1%	-	**YES**	-
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	77	-	1.3%	-	NO	-
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	N/A	-	C	-	3	-	6000	-	YES	-	N/A	-	N/A	-	304	-	5.1%	-	**YES**	-
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	72	-	1.2%	-	NO	-
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	255	-	4.3%	-	**YES**	-
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	72	-	1.2%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	255	-	4.3%	-	**YES**	-
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	68	-	1.1%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	218	-	3.6%	-	**YES**	-
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	63	-	1.1%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	198	-	3.3%	-	**YES**	-
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	59	-	0.7%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	N/A	-	A	-	4	-	8000	-	YES	-	N/A	-	N/A	-	183	-	2.3%	-	NO	-

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																								
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	N/A	-	E	-	4	-	8000	-	YES	-	N/A	-	N/A	-	300	-	3.8%	-	**YES**	-
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	N/A	-	B	-	4	-	8000	-	NO	-	N/A	-	N/A	-	100	-	1.3%	-	NO	-
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	312	-	5.2%	-	**YES**	-
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	104	-	1.7%	-	NO	-
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	340	-	5.7%	-	**YES**	-
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	108	-	1.8%	-	NO	-
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	N/A	-	D	-	3	-	6000	-	YES	-	N/A	-	N/A	-	374	-	6.2%	-	**YES**	-
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	117	-	2.0%	-	NO	-
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	N/A	-	D	-	3	-	6000	-	YES	-	N/A	-	N/A	-	374	-	6.2%	-	**YES**	-
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	117	-	2.0%	-	NO	-
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Calaveras to Andrade Road**	1.15	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	N/A	N/A	C	A	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	4.4%	4.8%	**YES**	NO
Andrade Road to Sheridan Road**	1.16	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	1.6%	0.0%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Sheridan Road to Vargas Road**	0.59	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Vargas Road to SR 238/Mission**	1.10	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	408	95	6.8%	4.8%	**YES**	NO
Washington Boulevard to Durham Road**	1.30	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	138	0	2.3%	0.0%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	YES	N/A	N/A	N/A	N/A	328	95	5.5%	4.8%	**YES**	**YES**
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	140	0	2.3%	0.0%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	265	3	4.4%	0.2%	**YES**	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	17	0	0.3%	0.0%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																								
Scott Creek Road to Jacklin Road	1.57	AM	3	1	24	15	C	B	3	1	6900	1650	YES	NO	**>58**	15	**F**	B	188	3	2.7%	0.2%	**YES**	NO
Scott Creek Road to Jacklin Road	1.57	PM	3	1	30	4	D	A	3	1	6900	1650	NO	NO	30	4	D	A	19	0	0.3%	0.0%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	45	11	D	A	3	1	6900	1650	YES	NO	**>58**	11	**F**	A	177	3	2.6%	0.2%	**YES**	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	32	5	D	A	3	1	6900	1650	NO	NO	32	5	D	A	27	0	0.4%	0.0%	NO	NO

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																								
I-280 to Stevens Creek	0.41	AM	3	-	**93**	-	**F**	-	3	-	6900	-	YES	-	**98**	**-**	**F**	-	230	-	3.3%	-	**YES**	-
I-280 to Stevens Creek	0.41	PM	3	-	17	-	B	-	3	-	6900	-	NO	-	17	**-**	B	-	59	-	0.9%	-	NO	-
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	**70**	-	**F**	-	3	-	6900	-	YES	-	**73**	**-**	**F**	-	234	-	3.4%	-	**YES**	-
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	30	-	D	-	3	-	6900	-	NO	-	30	**-**	D	-	63	-	0.9%	-	NO	-
N Bascom Avenue to The Alameda	0.82	AM	3	-	56	-	E	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	22	-	0.3%	-	NO	-
N Bascom Avenue to The Alameda	0.82	PM	3	-	27	-	D	-	3	-	6900	-	NO	-	27	**-**	D	-	1	-	0.0%	-	NO	-
The Alameda to Coleman Avenue	0.59	AM	3	-	**104**	-	**F**	-	3	-	6900	-	YES	-	**105**	**-**	**F**	-	24	-	0.3%	-	NO	-
The Alameda to Coleman Avenue	0.59	PM	3	-	32	-	D	-	3	-	6900	-	NO	-	32	**-**	D	-	2	-	0.0%	-	NO	-
Coleman Avenue to SR 87	0.51	AM	3	-	**96**	-	**F**	-	3	-	6900	-	YES	-	**97**	**-**	**F**	-	25	-	0.4%	-	NO	-
Coleman Avenue to SR 87	0.51	PM	3	-	41	-	D	-	3	-	6900	-	NO	-	41	**-**	D	-	2	-	0.0%	-	NO	-
SR 87 to N 1st Street	0.40	AM	3	-	35	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	25	-	0.4%	-	NO	-
SR 87 to N 1st Street	0.40	PM	3	-	36	-	D	-	3	-	6900	-	NO	-	36	**-**	D	-	2	-	0.0%	-	NO	-
N 1st Street to US 101	0.49	AM	3	-	**65**	-	**F**	-	3	-	6900	-	YES	-	**65**	**-**	**F**	-	28	-	0.4%	-	NO	-
N 1st Street to US 101	0.49	PM	3	-	32	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	10	-	0.1%	-	NO	-
US 101 to E Brokaw Road	1.29	AM	3	-	**60**	-	**F**	-	3	1	6900	1650	YES	NO	**60**	**-**	**F**	-	0	0	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	**-**	E	-	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	30	**-**	D	-	9	0	0.1%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	-	31	-	D	-	3	1	6900	1650	NO	NO	31	**-**	D	-	0	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	-	23	-	C	-	3	1	6900	1650	NO	NO	23	**-**	C	-	0	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	-	50	-	E	-	3	1	6900	1650	NO	NO	50	**-**	E	-	12	0	0.2%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	**-**	C	-	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	-	**71**	-	**F**	-	3	1	6900	1650	YES	NO	**73**	**-**	**F**	-	123	0	1.8%	0.0%	**YES**	NO
SR 237 to Dixon Landing	1.99	AM	3	1	20	7	C	A	4	1	9200	1650	NO	NO	18	8	B	A	232	60	2.5%	3.6%	NO	NO
SR 237 to Dixon Landing	1.99	PM	3	1	**83**	45	**F**	D	4	1	9200	1650	YES	YES	**79**	**>58**	**F**	**F**	673	210	7.3%	12.7%	**YES**	**YES**
Interstate 880 - Northbound (Alameda County)																								
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	N/A	N/A	A	A	5	1	10000	2000	NO	NO	N/A	N/A	N/A	N/A	236	0	2.4%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	N/A	N/A	**F**	**F**	5	1	10000	2000	YES	YES	N/A	N/A	N/A	N/A	504	0	5.0%	0.0%	**YES**	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	131	16	2.2%	0.8%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	443	98	7.4%	4.9%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	108	15	1.8%	0.8%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	356	96	5.9%	4.8%	**YES**	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	101	15	1.7%	0.8%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	N/A	N/A	D	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	317	88	5.3%	4.4%	**YES**	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	98	15	1.6%	0.8%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	290	84	4.8%	4.2%	**YES**	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	81	15	1.4%	0.8%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	273	76	4.6%	3.8%	**YES**	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	70	15	1.2%	0.8%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	227	68	3.8%	3.4%	**YES**	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	62	12	1.0%	0.6%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	N/A	N/A	**F**	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	192	60	3.2%	3.0%	**YES**	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	54	10	0.9%	0.5%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	154	50	2.6%	2.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	51	9	0.6%	0.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	146	47	1.8%	2.4%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	46	7	0.6%	0.4%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	127	43	1.6%	2.2%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	46	7	0.6%	0.4%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	127	43	1.6%	2.2%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	N/A	N/A	C	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	41	6	0.7%	0.3%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	112	39	1.9%	2.0%	NO	NO

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																								
92 Ramps to Tennyson Road**	1.01	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	159	47	2.7%	2.4%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	63	7	1.1%	0.4%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	176	49	2.2%	2.5%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	68	8	0.9%	0.4%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	170	56	2.8%	2.8%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	66	9	1.1%	0.5%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	212	56	2.7%	2.8%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	79	9	1.0%	0.5%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	215	68	3.6%	3.4%	**YES**	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	81	12	1.4%	0.6%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	250	77	4.2%	3.9%	**YES**	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	88	13	1.5%	0.7%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	331	77	5.5%	3.9%	**YES**	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	107	13	1.8%	0.7%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	365	106	6.1%	5.3%	**YES**	NO
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	115	19	1.9%	1.0%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	417	106	7.0%	5.3%	**YES**	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	139	19	2.3%	1.0%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	N/A	N/A	E	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	422	118	7.0%	5.9%	**YES**	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	140	19	2.3%	1.0%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	484	121	8.1%	6.1%	**YES**	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	151	19	2.5%	1.0%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	591	121	9.9%	6.1%	**YES**	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	181	20	3.0%	1.0%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	N/A	N/A	C	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	817	0	10.2%	0.0%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	339	0	4.2%	0.0%	NO	NO
Interstate 880 - Southbound (Santa Clara County)																								
Dixon Landing to SR 237	1.99	AM	3	1	**61**	49	**F**	E	3	1	6900	1650	YES	YES	**78**	**>58**	**F**	**F**	818	320	11.9%	19.4%	**YES**	**YES**
Dixon Landing to SR 237	1.99	PM	3	1	26	15	C	B	3	1	6900	1650	NO	NO	31	16	D	B	335	77	4.9%	4.7%	NO	NO
SR 237 to Great Mall Parkway	0.72	AM	3	-	**79**	-	**F**	-	3	1	6900	1650	YES	NO	**79**	**-**	**F**	-	22	0	0.3%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	**-**	C	-	10	0	0.1%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	-	42	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	12	0	0.2%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	**-**	E	-	8	0	0.1%	0.0%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	-	27	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	15	0	0.2%	0.0%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	YES	NO	**76**	**-**	**F**	-	26	0	0.4%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	AM	3	-	32	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	1	0	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	-	**63**	-	**F**	-	3	1	6900	1650	YES	NO	**63**	**-**	**F**	-	19	0	0.3%	0.0%	NO	NO
US 101 to N 1st Street	0.49	AM	3	-	27	-	D	-	4	-	9200	-	NO	-	20	**-**	C	-	24	-	0.3%	-	NO	-
US 101 to N 1st Street	0.49	PM	3	-	57	-	E	-	4	-	9200	-	NO	-	43	**-**	D	-	7	-	0.1%	-	NO	-
N 1st Street to SR 87	0.40	AM	3	-	37	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	24	-	0.3%	-	NO	-
N 1st Street to SR 87	0.40	PM	3	-	**81**	-	**F**	-	3	-	6900	-	YES	-	**81**	**-**	**F**	-	5	-	0.1%	-	NO	-
SR 87 to Coleman Avenue	0.51	AM	3	-	31	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	24	-	0.3%	-	NO	-
SR 87 to Coleman Avenue	0.51	PM	3	-	**90**	-	**F**	-	3	-	6900	-	YES	-	**90**	**-**	**F**	-	5	-	0.1%	-	NO	-
Coleman Avenue to The Alameda	0.59	AM	3	-	35	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	24	-	0.3%	-	NO	-
Coleman Avenue to The Alameda	0.59	PM	3	-	**76**	-	**F**	-	3	-	6900	-	YES	-	**76**	**-**	**F**	-	5	-	0.1%	-	NO	-
The Alameda to N Bascom Avenue	0.82	AM	3	-	26	-	C	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	24	-	0.3%	-	NO	-
The Alameda to N Bascom Avenue	0.82	PM	3	-	**73**	-	**F**	-	3	-	6900	-	YES	-	**73**	**-**	**F**	-	11	-	0.2%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	**74**	-	**F**	-	3	-	6900	-	YES	-	**75**	**-**	**F**	-	34	-	0.5%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	**64**	-	**F**	-	3	-	6900	-	YES	-	**66**	**-**	**F**	-	140	-	2.0%	-	**YES**	-
Stevens Creek to I-280	0.41	AM	3	-	26	-	C	-	3	-	6900	-	NO	-	26	**-**	C	-	32	-	0.5%	-	NO	-
Stevens Creek to I-280	0.41	PM	3	-	30	-	D	-	3	-	6900	-	NO	-	31	**-**	D	-	136	-	2.0%	-	NO	-

Table H-2: Existing with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																								
85 Ramps to Capitol Expressway	1.09	AM	2	1	**93**	**79**	**F**	**F**	2	1	4600	1650	YES	YES	**97**	**81**	**F**	**F**	137	37	3.0%	2.2%	**YES**	**YES**
85 Ramps to Capitol Expressway	1.09	PM	2	1	31	8	D	A	2	1	4600	1650	NO	NO	31	8	D	A	52	9	1.1%	0.5%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	**103**	**68**	**F**	**F**	2	1	4600	1650	YES	YES	**109**	**70**	**F**	**F**	165	44	3.6%	2.7%	**YES**	**YES**
Capitol Expressway to Curtner Road	1.49	PM	2	1	30	10	D	A	2	1	4600	1650	NO	NO	30	10	D	A	63	11	1.4%	0.7%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	**99**	**82**	**F**	**F**	2	1	4600	1650	YES	YES	**106**	**85**	**F**	**F**	197	56	4.3%	3.4%	**YES**	**YES**
Curtner Road to Almaden Road	0.73	PM	2	1	43	13	D	B	2	1	4600	1650	NO	NO	44	13	D	B	72	13	1.6%	0.8%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	**76**	44	**F**	D	2	1	4600	1650	YES	YES	**81**	**>58**	**F**	**F**	241	66	5.2%	4.0%	**YES**	**YES**
Almaden Road to Alma Avenue	0.69	PM	2	1	**76**	23	**F**	C	2	1	4600	1650	YES	NO	**78**	23	**F**	C	92	15	2.0%	0.9%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	**81**	31	**F**	D	2	1	4600	1650	YES	YES	**87**	**>58**	**F**	**F**	260	71	5.7%	4.3%	**YES**	**YES**
Alma Avenue to 280 Ramps	0.90	PM	2	1	25	17	C	B	2	1	4600	1650	NO	NO	26	17	C	B	102	16	2.2%	1.0%	NO	NO
280 Ramps to Julian Street	0.96	AM	2	1	51	22	E	C	2	1	4600	1650	YES	NO	**>58**	23	**F**	C	320	71	7.0%	4.3%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	15	8	B	A	2	1	4600	1650	NO	NO	16	8	B	A	134	16	2.9%	1.0%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	**104**	28	**F**	D	2	1	4600	1650	YES	YES	**118**	**>58**	**F**	**F**	351	91	7.6%	5.5%	**YES**	**YES**
Julian Street to Coleman Avenue	0.38	PM	2	1	21	5	C	A	2	1	4600	1650	NO	NO	22	5	C	A	189	20	4.1%	1.2%	NO	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	**62**	24	**F**	C	2	1	4600	1650	YES	YES	**67**	**>58**	**F**	**F**	325	82	7.1%	5.0%	**YES**	**YES**
Coleman Avenue to Taylor Street	0.41	PM	2	1	19	7	C	A	2	1	4600	1650	NO	NO	21	7	C	A	206	22	4.5%	1.3%	NO	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	41	23	D	C	2	1	4600	1650	YES	NO	**>58**	24	**F**	C	373	94	8.1%	5.7%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	14	3	B	A	2	1	4600	1650	NO	NO	16	3	B	A	220	21	4.8%	1.3%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	**134**	**61**	**F**	**F**	2	1	4600	1650	YES	YES	**161**	**64**	**F**	**F**	374	91	8.1%	5.5%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	24	5	C	A	2	1	4600	1650	NO	NO	26	5	C	A	247	21	5.4%	1.3%	NO	NO
State Route 87 - Southbound (Santa Clara County)																								
US 101 to Skyport Drive	0.67	AM	2	1	20	6	C	A	2	1	4600	1650	NO	NO	21	6	C	A	108	16	2.3%	1.0%	NO	NO
US 101 to Skyport Drive	0.67	PM	2	1	**136**	18	**F**	B	2	1	4600	1650	YES	NO	**154**	19	**F**	C	206	40	4.5%	2.4%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	17	2	B	A	2	1	4600	1650	NO	NO	18	2	B	A	98	12	2.1%	0.7%	NO	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	**108**	19	**F**	C	2	1	4600	1650	YES	NO	**117**	20	**F**	C	204	40	4.4%	2.4%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	23	9	C	A	2	1	4600	1650	NO	NO	24	9	C	A	89	12	1.9%	0.7%	NO	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	**90**	24	**F**	C	2	1	4600	1650	YES	NO	**96**	25	**F**	C	199	40	4.3%	2.4%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	25	5	C	A	2	1	4600	1650	NO	NO	26	5	C	A	89	12	1.9%	0.7%	NO	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	**93**	23	**F**	C	2	1	4600	1650	YES	NO	**99**	24	**F**	C	199	40	4.3%	2.4%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	67	11	1.5%	0.7%	NO	NO
Julian Street to 280 Ramps	0.96	PM	2	1	**83**	23	**F**	C	2	1	4600	1650	YES	NO	**88**	24	**F**	C	185	38	4.0%	2.3%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	45	9	1.0%	0.5%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	**87**	24	**F**	C	2	1	4600	1650	YES	NO	**92**	24	**F**	C	160	32	3.5%	1.9%	**YES**	NO
Alma Avenue to Almaden Road	0.69	AM	2	1	21	3	C	A	2	1	4600	1650	YES	NO	**>58**	3	**F**	A	48	3	1.0%	0.2%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	**85**	38	**F**	D	2	1	4600	1650	YES	NO	**89**	38	**F**	D	152	29	3.3%	1.8%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	17	8	B	A	2	1	4600	1650	NO	NO	17	8	B	A	40	0	0.9%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	56	27	E	D	2	1	4600	1650	NO	NO	58	27	E	D	111	24	2.4%	1.5%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	21	3	C	A	2	1	4600	1650	NO	NO	21	3	C	A	37	1	0.8%	0.1%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	44	21	D	C	2	1	4600	1650	NO	NO	45	21	D	C	104	23	2.3%	1.4%	NO	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	20	5	C	A	2	1	4600	1650	NO	NO	20	5	C	A	27	2	0.6%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	32	13	D	B	2	1	4600	1650	NO	NO	33	13	D	B	67	16	1.5%	1.0%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Unless noted level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2,300 vehicles per lane per hour for mixed-flow lanes and 1,650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2,200 vehicles per hour per lane for mixed-flow lanes and 1,650 vehicles per hour per lane for HOV lanes. In Alameda County, the capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane.
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documented in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted text indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																								
El Camino Real to 85 Ramps	0.40	AM	2	-	48	-	E	-	2	-	4400	-	NO	-	50	-	E	-	136	-	3.1%	-	NO	-
El Camino Real to 85 Ramps	0.40	PM	2	-	28	-	D	-	2	-	4400	-	NO	-	29	-	D	-	142	-	3.2%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	**95**	-	**F**	-	2	-	4400	-	YES	-	**103**	-	**F**	-	234	-	5.3%	-	**YES**	-
85 Ramps to Central Expressway	0.63	PM	2	-	21	-	C	-	2	-	4400	-	NO	-	23	-	C	-	204	-	4.6%	-	NO	-
Central Expressway to Maude Avenue	0.80	AM	2	-	31	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	256	-	5.8%	-	**YES**	-
Central Expressway to Maude Avenue	0.80	PM	2	-	14	-	B	-	2	-	4400	-	NO	-	16	-	B	-	223	-	5.1%	-	NO	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	**87**	-	**F**	-	2	-	4400	-	YES	-	**93**	-	**F**	-	220	-	5.0%	-	**YES**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	24	-	C	-	2	-	4400	-	NO	-	26	-	C	-	199	-	4.5%	-	NO	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	**83**	-	**F**	-	2	-	4400	-	YES	-	**96**	-	**F**	-	513	-	11.7%	-	**YES**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	28	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	487	-	11.1%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	**60**	20	**F**	C	2	1	4600	1650	YES	NO	**68**	21	**F**	C	557	74	12.1%	4.5%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	**72**	25	**F**	C	2	1	4600	1650	YES	NO	**83**	26	**F**	C	550	48	12.0%	2.9%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	34	23	D	C	2	1	4600	1650	YES	NO	**>58**	25	**F**	C	535	97	11.6%	5.9%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	**93**	30	**F**	D	2	1	4600	1650	YES	NO	**110**	31	**F**	D	540	50	11.7%	3.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	40	35	D	D	2	1	4600	1650	YES	NO	**>58**	35	**F**	D	874	0	19.0%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	**86**	32	**F**	D	2	1	4600	1650	YES	NO	**102**	32	**F**	D	622	0	13.5%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	43	26	D	C	2	1	4600	1650	YES	NO	**>58**	26	**F**	C	285	0	6.2%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	**88**	46	**F**	D	2	1	4600	1650	YES	NO	**92**	46	**F**	D	156	0	3.4%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	41	20	D	C	2	1	4600	1650	NO	NO	43	21	D	C	246	39	5.3%	2.4%	NO	NO
North First Street to Zanker Road	1.61	PM	2	1	**64**	40	**F**	D	2	1	4600	1650	YES	NO	**65**	41	**F**	D	85	88	1.8%	5.3%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	28	11	D	A	2	1	4600	1650	YES	NO	**>58**	12	**F**	B	245	39	5.3%	2.4%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	37	31	D	D	2	1	4600	1650	YES	NO	**>58**	32	**F**	D	189	88	4.1%	5.3%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	18	15	B	B	2	1	4600	1650	NO	NO	20	16	C	B	166	39	3.6%	2.4%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	**108**	34	**F**	D	2	1	4600	1650	YES	NO	**116**	35	**F**	D	114	88	2.5%	5.3%	**YES**	NO
State Route 237 - Westbound																								
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	**116**	33	**F**	D	2	1	4600	1650	YES	NO	**129**	35	**F**	D	265	116	5.8%	7.0%	**YES**	NO
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	25	10	C	A	2	1	4600	1650	NO	NO	27	11	D	A	221	55	4.8%	3.3%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	**98**	37	**F**	D	2	1	4600	1650	YES	NO	**134**	39	**F**	D	488	116	10.6%	7.0%	**YES**	NO
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	23	17	C	B	2	1	4600	1650	NO	NO	30	18	D	B	321	55	7.0%	3.3%	NO	NO
Zanker Road to North First Street	1.61	AM	2	1	53	30	E	D	2	1	4600	1650	YES	NO	**>58**	32	**F**	D	462	116	10.0%	7.0%	**YES**	NO
Zanker Road to North First Street	1.61	PM	2	1	**59**	14	**F**	B	2	1	4600	1650	YES	NO	**64**	15	**F**	B	322	55	7.0%	3.3%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	46	31	D	D	2	1	4600	1650	YES	NO	**>58**	31	**F**	D	578	0	12.6%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	**66**	27	**F**	D	2	1	4600	1650	YES	NO	**73**	27	**F**	D	377	0	8.2%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	32	22	D	C	2	1	4600	1650	YES	NO	**>58**	22	**F**	C	317	0	6.9%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	48	19	E	C	2	1	4600	1650	YES	NO	**>58**	19	**F**	C	529	0	11.5%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	2	1	**82**	56	**F**	E	2	1	4600	1650	YES	NO	**89**	57	**F**	E	279	28	6.1%	1.7%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	2	1	**72**	31	**F**	D	2	1	4600	1650	YES	NO	**82**	31	**F**	D	505	28	11.0%	1.7%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	**79**	-	**F**	-	2	-	4400	-	YES	-	**126**	-	**F**	-	307	-	7.0%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	**70**	-	**F**	-	2	-	4400	-	YES	-	**115**	-	**F**	-	533	-	12.1%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	41	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	253	-	5.8%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	**71**	-	**F**	-	2	-	4400	-	YES	-	**79**	-	**F**	-	424	-	9.6%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	39	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	115	-	2.6%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	PM	2	-	**89**	-	**F**	-	2	-	4400	-	YES	-	**97**	-	**F**	-	290	-	6.6%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	19	-	C	-	2	-	4400	-	NO	-	20	-	C	-	102	-	2.3%	-	NO	-
Maude Avenue to Central Expressway	0.80	PM	2	-	50	-	E	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	262	-	6.0%	-	**YES**	-
Central Expressway to 85 Ramps	0.63	AM	2	-	20	-	C	-	2	-	4400	-	NO	-	20	-	C	-	62	-	1.4%	-	NO	-
Central Expressway to 85 Ramps	0.63	PM	2	-	**88**	-	**F**	-	2	-	4400	-	YES	-	**92**	-	**F**	-	156	-	3.5%	-	**YES**	-
85 Ramps to El Camino Real	0.40	AM	2	-	33	-	D	-	2	-	4400	-	NO	-	33	-	D	-	48	-	1.1%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	**122**	-	**F**	-	2	-	4400	-	YES	-	**131**	-	**F**	-	164	-	3.7%	-	**YES**	-

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																								
SR 85 to Bernal Road	0.20	AM	3	1	38	20	D	C	3	1	6900	1650	NO	NO	38	20	D	C	58	12	0.8%	0.7%	NO	NO
SR 85 to Bernal Road	0.20	PM	3	1	28	20	D	C	3	1	6900	1650	NO	NO	28	20	D	C	31	4	0.4%	0.2%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	25	12	C	B	3	1	6900	1650	NO	NO	25	12	C	B	67	12	1.0%	0.7%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	16	8	B	A	3	1	6900	1650	NO	NO	16	8	B	A	36	4	0.5%	0.2%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	35	21	D	C	3	1	6900	1650	NO	NO	35	21	D	C	73	15	1.1%	0.9%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	26	7	C	A	3	1	6900	1650	NO	NO	26	7	C	A	38	5	0.6%	0.3%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	**98**	33	**F**	D	3	1	6900	1650	YES	NO	**100**	33	**F**	D	77	15	1.1%	0.9%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	32	13	D	B	3	1	6900	1650	NO	NO	32	13	D	B	39	5	0.6%	0.3%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	**103**	40	**F**	D	3	1	6900	1650	YES	NO	**105**	40	**F**	D	66	15	1.0%	0.9%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	20	14	C	B	3	1	6900	1650	NO	NO	20	14	C	B	35	5	0.5%	0.3%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	**76**	33	**F**	D	3	1	6900	1650	YES	NO	**78**	33	**F**	D	128	22	1.9%	1.3%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	26	12	C	B	3	1	6900	1650	NO	NO	26	12	C	B	73	8	1.1%	0.5%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	**99**	**85**	**F**	**F**	3	1	6900	1650	YES	YES	**103**	**87**	**F**	**F**	152	30	2.2%	1.8%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	24	10	C	A	3	1	6900	1650	YES	NO	**>58**	10	**F**	A	90	13	1.3%	0.8%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	**86**	**86**	**F**	**F**	3	1	6900	1650	YES	YES	**89**	**88**	**F**	**F**	151	30	2.2%	1.8%	**YES**	**YES**
Story Road to I-280	0.38	PM	3	1	14	7	B	A	3	1	6900	1650	NO	NO	14	7	B	A	90	13	1.3%	0.8%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	**99**	**95**	**F**	**F**	3	1	6900	1650	YES	YES	**103**	**98**	**F**	**F**	166	46	2.4%	2.8%	**YES**	**YES**
I-280 to Santa Clara Street	0.88	PM	3	1	20	7	C	A	3	1	6900	1650	NO	NO	21	7	C	A	105	22	1.5%	1.3%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	**81**	**89**	**F**	**F**	3	1	6900	1650	YES	YES	**84**	**92**	**F**	**F**	160	52	2.3%	3.2%	**YES**	**YES**
Santa Clara Street to McKee Road	0.39	PM	3	1	23	10	C	A	3	1	6900	1650	NO	NO	24	10	C	A	105	22	1.5%	1.3%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	**102**	**76**	**F**	**F**	3	1	6900	1650	YES	YES	**107**	**78**	**F**	**F**	201	52	2.9%	3.2%	**YES**	**YES**
McKee Road to Oakland Road	1.58	PM	3	1	28	10	D	A	3	1	6900	1650	NO	NO	29	10	D	A	143	22	2.1%	1.3%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	**92**	**64**	**F**	**F**	3	1	6900	1650	YES	YES	**96**	**66**	**F**	**F**	209	60	3.0%	3.6%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	23	17	C	B	3	1	6900	1650	NO	NO	24	17	C	B	160	28	2.3%	1.7%	NO	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	**112**	**74**	**F**	**F**	3	1	6900	1650	YES	YES	**119**	**77**	**F**	**F**	221	60	3.2%	3.6%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	18	16	B	B	3	1	6900	1650	NO	NO	19	16	C	B	167	28	2.4%	1.7%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	**115**	**79**	**F**	**F**	3	1	6900	1650	YES	YES	**123**	**82**	**F**	**F**	234	67	3.4%	4.1%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	21	14	C	B	3	1	6900	1650	NO	NO	22	14	C	B	173	32	2.5%	1.9%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	**80**	**92**	**F**	**F**	3	1	6900	1650	YES	YES	**84**	**97**	**F**	**F**	251	67	3.6%	4.1%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	20	9	C	A	3	1	6900	1650	NO	NO	21	9	C	A	192	32	2.8%	1.9%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	**101**	**84**	**F**	**F**	3	1	6900	1650	YES	YES	**108**	**88**	**F**	**F**	288	68	4.2%	4.1%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	25	10	C	A	3	1	6900	1650	NO	NO	27	11	D	A	362	36	5.2%	2.2%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	**60**	42	**F**	D	3	1	6900	1650	YES	NO	**64**	42	**F**	D	357	0	5.2%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	32	12	D	B	3	1	6900	1650	NO	NO	34	12	D	B	399	0	5.8%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	**69**	48	**F**	E	3	1	6900	1650	YES	NO	**74**	48	**F**	E	423	0	6.1%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	31	16	D	B	3	1	6900	1650	YES	NO	**>58**	16	**F**	B	481	0	7.0%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	**79**	50	**F**	E	3	1	6900	1650	YES	NO	**79**	50	**F**	E	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	38	13	D	B	3	1	6900	1650	NO	NO	38	13	D	B	2	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	**93**	35	**F**	D	3	1	6900	1650	YES	NO	**93**	35	**F**	D	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	31	11	D	A	3	1	6900	1650	NO	NO	32	12	D	B	93	38	1.3%	2.3%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	**59**	35	**F**	D	3	1	6900	1650	YES	NO	**59**	35	**F**	D	0	0	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	33	12	D	B	3	1	6900	1650	NO	NO	34	13	D	B	94	38	1.4%	2.3%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	50	34	E	D	3	1	6900	1650	NO	NO	50	34	E	D	0	0	0.0%	0.0%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	27	20	D	C	3	1	6900	1650	NO	NO	27	21	D	C	90	38	1.3%	2.3%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	**86**	**67**	**F**	**F**	3	1	6900	1650	YES	YES	**89**	**67**	**F**	**F**	138	0	2.0%	0.0%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	**85**	21	**F**	C	3	1	6900	1650	YES	NO	**89**	22	**F**	C	225	37	3.3%	2.2%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	**119**	**96**	**F**	**F**	3	1	6900	1650	YES	YES	**124**	**96**	**F**	**F**	132	0	1.9%	0.0%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	**119**	54	**F**	E	3	1	6900	1650	YES	NO	**127**	55	**F**	E	215	37	3.1%	2.2%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	1	**92**	**82**	**F**	**F**	4	1	9200	1650	YES	YES	**94**	**83**	**F**	**F**	114	11	1.2%	0.7%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	PM	4	1	**95**	22	**F**	C	4	1	9200	1650	YES	NO	**98**	22	**F**	C	190	31	2.1%	1.9%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	1	**78**	**87**	**F**	**F**	3	1	6900	1650	YES	YES	**79**	**88**	**F**	**F**	96	11	1.4%	0.7%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	1	**98**	38	**F**	D	3	1	6900	1650	YES	NO	**102**	39	**F**	D	160	31	2.3%	1.9%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	1	**66**	56	**F**	E	3	1	6900	1650	YES	NO	**67**	56	**F**	E	93	11	1.3%	0.7%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	1	**83**	37	**F**	D	3	1	6900	1650	YES	NO	**86**	38	**F**	D	152	31	2.2%	1.9%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	1	**62**	54	**F**	E	3	1	6900	1650	YES	NO	**63**	54	**F**	E	91	9	1.3%	0.5%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	1	56	35	E	D	3	1	6900	1650	YES	NO	**>58**	35	**F**	D	146	27	2.1%	1.6%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	1	38	38	D	D	3	1	6900	1650	NO	NO	38	38	D	D	68	9	1.0%	0.5%	NO	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	1	43	36	D	D	3	1	6900	1650	NO	NO	44	36	D	D	132	27	1.9%	1.6%	NO	NO

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																								
Embarcadero Road to University Ave*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	69	9	1.0%	0.5%	YES	NO
Embarcadero Road to University Ave*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	132	27	1.9%	1.6%	YES	YES
University Avenue to Willow Road*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	65	7	0.9%	0.4%	NO	NO
University Avenue to Willow Road*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	126	23	1.8%	1.4%	YES	YES
Willow Road to Marsh Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	61	7	0.9%	0.4%	NO	NO
Willow Road to Marsh Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	120	21	1.7%	1.3%	YES	YES
Marsh Road to Woodside Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	57	6	0.8%	0.4%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	116	18	1.7%	1.1%	YES	YES
Woodside Road to Whipple Avenue*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	50	6	0.7%	0.4%	NO	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	97	18	1.4%	1.1%	YES	YES
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	46	-	0.5%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	100	-	1.1%	-	YES	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	46	-	0.5%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	100	-	1.1%	-	YES	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	46	-	0.5%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	100	-	1.1%	-	YES	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	46	-	0.5%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	100	-	1.1%	-	YES	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	40	-	0.4%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	87	-	0.9%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	36	-	0.4%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	73	-	0.8%	-	NO	-
US 101 - Southbound (San Mateo County)																								
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	68	-	0.7%	-	NO	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	54	-	0.6%	-	NO	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	76	-	0.8%	-	NO	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	62	-	0.7%	-	NO	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	80	-	0.9%	-	NO	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	66	-	0.7%	-	NO	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	83	-	0.9%	-	NO	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	70	-	0.8%	-	NO	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	91	-	1.0%	-	YES	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	75	-	0.8%	-	NO	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	95	-	1.0%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	79	-	0.9%	-	NO	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	89	19	1.3%	1.2%	YES	YES
Whipple Avenue to Woodside Road*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	86	8	1.2%	0.5%	YES	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	99	24	1.4%	1.5%	YES	YES
Woodside Road to Marsh Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	98	11	1.4%	0.7%	YES	NO
Marsh Road to Willow Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	111	24	1.6%	1.5%	YES	YES
Marsh Road to Willow Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	109	11	1.6%	0.7%	YES	NO
Willow Road to University Avenue*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	115	26	1.7%	1.6%	YES	YES
Willow Road to University Avenue*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	115	11	1.7%	0.7%	YES	NO
University Ave to Embarcadero Road*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	124	26	1.8%	1.6%	YES	YES
University Ave to Embarcadero Road*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	125	11	1.8%	0.7%	YES	NO

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																								
Embarcadero Road to Oregon Expressway	0.15	AM	3	1	48	38	E	D	3	1	6900	1650	YES	NO	**>58**	39	**F**	D	119	31	1.7%	1.9%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	1	**77**	49	**F**	E	3	1	6900	1650	YES	NO	**79**	49	**F**	E	123	14	1.8%	0.8%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	1	50	41	E	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	148	36	2.1%	2.2%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	1.85	PM	3	1	**71**	**61**	**F**	**F**	3	1	6900	1650	YES	YES	**73**	**61**	**F**	**F**	149	17	2.2%	1.0%	**YES**	**YES**
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	46	43	D	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	148	36	2.1%	2.2%	**YES**	**YES**
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	**84**	47	**F**	E	3	1	6900	1650	YES	NO	**87**	47	**F**	E	149	17	2.2%	1.0%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	1	50	40	E	D	3	1	6900	1650	YES	YES	**>58**	**>58**	**F**	**F**	171	36	2.5%	2.2%	**YES**	**YES**
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	1	54	35	E	D	3	1	6900	1650	NO	NO	56	35	E	D	170	17	2.5%	1.0%	NO	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	1	33	38	D	D	3	1	6900	1650	NO	YES	34	**>58**	D	**F**	179	36	2.6%	2.2%	NO	**YES**
Shoreline Boulevard to 85 Ramps	0.38	PM	3	1	29	22	D	C	3	1	6900	1650	NO	NO	30	22	D	C	184	17	2.7%	1.0%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	35	25	D	C	3	1	6900	1650	YES	NO	**>58**	25	**F**	C	227	5	3.3%	0.3%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	29	25	D	C	3	1	6900	1650	NO	NO	30	25	D	C	223	1	3.2%	0.1%	NO	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	**64**	41	**F**	D	3	1	6900	1650	YES	NO	**67**	41	**F**	D	239	5	3.5%	0.3%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	53	24	E	C	3	1	6900	1650	NO	NO	55	24	E	C	233	1	3.4%	0.1%	NO	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	25	34	C	D	3	1	6900	1650	NO	NO	25	34	C	D	12	5	0.2%	0.3%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	28	28	D	D	3	1	6900	1650	NO	NO	28	28	D	D	2	1	0.0%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	33	20	D	C	3	1	6900	1650	YES	NO	**>58**	20	**F**	C	12	5	0.2%	0.3%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	42	21	D	C	3	1	6900	1650	NO	NO	42	21	D	C	2	0	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	29	25	D	C	3	1	6900	1650	YES	NO	**>58**	25	**F**	C	18	0	0.3%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	**78**	35	**F**	D	3	1	6900	1650	YES	NO	**78**	35	**F**	D	2	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	33	19	D	C	3	1	6900	1650	YES	NO	**>58**	19	**F**	C	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	**117**	**78**	**F**	**F**	3	1	6900	1650	YES	YES	**117**	**78**	**F**	**F**	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	21	20	C	C	3	1	6900	1650	YES	NO	**>58**	20	**F**	C	260	0	3.8%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	**111**	**74**	**F**	**F**	3	1	6900	1650	YES	YES	**114**	**74**	**F**	**F**	85	0	1.2%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	24	9	C	A	3	1	6900	1650	NO	NO	25	9	C	A	200	20	2.9%	1.2%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	**114**	50	**F**	E	3	1	6900	1650	YES	NO	**115**	51	**F**	E	21	62	0.3%	3.8%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	25	9	C	A	3	1	6900	1650	YES	NO	**>58**	9	**F**	A	195	20	2.8%	1.2%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	**86**	33	**F**	D	3	1	6900	1650	YES	NO	**89**	34	**F**	D	190	62	2.8%	3.8%	**YES**	NO
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	20	6	C	A	3	1	6900	1650	NO	NO	21	6	C	A	108	19	1.6%	1.2%	NO	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	**106**	39	**F**	D	3	1	6900	1650	YES	NO	**109**	40	**F**	D	100	60	1.4%	3.6%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	19	8	C	A	3	1	6900	1650	NO	NO	20	8	C	A	102	19	1.5%	1.2%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	**129**	42	**F**	D	3	1	6900	1650	YES	NO	**134**	43	**F**	D	98	60	1.4%	3.6%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	16	10	B	A	3	1	6900	1650	NO	NO	16	10	B	A	105	16	1.5%	1.0%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	**118**	**60**	**F**	**F**	3	1	6900	1650	YES	YES	**123**	**61**	**F**	**F**	142	55	2.1%	3.3%	**YES**	**YES**
I-880 to Oakland Road	0.57	AM	3	1	19	5	C	A	3	1	6900	1650	NO	NO	19	5	C	A	83	16	1.2%	1.0%	NO	NO
I-880 to Oakland Road	0.57	PM	3	1	**106**	**75**	**F**	**F**	3	1	6900	1650	YES	YES	**110**	**77**	**F**	**F**	150	55	2.2%	3.3%	**YES**	**YES**
Oakland Road to McKee Road	1.58	AM	3	1	21	8	C	A	3	1	6900	1650	NO	NO	21	8	C	A	87	1	1.3%	0.1%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	**60**	31	**F**	D	3	1	6900	1650	YES	NO	**61**	32	**F**	D	146	48	2.1%	2.9%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	18	7	B	A	3	1	6900	1650	NO	NO	18	7	B	A	70	1	1.0%	0.1%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	46	25	D	C	3	1	6900	1650	NO	NO	47	26	E	C	127	48	1.8%	2.9%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	26	4	C	A	3	1	6900	1650	NO	NO	26	4	C	A	61	10	0.9%	0.6%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	45	21	D	C	3	1	6900	1650	YES	NO	**>58**	22	**F**	C	136	39	2.0%	2.4%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	14	7	B	A	3	1	6900	1650	NO	NO	14	7	B	A	40	8	0.6%	0.5%	NO	NO
I-280 to Story Road	0.38	PM	3	1	46	18	D	B	3	1	6900	1650	NO	NO	47	18	E	B	116	29	1.7%	1.8%	NO	NO
Story Road to Tully Road	1.46	AM	3	1	21	6	C	A	4	1	9200	1650	NO	NO	16	6	B	A	40	8	0.4%	0.5%	NO	NO
Story Road to Tully Road	1.46	PM	3	1	**71**	27	**F**	D	4	1	9200	1650	YES	NO	54	27	E	D	122	29	1.3%	1.8%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	3	1	21	8	C	A	4	1	9200	1650	NO	NO	16	8	B	A	44	0	0.5%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	3	1	**79**	29	**F**	D	4	1	9200	1650	YES	NO	**60**	29	**F**	D	103	26	1.1%	1.6%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	3	1	19	7	C	A	4	1	9200	1650	NO	NO	14	7	B	A	41	0	0.4%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	3	1	23	16	C	B	4	1	9200	1650	NO	NO	18	16	B	B	104	26	1.1%	1.6%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	31	12	D	B	3	1	6900	1650	NO	NO	31	12	D	B	23	3	0.3%	0.2%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	32	21	D	C	3	1	6900	1650	NO	NO	32	21	D	C	81	15	1.2%	0.9%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	23	9	C	A	3	1	6900	1650	NO	NO	23	9	C	A	21	3	0.3%	0.2%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	30	15	D	B	3	1	6900	1650	NO	NO	30	15	D	B	78	15	1.1%	0.9%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	16	16	B	B	3	1	6900	1650	NO	NO	16	16	B	B	18	2	0.3%	0.1%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	21	35	C	D	3	1	6900	1650	NO	NO	21	35	C	D	69	10	1.0%	0.6%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	16	10	B	A	3	1	6900	1650	NO	NO	16	10	B	A	15	2	0.2%	0.1%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	25	25	C	C	3	1	6900	1650	NO	NO	25	25	C	C	59	10	0.9%	0.6%	NO	NO

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																								
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	31	-	D	-	3	-	6900	-	NO	-	31	-	D	-	0	-	0.0%	-	NO	-
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	25	-	C	-	3	-	6900	-	YES	-	**>58**	-	**F**	-	21	-	0.3%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	AM	3	-	30	-	D	-	3	-	6900	-	NO	-	31	-	D	-	0	-	0.0%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	PM	3	-	28	-	D	-	3	-	6900	-	NO	-	28	-	D	-	20	-	0.3%	-	NO	-
Interstate 680 - Northbound (Alameda County)																								
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	0	-	0.0%	-	NO	-
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	43	-	0.7%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	58	-	1.0%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	91	-	1.5%	-	NO	-
Durham Road to Washington Boulevard**	1.30	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	57	-	1.0%	-	NO	-
Durham Road to Washington Boulevard**	1.30	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	121	-	2.0%	-	NO	-
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	53	-	0.9%	-	NO	-
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	N/A	-	**F**	-	3	-	6000	-	YES	-	N/A	-	N/A	-	120	-	2.0%	-	NO	-
SR 238/Mission to Vargas Road**	1.10	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	50	-	0.6%	-	NO	-
SR 238/Mission to Vargas Road**	1.10	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	136	-	1.7%	-	NO	-
Vargas Road to Sheridan Road**	0.59	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	50	-	0.6%	-	NO	-
Vargas Road to Sheridan Road**	0.59	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	136	-	1.7%	-	NO	-
Sheridan Road to Andrade Road**	1.16	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	50	-	0.6%	-	NO	-
Sheridan Road to Andrade Road**	1.16	PM	4	-	N/A	-	**F**	-	4	-	8000	-	YES	-	N/A	-	N/A	-	136	-	1.7%	-	NO	-
Andrade Road to Calaveras**	1.15	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	50	-	0.8%	-	NO	-
Andrade Road to Calaveras**	1.15	PM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	136	-	2.3%	-	NO	-
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	50	-	0.8%	-	NO	-
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	N/A	-	C	-	3	-	6000	-	YES	-	N/A	-	N/A	-	136	-	2.3%	-	NO	-
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	46	-	0.8%	-	NO	-
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	112	-	1.9%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	46	-	0.8%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	112	-	1.9%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	44	-	0.7%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	N/A	-	A	-	3	-	6000	-	YES	-	N/A	-	N/A	-	94	-	1.6%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	40	-	0.7%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	84	-	1.4%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	38	-	0.5%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	N/A	-	A	-	4	-	8000	-	NO	-	N/A	-	N/A	-	77	-	1.0%	-	NO	-

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																								
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	N/A	-	E	-	4	-	8000	-	YES	-	N/A	-	N/A	-	111	-	1.4%	-	NO	-
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	N/A	-	B	-	4	-	8000	-	NO	-	N/A	-	N/A	-	67	-	0.8%	-	NO	-
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	116	-	1.9%	-	NO	-
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	69	-	1.2%	-	NO	-
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	N/A	-	E	-	3	-	6000	-	YES	-	N/A	-	N/A	-	127	-	2.1%	-	NO	-
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	72	-	1.2%	-	NO	-
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	N/A	-	D	-	3	-	6000	-	YES	-	N/A	-	N/A	-	142	-	2.4%	-	NO	-
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	78	-	1.3%	-	NO	-
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	N/A	-	D	-	3	-	6000	-	YES	-	N/A	-	N/A	-	142	-	2.4%	-	NO	-
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	N/A	-	A	-	3	-	6000	-	NO	-	N/A	-	N/A	-	78	-	1.3%	-	NO	-
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	2.3%	1.8%	NO	NO
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.4%	0.0%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	2.3%	1.8%	NO	NO
Calaveras to Andrade Road**	1.15	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.4%	0.0%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	N/A	N/A	C	A	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	1.7%	1.8%	NO	NO
Andrade Road to Sheridan Road**	1.16	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.1%	0.0%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	2.3%	1.8%	NO	NO
Sheridan Road to Vargas Road**	0.59	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.4%	0.0%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	2.3%	1.8%	NO	NO
Vargas Road to SR 238/Mission**	1.10	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.4%	0.0%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	136	35	2.3%	1.8%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	84	0	1.4%	0.0%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	160	35	2.7%	1.8%	NO	NO
Washington Boulevard to Durham Road**	1.30	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	93	0	1.6%	0.0%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	YES	N/A	N/A	N/A	N/A	139	35	2.3%	1.8%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	94	0	1.6%	0.0%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	99	1	1.7%	0.1%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	6	0	0.1%	0.0%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																								
Scott Creek Road to Jacklin Road	1.57	AM	3	1	24	15	C	B	3	1	6900	1650	YES	NO	**>58**	15	**F**	B	58	1	0.8%	0.1%	NO	NO
Scott Creek Road to Jacklin Road	1.57	PM	3	1	30	4	D	A	3	1	6900	1650	NO	NO	30	4	D	A	7	0	0.1%	0.0%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	45	11	D	A	3	1	6900	1650	YES	NO	**>58**	11	**F**	A	60	1	0.9%	0.1%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	32	5	D	A	3	1	6900	1650	NO	NO	32	5	D	A	12	0	0.2%	0.0%	NO	NO

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																								
I-280 to Stevens Creek	0.41	AM	3	-	**93**	-	**F**	-	3	-	6900	-	YES	-	**95**	**-**	**F**	-	92	-	1.3%	-	**YES**	-
I-280 to Stevens Creek	0.41	PM	3	-	17	-	B	-	3	-	6900	-	NO	-	17	**-**	B	-	37	-	0.5%	-	NO	-
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	**70**	-	**F**	-	3	-	6900	-	YES	-	**71**	**-**	**F**	-	94	-	1.4%	-	**YES**	-
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	30	-	D	-	3	-	6900	-	NO	-	30	**-**	D	-	39	-	0.6%	-	NO	-
N Bascom Avenue to The Alameda	0.82	AM	3	-	56	-	E	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	10	-	0.1%	-	NO	-
N Bascom Avenue to The Alameda	0.82	PM	3	-	27	-	D	-	3	-	6900	-	NO	-	27	**-**	D	-	1	-	0.0%	-	NO	-
The Alameda to Coleman Avenue	0.59	AM	3	-	**104**	-	**F**	-	3	-	6900	-	YES	-	**104**	**-**	**F**	-	10	-	0.1%	-	NO	-
The Alameda to Coleman Avenue	0.59	PM	3	-	32	-	D	-	3	-	6900	-	NO	-	32	**-**	D	-	1	-	0.0%	-	NO	-
Coleman Avenue to SR 87	0.51	AM	3	-	**96**	-	**F**	-	3	-	6900	-	YES	-	**96**	**-**	**F**	-	11	-	0.2%	-	NO	-
Coleman Avenue to SR 87	0.51	PM	3	-	41	-	D	-	3	-	6900	-	NO	-	41	**-**	D	-	1	-	0.0%	-	NO	-
SR 87 to N 1st Street	0.40	AM	3	-	35	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	11	-	0.2%	-	NO	-
SR 87 to N 1st Street	0.40	PM	3	-	36	-	D	-	3	-	6900	-	NO	-	36	**-**	D	-	1	-	0.0%	-	NO	-
N 1st Street to US 101	0.49	AM	3	-	**65**	-	**F**	-	3	-	6900	-	YES	-	**65**	**-**	**F**	-	12	-	0.2%	-	NO	-
N 1st Street to US 101	0.49	PM	3	-	32	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	7	-	0.1%	-	NO	-
US 101 to E Brokaw Road	1.29	AM	3	-	**60**	-	**F**	-	3	1	6900	1650	YES	NO	**60**	**-**	**F**	-	0	0	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	**-**	E	-	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	30	**-**	D	-	5	0	0.1%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	-	31	-	D	-	3	1	6900	1650	NO	NO	31	**-**	D	-	1	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	-	23	-	C	-	3	1	6900	1650	NO	NO	23	**-**	C	-	0	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	-	50	-	E	-	3	1	6900	1650	NO	NO	50	**-**	E	-	8	0	0.1%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	**-**	C	-	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	-	**71**	-	**F**	-	3	1	6900	1650	YES	NO	**72**	**-**	**F**	-	63	0	0.9%	0.0%	NO	NO
SR 237 to Dixon Landing	1.99	AM	3	1	20	7	C	A	4	1	9200	1650	NO	NO	18	8	B	A	153	39	1.7%	2.4%	NO	NO
SR 237 to Dixon Landing	1.99	PM	3	1	**83**	45	**F**	D	4	1	9200	1650	YES	YES	**74**	**>58**	**F**	**F**	288	88	3.1%	5.3%	**YES**	**YES**
Interstate 880 - Northbound (Alameda County)																								
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	N/A	N/A	A	A	5	1	10000	2000	NO	NO	N/A	N/A	N/A	N/A	155	0	1.6%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	N/A	N/A	**F**	**F**	5	1	10000	2000	YES	YES	N/A	N/A	N/A	N/A	217	0	2.2%	0.0%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	87	10	1.5%	0.5%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	192	43	3.2%	2.2%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	72	10	1.2%	0.5%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	155	42	2.6%	2.1%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	67	10	1.1%	0.5%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	N/A	N/A	D	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	138	39	2.3%	2.0%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	65	10	1.1%	0.5%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	126	37	2.1%	1.9%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	54	10	0.9%	0.5%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	118	33	2.0%	1.7%	NO	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	46	10	0.8%	0.5%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	97	30	1.6%	1.5%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	41	8	0.7%	0.4%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	N/A	N/A	**F**	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	81	26	1.4%	1.3%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	36	6	0.6%	0.3%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	64	22	1.1%	1.1%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	33	6	0.4%	0.3%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	60	20	0.8%	1.0%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	30	5	0.4%	0.3%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	52	19	0.7%	1.0%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	30	5	0.4%	0.3%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	52	19	0.7%	1.0%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	N/A	N/A	C	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	27	4	0.5%	0.2%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	45	17	0.8%	0.9%	NO	NO

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																								
92 Ramps to Tennyson Road**	1.01	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	56	16	0.9%	0.8%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	41	5	0.7%	0.3%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	62	17	0.8%	0.9%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	44	6	0.6%	0.3%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	60	19	1.0%	1.0%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	43	7	0.7%	0.4%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	76	19	1.0%	1.0%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	51	7	0.6%	0.4%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	YES	N/A	N/A	N/A	N/A	77	24	1.3%	1.2%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	53	9	0.9%	0.5%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	90	28	1.5%	1.4%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	58	10	1.0%	0.5%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	121	28	2.0%	1.4%	NO	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	70	10	1.2%	0.5%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	135	39	2.3%	2.0%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	76	15	1.3%	0.8%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	155	39	2.6%	2.0%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	92	15	1.5%	0.8%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	N/A	N/A	E	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	158	43	2.6%	2.2%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	92	15	1.5%	0.8%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	181	44	3.0%	2.2%	**YES**	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	100	15	1.7%	0.8%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	221	44	3.7%	2.2%	**YES**	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	119	15	2.0%	0.8%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	N/A	N/A	C	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	310	0	3.9%	0.0%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	231	0	2.9%	0.0%	NO	NO
Interstate 880 - Southbound (Santa Clara County)																								
Dixon Landing to SR 237	1.99	AM	3	1	**61**	49	**F**	E	3	1	6900	1650	YES	YES	**72**	**>58**	**F**	**F**	311	116	4.5%	7.0%	**YES**	**YES**
Dixon Landing to SR 237	1.99	PM	3	1	26	15	C	B	3	1	6900	1650	NO	NO	31	16	D	B	224	55	3.2%	3.3%	NO	NO
SR 237 to Great Mall Parkway	0.72	AM	3	-	**79**	-	**F**	-	3	1	6900	1650	YES	NO	**79**	**-**	**F**	-	8	0	0.1%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	**-**	C	-	4	0	0.1%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	-	42	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	8	0	0.1%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	**-**	E	-	2	0	0.0%	0.0%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	-	27	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	10	0	0.1%	0.0%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	YES	NO	**76**	**-**	**F**	-	7	0	0.1%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	AM	3	-	32	-	D	-	3	1	6900	1650	YES	NO	**>58**	**-**	**F**	-	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	-	**63**	-	**F**	-	3	1	6900	1650	YES	NO	**63**	**-**	**F**	-	3	0	0.0%	0.0%	NO	NO
US 101 to N 1st Street	0.49	AM	3	-	27	-	D	-	4	-	9200	-	NO	-	20	**-**	C	-	19	-	0.2%	-	NO	-
US 101 to N 1st Street	0.49	PM	3	-	57	-	E	-	4	-	9200	-	NO	-	43	**-**	D	-	3	-	0.0%	-	NO	-
N 1st Street to SR 87	0.40	AM	3	-	37	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	19	-	0.3%	-	NO	-
N 1st Street to SR 87	0.40	PM	3	-	**81**	-	**F**	-	3	-	6900	-	YES	-	**81**	**-**	**F**	-	2	-	0.0%	-	NO	-
SR 87 to Coleman Avenue	0.51	AM	3	-	31	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	19	-	0.3%	-	NO	-
SR 87 to Coleman Avenue	0.51	PM	3	-	**90**	-	**F**	-	3	-	6900	-	YES	-	**90**	**-**	**F**	-	2	-	0.0%	-	NO	-
Coleman Avenue to The Alameda	0.59	AM	3	-	35	-	D	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	19	-	0.3%	-	NO	-
Coleman Avenue to The Alameda	0.59	PM	3	-	**76**	-	**F**	-	3	-	6900	-	YES	-	**76**	**-**	**F**	-	2	-	0.0%	-	NO	-
The Alameda to N Bascom Avenue	0.82	AM	3	-	26	-	C	-	3	-	6900	-	YES	-	**>58**	**-**	**F**	-	19	-	0.3%	-	NO	-
The Alameda to N Bascom Avenue	0.82	PM	3	-	**73**	-	**F**	-	3	-	6900	-	YES	-	**73**	**-**	**F**	-	5	-	0.1%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	**74**	-	**F**	-	3	-	6900	-	YES	-	**74**	**-**	**F**	-	20	-	0.3%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	**64**	-	**F**	-	3	-	6900	-	YES	-	**65**	**-**	**F**	-	70	-	1.0%	-	NO	-
Stevens Creek to I-280	0.41	AM	3	-	26	-	C	-	3	-	6900	-	NO	-	26	**-**	C	-	19	-	0.3%	-	NO	-
Stevens Creek to I-280	0.41	PM	3	-	30	-	D	-	3	-	6900	-	NO	-	30	**-**	D	-	67	-	1.0%	-	NO	-

Table H-3: Existing with Project Phases 1, 2 and 3 Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Phases 1, 2 and 3 Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																								
85 Ramps to Capitol Expressway	1.09	AM	2	1	**93**	**79**	**F**	**F**	2	1	4600	1650	YES	YES	**95**	**80**	**F**	**F**	62	15	1.3%	0.9%	**YES**	NO
85 Ramps to Capitol Expressway	1.09	PM	2	1	31	8	D	A	2	1	4600	1650	NO	NO	31	8	D	A	36	6	0.8%	0.4%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	**103**	**68**	**F**	**F**	2	1	4600	1650	YES	YES	**106**	**69**	**F**	**F**	74	18	1.6%	1.1%	**YES**	**YES**
Capitol Expressway to Curtner Road	1.49	PM	2	1	30	10	D	A	2	1	4600	1650	NO	NO	30	10	D	A	43	8	0.9%	0.5%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	**99**	**82**	**F**	**F**	2	1	4600	1650	YES	YES	**103**	**83**	**F**	**F**	90	22	2.0%	1.3%	**YES**	**YES**
Curtner Road to Almaden Road	0.73	PM	2	1	43	13	D	B	2	1	4600	1650	NO	NO	44	13	D	B	50	10	1.1%	0.6%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	**76**	44	**F**	D	2	1	4600	1650	YES	YES	**78**	**>58**	**F**	**F**	108	26	2.3%	1.6%	**YES**	**YES**
Almaden Road to Alma Avenue	0.69	PM	2	1	**76**	23	**F**	C	2	1	4600	1650	YES	NO	**77**	23	**F**	C	63	11	1.4%	0.7%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	**81**	31	**F**	D	2	1	4600	1650	YES	YES	**84**	**>58**	**F**	**F**	119	28	2.6%	1.7%	**YES**	**YES**
Alma Avenue to 280 Ramps	0.90	PM	2	1	25	17	C	B	2	1	4600	1650	NO	NO	26	17	C	B	70	12	1.5%	0.7%	NO	NO
280 Ramps to Julian Street	0.96	AM	2	1	51	22	E	C	2	1	4600	1650	YES	NO	**>58**	23	**F**	C	142	28	3.1%	1.7%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	15	8	B	A	2	1	4600	1650	NO	NO	16	8	B	A	92	12	2.0%	0.7%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	**104**	28	**F**	D	2	1	4600	1650	YES	NO	**110**	29	**F**	D	152	36	3.3%	2.2%	**YES**	NO
Julian Street to Coleman Avenue	0.38	PM	2	1	21	5	C	A	2	1	4600	1650	NO	NO	22	5	C	A	126	15	2.7%	0.9%	NO	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	**62**	24	**F**	C	2	1	4600	1650	YES	NO	**66**	25	**F**	C	248	58	5.4%	3.5%	**YES**	NO
Coleman Avenue to Taylor Street	0.41	PM	2	1	19	7	C	A	2	1	4600	1650	NO	NO	20	7	C	A	84	10	1.8%	0.6%	NO	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	41	23	D	C	2	1	4600	1650	YES	NO	**>58**	24	**F**	C	160	36	3.5%	2.2%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	14	3	B	A	2	1	4600	1650	NO	NO	15	3	B	A	147	16	3.2%	1.0%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	**134**	**61**	**F**	**F**	2	1	4600	1650	YES	YES	**146**	**62**	**F**	**F**	163	37	3.5%	2.2%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	24	5	C	A	2	1	4600	1650	NO	NO	25	5	C	A	165	16	3.6%	1.0%	NO	NO
State Route 87 - Southbound (Santa Clara County)																								
US 101 to Skyport Drive	0.67	AM	2	1	20	6	C	A	2	1	4600	1650	NO	NO	21	6	C	A	77	11	1.7%	0.7%	NO	NO
US 101 to Skyport Drive	0.67	PM	2	1	**136**	18	**F**	B	2	1	4600	1650	YES	NO	**146**	18	**F**	B	116	20	2.5%	1.2%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	17	2	B	A	2	1	4600	1650	NO	NO	17	2	B	A	70	8	1.5%	0.5%	NO	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	**108**	19	**F**	C	2	1	4600	1650	YES	NO	**113**	19	**F**	C	115	20	2.5%	1.2%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	23	9	C	A	2	1	4600	1650	NO	NO	24	9	C	A	62	8	1.3%	0.5%	NO	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	**90**	24	**F**	C	2	1	4600	1650	YES	NO	**93**	24	**F**	C	114	20	2.5%	1.2%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	25	5	C	A	2	1	4600	1650	NO	NO	25	5	C	A	62	8	1.3%	0.5%	NO	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	**93**	23	**F**	C	2	1	4600	1650	YES	NO	**97**	23	**F**	C	114	20	2.5%	1.2%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	47	7	1.0%	0.4%	NO	NO
Julian Street to 280 Ramps	0.96	PM	2	1	**83**	23	**F**	C	2	1	4600	1650	YES	NO	**85**	23	**F**	C	97	19	2.1%	1.2%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	32	6	0.7%	0.4%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	**87**	24	**F**	C	2	1	4600	1650	YES	NO	**90**	24	**F**	C	86	16	1.9%	1.0%	**YES**	NO
Alma Avenue to Almaden Road	0.69	AM	2	1	21	3	C	A	2	1	4600	1650	YES	NO	**>58**	3	**F**	A	33	1	0.7%	0.1%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	**85**	38	**F**	D	2	1	4600	1650	YES	NO	**87**	38	**F**	D	82	15	1.8%	0.9%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	17	8	B	A	2	1	4600	1650	NO	NO	17	8	B	A	28	0	0.6%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	56	27	E	D	2	1	4600	1650	NO	NO	57	27	E	D	59	12	1.3%	0.7%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	21	3	C	A	2	1	4600	1650	NO	NO	21	3	C	A	25	0	0.5%	0.0%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	44	21	D	C	2	1	4600	1650	NO	NO	45	21	D	C	55	12	1.2%	0.7%	NO	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	20	5	C	A	2	1	4600	1650	NO	NO	20	5	C	A	18	1	0.4%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	32	13	D	B	2	1	4600	1650	NO	NO	32	13	D	B	35	8	0.8%	0.5%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Unless noted level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2,300 vehicles per lane per hour for mixed-flow lanes and 1,650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2,200 vehicles per hour per lane for mixed-flow lanes and 1,650 vehicles per hour per lane for HOV lanes. In Alameda County, the capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane.
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documed in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																				
El Camino Real to 85 Ramps	0.40	AM	2	-	4400	-	0.9	-	2	-	4400	-	NO	-	347	-	7.9%	-	NO	-
El Camino Real to 85 Ramps	0.40	PM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	204	-	4.6%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	4400	-	1.2	-	2	-	4400	-	YES	-	584	-	13.3%	-	**YES**	-
85 Ramps to Central Expressway	0.63	PM	2	-	4400	-	0.8	-	2	-	4400	-	NO	-	279	-	6.3%	-	NO	-
Central Expressway to Maude Avenue	0.80	AM	2	-	4400	-	1.3	-	2	-	4400	-	YES	-	625	-	14.2%	-	**YES**	-
Central Expressway to Maude Avenue	0.80	PM	2	-	4400	-	0.9	-	2	-	4400	-	NO	-	303	-	6.9%	-	NO	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	551	-	12.5%	-	**YES**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	269	-	6.1%	-	NO	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	4400	-	1.6	-	2	-	4400	-	YES	-	1493	-	33.9%	-	**YES**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	4400	-	1.2	-	2	-	4400	-	YES	-	782	-	17.8%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	4600	1650	1.3	0.5	2	1	4600	1650	YES	NO	1536	272	33.4%	16.5%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	886	65	19.3%	3.9%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	4600	1650	1.1	0.5	2	1	4600	1650	YES	NO	1529	278	33.2%	16.8%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	4600	1650	>1.0	0.6	2	1	4600	1650	YES	NO	886	66	19.3%	4.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	4600	1650	1.2	0.6	2	1	4600	1650	YES	YES	2490	0	54.1%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	4600	1650	1.1	0.8	2	1	4600	1650	YES	NO	1098	0	23.9%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	4600	1650	1.2	0.4	2	1	4600	1650	YES	NO	449	0	9.8%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	4600	1650	1.2	0.8	2	1	4600	1650	YES	NO	668	0	14.5%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	YES	NO	382	67	8.3%	4.1%	**YES**	NO
North First Street to Zanker Road	1.61	PM	2	1	4600	1650	1.1	1	2	1	4600	1650	YES	YES	895	227	19.5%	13.8%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	4600	1650	1.1	0.2	2	1	4600	1650	YES	NO	368	47	8.0%	2.8%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	4600	1650	1.3	0.8	2	1	4600	1650	YES	NO	970	180	21.1%	10.9%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	4600	1650	0.6	0.2	2	1	4600	1650	NO	NO	236	47	5.1%	2.8%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	4600	1650	>1.0	0.8	2	1	4600	1650	YES	NO	364	180	7.9%	10.9%	**YES**	NO
State Route 237 - Westbound																				
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	800	142	17.4%	8.6%	**YES**	NO
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	4600	1650	0.5	0.3	2	1	4600	1650	NO	NO	350	0	7.6%	0.0%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	4600	1650	1.7	0.7	2	1	4600	1650	YES	NO	1104	142	24.0%	8.6%	**YES**	NO
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	4600	1650	1	0.3	2	1	4600	1650	YES	NO	527	0	11.5%	0.0%	**YES**	NO
Zanker Road to North First Street	1.61	AM	2	1	4600	1650	1.4	0.7	2	1	4600	1650	YES	NO	1047	142	22.8%	8.6%	**YES**	NO
Zanker Road to North First Street	1.61	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	525	0	11.4%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	4600	1650	1.6	0.7	2	1	4600	1650	YES	NO	1195	0	26.0%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	554	0	12.0%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	4600	1650	1.3	1	2	1	4600	1650	YES	YES	611	0	13.3%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	YES	NO	742	0	16.1%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	3	1	6900	1650	>1.0	0.7	3	1	6900	1650	YES	NO	421	48	6.1%	2.9%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	3	1	6900	1650	>1.0	0.4	3	1	6900	1650	YES	NO	964	79	14.0%	4.8%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	421	-	6.1%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	964	-	14.0%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	334	-	7.6%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	715	-	16.3%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	180	-	4.1%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	584	-	13.3%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	163	-	3.7%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	PM	2	-	4400	-	1	-	2	-	4400	-	YES	-	517	-	11.8%	-	**YES**	-
Central Expressway to 85 Ramps	0.63	AM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	102	-	2.3%	-	NO	-
Central Expressway to 85 Ramps	0.63	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	328	-	7.5%	-	**YES**	-
85 Ramps to El Camino Real	0.40	AM	2	-	4400	-	0.6	-	2	-	4400	-	NO	-	88	-	2.0%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	347	-	7.9%	-	**YES**	-

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																				
SR 85 to Bernal Road	0.20	AM	3	1	6900	1650	1	0.4	3	1	6900	1650	NO	NO	154	30	2.2%	1.8%	NO	NO
SR 85 to Bernal Road	0.20	PM	3	1	6900	1650	0.5	0.2	3	1	6900	1650	NO	NO	44	4	0.6%	0.2%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	NO	NO	171	30	2.5%	1.8%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	6900	1650	0.6	0.2	3	1	6900	1650	NO	NO	52	4	0.8%	0.2%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	6900	1650	1	0.6	3	1	6900	1650	YES	NO	183	38	2.7%	2.3%	**YES**	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	6900	1650	0.7	0.4	3	1	6900	1650	NO	NO	57	6	0.8%	0.4%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	6900	1650	1.1	0.6	3	1	6900	1650	YES	NO	190	38	2.8%	2.3%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	6900	1650	0.7	0.4	3	1	6900	1650	NO	NO	59	6	0.9%	0.4%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	YES	NO	162	38	2.3%	2.3%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	53	6	0.8%	0.4%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	6900	1650	1.5	0.7	3	1	6900	1650	YES	NO	295	54	4.3%	3.3%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	NO	NO	101	10	1.5%	0.6%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	6900	1650	1.8	>1.0	3	1	6900	1650	YES	YES	343	71	5.0%	4.3%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	6900	1650	1.1	0.4	3	1	6900	1650	YES	NO	125	15	1.8%	0.9%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	339	71	4.9%	4.3%	**YES**	**YES**
Story Road to I-280	0.38	PM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	125	15	1.8%	0.9%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	6900	1650	1.4	1.1	3	1	6900	1650	YES	YES	370	102	5.4%	6.2%	**YES**	**YES**
I-280 to Santa Clara Street	0.88	PM	3	1	6900	1650	0.7	0.5	3	1	6900	1650	NO	NO	144	23	2.1%	1.4%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	6900	1650	1.1	1.1	3	1	6900	1650	YES	YES	357	115	5.2%	7.0%	**YES**	**YES**
Santa Clara Street to McKee Road	0.39	PM	3	1	6900	1650	0.5	0.4	3	1	6900	1650	NO	NO	144	24	2.1%	1.5%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	6900	1650	1.5	1.1	3	1	6900	1650	YES	YES	437	115	6.3%	7.0%	**YES**	**YES**
McKee Road to Oakland Road	1.58	PM	3	1	6900	1650	0.7	0.4	3	1	6900	1650	NO	NO	189	24	2.7%	1.5%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	6900	1650	1.6	1.1	3	1	6900	1650	YES	YES	456	132	6.6%	8.0%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	NO	NO	212	29	3.1%	1.8%	NO	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	6900	1650	1.4	1.1	3	1	6900	1650	YES	YES	476	132	6.9%	8.0%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	221	29	3.2%	1.8%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	6900	1650	1.4	>1.0	3	1	6900	1650	YES	YES	503	143	7.3%	8.7%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	6900	1650	0.6	0.3	3	1	6900	1650	NO	NO	233	33	3.4%	2.0%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	6900	1650	1.5	>1.0	3	1	6900	1650	YES	YES	551	143	8.0%	8.7%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	6900	1650	0.7	0.3	3	1	6900	1650	NO	NO	273	33	4.0%	2.0%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	6900	1650	1.3	>1.0	3	1	6900	1650	YES	YES	139	152	2.0%	9.2%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	6900	1650	0.8	0.4	3	1	6900	1650	NO	NO	367	40	5.3%	2.4%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	6900	1650	1.4	0.7	3	1	6900	1650	YES	NO	292	0	4.2%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	YES	NO	409	0	5.9%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	6900	1650	1.5	0.7	3	1	6900	1650	YES	NO	256	0	3.7%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	6900	1650	1	0.4	3	1	6900	1650	YES	NO	475	0	6.9%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	6900	1650	1.2	0.7	3	1	6900	1650	YES	NO	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	YES	NO	477	0	6.9%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	6900	1650	1.3	0.7	3	1	6900	1650	YES	NO	9	1	0.1%	0.1%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	375	81	5.4%	4.9%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	6900	1650	1.2	0.7	3	1	6900	1650	YES	NO	9	1	0.1%	0.1%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	451	81	6.5%	4.9%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	6900	1650	1	0.7	3	1	6900	1650	YES	NO	7	1	0.1%	0.1%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	6900	1650	0.8	0.5	3	1	6900	1650	NO	NO	427	81	6.2%	4.9%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	205	1	3.0%	0.1%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	6900	1650	>1.0	0.5	3	1	6900	1650	YES	NO	615	80	8.9%	4.8%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	193	1	2.8%	0.1%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	6900	1650	>1.0	0.5	3	1	6900	1650	YES	NO	572	80	8.3%	4.8%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	2	9200	3300	1.1	>1.0	4	2	9200	3300	YES	YES	164	15	1.8%	0.5%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	PM	4	2	9200	3300	>1.0	0.5	4	2	9200	3300	YES	NO	511	70	5.6%	2.1%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	109	15	1.6%	0.5%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	2	6900	3300	>1.0	0.5	3	2	6900	3300	YES	NO	319	70	4.6%	2.1%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	2	6900	3300	1.2	0.5	3	2	6900	3300	YES	NO	131	15	1.9%	0.5%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	2	6900	3300	>1.0	0.5	3	2	6900	3300	YES	NO	324	70	4.7%	2.1%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	111	13	1.6%	0.4%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	2	6900	3300	1	0.4	3	2	6900	3300	YES	NO	311	60	4.5%	1.8%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	2	6900	3300	1	0.4	3	2	6900	3300	YES	NO	111	13	1.6%	0.4%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	357	60	5.2%	1.8%	**YES**	NO

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																				
Embarcadero Road to University Ave*	0.89	AM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	77	13	1.1%	0.4%	**YES**	NO
Embarcadero Road to University Ave*	0.89	PM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	274	60	4.0%	1.8%	**YES**	**YES**
University Avenue to Willow Road*	0.98	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	78	11	1.1%	0.7%	**YES**	NO
University Avenue to Willow Road*	0.98	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	249	51	3.6%	3.1%	**YES**	**YES**
Willow Road to Marsh Road*	1.72	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	72	10	1.0%	0.6%	**YES**	NO
Willow Road to Marsh Road*	1.72	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	243	46	3.5%	2.8%	**YES**	**YES**
Marsh Road to Woodside Road*	1.81	AM	3	1	6900	1650	1.3	>1.0	3	1	6900	1650	YES	YES	91	9	1.3%	0.5%	**YES**	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	307	41	4.4%	2.5%	**YES**	**YES**
Woodside Road to Whipple Avenue*	1.23	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	78	9	1.1%	0.5%	**YES**	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	246	41	3.6%	2.5%	**YES**	**YES**
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	71	-	0.8%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	248	-	2.7%	-	**YES**	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	71	-	0.8%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	248	-	2.7%	-	**YES**	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	71	-	0.8%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	248	-	2.7%	-	**YES**	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	71	-	0.8%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	248	-	2.7%	-	**YES**	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	63	-	0.7%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	219	-	2.4%	-	**YES**	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	55	-	0.6%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	187	-	2.0%	-	**YES**	-
US 101 - Southbound (San Mateo County)																				
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	207	-	2.3%	-	**YES**	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	94	-	1.0%	-	**YES**	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	227	-	2.5%	-	**YES**	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	107	-	1.2%	-	**YES**	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	9200	-	1.3	-	4	-	9200	-	YES	-	236	-	2.6%	-	**YES**	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	111	-	1.2%	-	**YES**	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	9200	-	1.3	-	4	-	9200	-	YES	-	245	-	2.7%	-	**YES**	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	117	-	1.3%	-	**YES**	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	270	-	2.9%	-	**YES**	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	126	-	1.4%	-	**YES**	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	281	-	3.1%	-	**YES**	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	135	-	1.5%	-	**YES**	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	6900	1650	1.5	>1.0	3	1	6900	1650	YES	YES	266	52	3.9%	3.2%	**YES**	**YES**
Whipple Avenue to Woodside Road*	1.23	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	145	10	2.1%	0.6%	**YES**	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	6900	1650	1.3	>1.0	3	1	6900	1650	YES	YES	297	65	4.3%	3.9%	**YES**	**YES**
Woodside Road to Marsh Road*	1.81	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	164	13	2.4%	0.8%	**YES**	NO
Marsh Road to Willow Road*	1.72	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	257	65	3.7%	3.9%	**YES**	**YES**
Marsh Road to Willow Road*	1.72	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	144	13	2.1%	0.8%	**YES**	NO
Willow Road to University Avenue*	0.98	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	268	72	3.9%	4.4%	**YES**	**YES**
Willow Road to University Avenue*	0.98	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	153	14	2.2%	0.8%	**YES**	NO
University Ave to Embarcadero Road*	0.89	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	298	72	4.3%	4.4%	**YES**	**YES**
University Ave to Embarcadero Road*	0.89	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	167	14	2.4%	0.8%	**YES**	NO

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																				
Embarcadero Road to Oregon Expressway	0.15	AM	3	2	6900	3300	1.3	0.4	3	2	6900	3300	YES	NO	372	84	5.4%	2.5%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	2	6900	3300	>1.0	0.3	3	2	6900	3300	YES	NO	213	17	3.1%	0.5%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	346	99	5.0%	3.0%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	PM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	198	21	2.9%	0.6%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	358	99	5.2%	3.0%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	2	6900	3300	>1.0	0.4	3	2	6900	3300	YES	NO	207	21	3.0%	0.6%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	390	99	5.7%	3.0%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	2	6900	3300	0.9	0.4	3	2	6900	3300	NO	NO	228	21	3.3%	0.6%	NO	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	541	99	7.8%	3.0%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	PM	3	2	6900	3300	0.7	0.4	3	2	6900	3300	NO	NO	319	21	4.6%	0.6%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	6900	1650	1.2	0.5	3	1	6900	1650	YES	NO	694	3	10.1%	0.2%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	386	0	5.6%	0.0%	NO	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	6900	1650	1.1	0.5	3	1	6900	1650	YES	NO	644	3	9.3%	0.2%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	368	0	5.3%	0.0%	NO	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	6900	1650	1	0.5	3	1	6900	1650	NO	NO	0	3	0.0%	0.2%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	6900	1650	0.8	0.5	3	1	6900	1650	NO	NO	0	0	0.0%	0.0%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	6900	1650	1.1	0.6	3	1	6900	1650	YES	NO	1	3	0.0%	0.2%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	6900	1650	0.9	0.6	3	1	6900	1650	NO	NO	0	0	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	6900	1650	1.2	0.4	3	1	6900	1650	YES	NO	8	0	0.1%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	YES	NO	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	6900	1650	1	0.4	3	1	6900	1650	NO	NO	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	6900	1650	1.1	0.4	3	1	6900	1650	YES	NO	252	0	3.7%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	110	0	1.6%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	6900	1650	1	0.4	3	1	6900	1650	YES	NO	191	27	2.8%	1.6%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	6900	1650	>1.0	1	3	1	6900	1650	YES	YES	48	111	0.7%	6.7%	NO	**YES**
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	6900	1650	1.1	0.4	3	1	6900	1650	YES	NO	243	27	3.5%	1.6%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	6900	1650	1.3	1	3	1	6900	1650	YES	YES	300	111	4.3%	6.7%	**YES**	**YES**
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	127	23	1.8%	1.4%	NO	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	6900	1650	>1.0	0.8	3	1	6900	1650	YES	NO	221	108	3.2%	6.5%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	6900	1650	0.4	0.4	3	1	6900	1650	NO	NO	112	23	1.6%	1.4%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	6900	1650	>1.0	0.8	3	1	6900	1650	YES	NO	213	108	3.1%	6.5%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	6900	1650	0.5	0.3	3	1	6900	1650	NO	NO	114	21	1.7%	1.3%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	242	100	3.5%	6.1%	**YES**	**YES**
I-880 to Oakland Road	0.57	AM	3	1	6900	1650	0.8	0.3	3	1	6900	1650	NO	NO	108	21	1.6%	1.3%	NO	NO
I-880 to Oakland Road	0.57	PM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	311	100	4.5%	6.1%	**YES**	**YES**
Oakland Road to McKee Road	1.58	AM	3	1	6900	1650	0.7	0.1	3	1	6900	1650	NO	NO	111	3	1.6%	0.2%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	6900	1650	>1.0	0.8	3	1	6900	1650	YES	NO	305	88	4.4%	5.3%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	6900	1650	0.5	0.1	3	1	6900	1650	NO	NO	92	3	1.3%	0.2%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	6900	1650	0.8	0.8	3	1	6900	1650	NO	NO	266	88	3.9%	5.3%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	82	13	1.2%	0.8%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	6900	1650	1.1	0.8	3	1	6900	1650	YES	NO	278	77	4.0%	4.7%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	6900	1650	0.3	0.3	3	1	6900	1650	NO	NO	56	10	0.8%	0.6%	NO	NO
I-280 to Story Road	0.38	PM	3	1	6900	1650	0.8	0.6	3	1	6900	1650	NO	NO	233	58	3.4%	3.5%	NO	NO
Story Road to Tully Road	1.46	AM	4	1	9200	1650	0.7	0.3	4	1	9200	1650	NO	NO	56	10	0.6%	0.6%	NO	NO
Story Road to Tully Road	1.46	PM	4	1	9200	1650	>1.0	0.6	4	1	9200	1650	YES	NO	239	58	2.6%	3.5%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	4	1	9200	1650	0.7	0	4	1	9200	1650	NO	NO	61	0	0.7%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	4	1	9200	1650	>1.0	0.7	4	1	9200	1650	YES	NO	204	50	2.2%	3.0%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	4	1	9200	1650	0.6	0	4	1	9200	1650	NO	NO	56	0	0.6%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	4	1	9200	1650	0.8	0.7	4	1	9200	1650	NO	NO	210	50	2.3%	3.0%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	6900	1650	0.7	0.5	3	1	6900	1650	NO	NO	32	4	0.5%	0.2%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	165	31	2.4%	1.9%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	6900	1650	0.7	0.5	3	1	6900	1650	NO	NO	31	4	0.4%	0.2%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	159	31	2.3%	1.9%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	6900	1650	0.6	0.3	3	1	6900	1650	NO	NO	26	3	0.4%	0.2%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	6900	1650	0.8	0.3	3	1	6900	1650	NO	NO	145	20	2.1%	1.2%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	6900	1650	0.4	0.3	3	1	6900	1650	NO	NO	23	3	0.3%	0.2%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	6900	1650	0.6	0.3	3	1	6900	1650	NO	NO	127	20	1.8%	1.2%	NO	NO

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																				
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	6900	-	1	-	3	-	6900	-	NO	-	0	-	0.0%	-	NO	-
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	6900	-	1.1	-	3	-	6900	-	YES	-	33	-	0.5%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	AM	3	-	6900	-	0.9	-	3	-	6900	-	NO	-	0	-	0.0%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	PM	3	-	6900	-	1.1	-	3	-	6900	-	YES	-	89	-	1.3%	-	**YES**	-
Interstate 680 - Northbound (Alameda County)																				
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	6000	-	1	-	3	-	6000	-	YES	-	0	-	0.0%	-	NO	-
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	6000	-	1.4	-	3	-	6000	-	YES	-	151	-	2.5%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	6000	-	1	-	3	-	6000	-	YES	-	82	-	1.4%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	6000	-	1.3	-	3	-	6000	-	YES	-	232	-	3.9%	-	**YES**	-
Durham Road to Washington Boulevard**	1.30	AM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	78	-	1.3%	-	NO	-
Durham Road to Washington Boulevard**	1.30	PM	3	-	6000	-	1.3	-	3	-	6000	-	YES	-	252	-	4.2%	-	**YES**	-
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	71	-	1.2%	-	NO	-
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	6000	-	1.3	-	3	-	6000	-	YES	-	252	-	4.2%	-	**YES**	-
SR 238/Mission to Vargas Road**	1.10	AM	4	-	8000	-	0.7	-	4	-	8000	-	NO	-	70	-	0.9%	-	NO	-
SR 238/Mission to Vargas Road**	1.10	PM	4	-	8000	-	1.2	-	4	-	8000	-	YES	-	285	-	3.6%	-	**YES**	-
Vargas Road to Sheridan Road**	0.59	AM	4	-	8000	-	0.7	-	4	-	8000	-	NO	-	70	-	0.9%	-	NO	-
Vargas Road to Sheridan Road**	0.59	PM	4	-	8000	-	1.2	-	4	-	8000	-	YES	-	285	-	3.6%	-	**YES**	-
Sheridan Road to Andrade Road**	1.16	AM	4	-	8000	-	0.7	-	4	-	8000	-	NO	-	70	-	0.9%	-	NO	-
Sheridan Road to Andrade Road**	1.16	PM	4	-	8000	-	1.2	-	4	-	8000	-	YES	-	285	-	3.6%	-	**YES**	-
Andrade Road to Calaveras**	1.15	AM	3	-	6000	-	0.9	-	3	-	6000	-	NO	-	70	-	1.2%	-	NO	-
Andrade Road to Calaveras**	1.15	PM	3	-	6000	-	1.6	-	3	-	6000	-	YES	-	285	-	4.8%	-	**YES**	-
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	6000	-	0.9	-	3	-	6000	-	NO	-	70	-	1.2%	-	NO	-
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	6000	-	1.6	-	3	-	6000	-	YES	-	285	-	4.8%	-	**YES**	-
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	65	-	1.1%	-	NO	-
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	6000	-	1.2	-	3	-	6000	-	YES	-	208	-	3.5%	-	**YES**	-
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	65	-	1.1%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	6000	-	1.2	-	3	-	6000	-	YES	-	208	-	3.5%	-	**YES**	-
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	6000	-	0.7	-	3	-	6000	-	NO	-	60	-	1.0%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	6000	-	1.1	-	3	-	6000	-	YES	-	180	-	3.0%	-	**YES**	-
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	6000	-	0.7	-	3	-	6000	-	NO	-	56	-	0.9%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	6000	-	1	-	3	-	6000	-	YES	-	163	-	2.7%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	8000	-	0.9	-	4	-	8000	-	NO	-	54	-	0.7%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	8000	-	1	-	4	-	8000	-	YES	-	146	-	1.8%	-	NO	-

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																				
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	8000	-	1.3	-	4	-	8000	-	YES	-	241	-	3.0%	-	**YES**	-
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	8000	-	0.7	-	4	-	8000	-	NO	-	78	-	1.0%	-	NO	-
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	6000	-	1.4	-	3	-	6000	-	YES	-	258	-	4.3%	-	**YES**	-
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	82	-	1.4%	-	NO	-
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	6000	-	1.5	-	3	-	6000	-	YES	-	277	-	4.6%	-	**YES**	-
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	6000	-	0.8	-	3	-	6000	-	NO	-	86	-	1.4%	-	NO	-
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	6000	-	1.7	-	3	-	6000	-	YES	-	309	-	5.2%	-	**YES**	-
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	6000	-	0.9	-	3	-	6000	-	NO	-	94	-	1.6%	-	NO	-
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	6000	-	1.7	-	3	-	6000	-	YES	-	309	-	5.2%	-	**YES**	-
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	6000	-	0.9	-	3	-	6000	-	NO	-	94	-	1.6%	-	NO	-
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	329	89	5.5%	4.5%	**YES**	**YES**
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	103	8	1.7%	0.4%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	329	89	5.5%	4.5%	**YES**	**YES**
Calaveras to Andrade Road**	1.15	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	103	8	1.7%	0.4%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	8000	2000	1.4	1.1	4	1	8000	2000	YES	YES	329	89	4.1%	4.5%	**YES**	**YES**
Andrade Road to Sheridan Road**	1.16	PM	4	1	8000	2000	0.7	0.2	4	1	8000	2000	NO	NO	103	8	1.3%	0.4%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	329	89	5.5%	4.5%	**YES**	**YES**
Sheridan Road to Vargas Road**	0.59	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	103	8	1.7%	0.4%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	329	89	5.5%	4.5%	**YES**	**YES**
Vargas Road to SR 238/Mission**	1.10	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	103	8	1.7%	0.4%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	329	89	5.5%	4.5%	**YES**	**YES**
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	103	8	1.7%	0.4%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	6000	2000	1.7	1.2	3	1	6000	2000	YES	YES	335	107	5.6%	5.4%	**YES**	**YES**
Washington Boulevard to Durham Road**	1.30	PM	3	1	6000	2000	0.8	0.6	3	1	6000	2000	NO	NO	98	24	1.6%	1.2%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	6000	2000	1.8	1.1	3	1	6000	2000	YES	YES	310	101	5.2%	5.1%	**YES**	**YES**
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	6000	2000	0.9	0.5	3	1	6000	2000	NO	NO	100	24	1.7%	1.2%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	6000	2000	1.9	0.9	3	1	6000	2000	YES	NO	222	101	3.7%	5.1%	**YES**	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	6000	2000	0.8	0.3	3	1	6000	2000	NO	NO	13	22	0.2%	1.1%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																				
Scott Creek Road to Jacklin Road	1.57	AM	3	1	6900	1650	1.5	1.1	3	1	6900	1650	YES	YES	157	101	2.3%	6.1%	**YES**	**YES**
Scott Creek Road to Jacklin Road	1.57	PM	3	1	6900	1650	0.7	0.3	3	1	6900	1650	NO	NO	15	22	0.2%	1.3%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	6900	1650	1.5	1.1	3	1	6900	1650	YES	YES	139	101	2.0%	6.1%	**YES**	**YES**
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	6900	1650	0.8	0.3	3	1	6900	1650	NO	NO	22	22	0.3%	1.3%	NO	NO

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																				
I-280 to Stevens Creek	0.41	AM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	225	-	3.3%	-	**YES**	-
I-280 to Stevens Creek	0.41	PM	3	-	6900	-	0.5	-	3	-	6900	-	NO	-	44	-	0.6%	-	NO	-
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	229	-	3.3%	-	**YES**	-
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	6900	-	0.9	-	3	-	6900	-	NO	-	46	-	0.7%	-	NO	-
N Bascom Avenue to The Alameda	0.82	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	22	-	0.3%	-	NO	-
N Bascom Avenue to The Alameda	0.82	PM	3	-	6900	-	1	-	3	-	6900	-	NO	-	1	-	0.0%	-	NO	-
The Alameda to Coleman Avenue	0.59	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	16	-	0.2%	-	NO	-
The Alameda to Coleman Avenue	0.59	PM	3	-	6900	-	1	-	3	-	6900	-	YES	-	1	-	0.0%	-	NO	-
Coleman Avenue to SR 87	0.51	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	16	-	0.2%	-	NO	-
Coleman Avenue to SR 87	0.51	PM	3	-	6900	-	1	-	3	-	6900	-	NO	-	1	-	0.0%	-	NO	-
SR 87 to N 1st Street	0.40	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	16	-	0.2%	-	NO	-
SR 87 to N 1st Street	0.40	PM	3	-	6900	-	1	-	3	-	6900	-	NO	-	1	-	0.0%	-	NO	-
N 1st Street to US 101	0.49	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	20	-	0.3%	-	NO	-
N 1st Street to US 101	0.49	PM	3	-	6900	-	1.1	-	3	-	6900	-	YES	-	12	-	0.2%	-	NO	-
US 101 to E Brokaw Road	1.29	AM	3	1	6900	1650	1.1	0.7	3	1	6900	1650	YES	NO	0	0	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	1	6900	1650	0.9	1	3	1	6900	1650	NO	NO	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	1	6900	1650	0.9	0.8	3	1	6900	1650	NO	NO	2	2	0.0%	0.1%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	1	6900	1650	0.9	1	3	1	6900	1650	NO	YES	1	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	1	6900	1650	0.6	0.6	3	1	6900	1650	NO	NO	1	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	1	6900	1650	0.8	1	3	1	6900	1650	NO	YES	6	1	0.1%	0.1%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	1	6900	1650	0.9	0	3	1	6900	1650	NO	NO	3	0	0.0%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	1	6900	1650	>1.0	0.9	3	1	6900	1650	YES	NO	79	0	1.1%	0.0%	**YES**	NO
SR 237 to Dixon Landing	1.99	AM	4	1	9200	1650	0.8	0.6	4	1	9200	1650	NO	NO	219	47	2.4%	2.8%	NO	NO
SR 237 to Dixon Landing	1.99	PM	4	1	9200	1650	1.1	1.4	4	1	9200	1650	YES	YES	499	180	5.4%	10.9%	**YES**	**YES**
Interstate 880 - Northbound (Alameda County)																				
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	10000	2000	0.7	0	5	1	10000	2000	NO	NO	217	0	2.2%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	10000	2000	>1.0	>1.0	5	1	10000	2000	YES	YES	345	0	3.5%	0.0%	**YES**	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	6000	2000	0.8	0.2	3	1	6000	2000	NO	NO	111	14	1.9%	0.7%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	270	85	4.5%	4.3%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	6000	2000	0.8	0.2	3	1	6000	2000	NO	NO	109	14	1.8%	0.7%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	330	85	5.5%	4.3%	**YES**	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	6000	2000	1	0.2	3	1	6000	2000	YES	NO	100	14	1.7%	0.7%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	287	82	4.8%	4.1%	**YES**	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	6000	2000	1.2	0.2	3	1	6000	2000	YES	NO	95	14	1.6%	0.7%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	6000	2000	1.2	0.8	3	1	6000	2000	YES	NO	257	79	4.3%	4.0%	**YES**	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	6000	2000	1.2	0.3	3	1	6000	2000	YES	NO	75	13	1.3%	0.7%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	6000	2000	1.1	0.9	3	1	6000	2000	YES	NO	241	70	4.0%	3.5%	**YES**	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	6000	2000	1.3	0.3	3	1	6000	2000	YES	NO	66	12	1.1%	0.6%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	6000	2000	1.2	0.8	3	1	6000	2000	YES	NO	204	63	3.4%	3.2%	**YES**	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	6000	2000	1.3	0.4	3	1	6000	2000	YES	NO	57	10	1.0%	0.5%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	6000	2000	1.2	1	3	1	6000	2000	YES	YES	174	56	2.9%	2.8%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	6000	2000	1.5	0.4	3	1	6000	2000	YES	NO	50	8	0.8%	0.4%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	6000	2000	1.3	1	3	1	6000	2000	YES	NO	145	49	2.4%	2.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	8000	2000	1.1	0.4	4	1	8000	2000	YES	NO	48	7	0.6%	0.4%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	8000	2000	>1.0	0.9	4	1	8000	2000	YES	NO	138	46	1.7%	2.3%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	8000	2000	1.2	0.4	4	1	8000	2000	YES	NO	44	6	0.6%	0.3%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	8000	2000	>1.0	1	4	1	8000	2000	YES	NO	121	43	1.5%	2.2%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	8000	2000	1.2	0.4	4	1	8000	2000	YES	NO	44	6	0.6%	0.3%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	8000	2000	>1.0	1	4	1	8000	2000	YES	NO	121	43	1.5%	2.2%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	6000	2000	1.6	0.3	3	1	6000	2000	YES	NO	40	5	0.7%	0.3%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	6000	2000	1.2	0.9	3	1	6000	2000	YES	NO	105	40	1.8%	2.0%	NO	NO

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																				
92 Ramps to Tennyson Road**	1.01	AM	3	1	6000	2000	1.6	0.9	3	1	6000	2000	YES	NO	153	46	2.6%	2.3%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	6000	2000	1.1	0.5	3	1	6000	2000	YES	NO	60	6	1.0%	0.3%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	8000	2000	1.3	0.9	4	1	8000	2000	YES	NO	169	48	2.1%	2.4%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	8000	2000	0.9	0.5	4	1	8000	2000	NO	NO	65	7	0.8%	0.4%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	162	55	2.7%	2.8%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	6000	2000	1.1	0.6	3	1	6000	2000	YES	NO	64	8	1.1%	0.4%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	8000	2000	1.3	0.9	4	1	8000	2000	YES	NO	201	55	2.5%	2.8%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	8000	2000	0.9	0.5	4	1	8000	2000	NO	NO	75	8	0.9%	0.4%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	203	65	3.4%	3.3%	**YES**	**YES**
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	6000	2000	1.1	0.5	3	1	6000	2000	YES	NO	77	10	1.3%	0.5%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	6000	2000	1.5	0.9	3	1	6000	2000	YES	NO	227	73	3.8%	3.7%	**YES**	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	6000	2000	0.9	0.4	3	1	6000	2000	NO	NO	83	11	1.4%	0.6%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	6000	2000	1.6	0.8	3	1	6000	2000	YES	NO	293	73	4.9%	3.7%	**YES**	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	6000	2000	1	0.3	3	1	6000	2000	YES	NO	99	11	1.7%	0.6%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	326	99	5.4%	5.0%	**YES**	**YES**
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	6000	2000	0.9	0.3	3	1	6000	2000	NO	NO	108	16	1.8%	0.8%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	6000	2000	1.6	0.8	3	1	6000	2000	YES	NO	383	99	6.4%	5.0%	**YES**	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	135	16	2.3%	0.8%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	6000	2000	1.6	0.9	3	1	6000	2000	YES	YES	386	111	6.4%	5.6%	**YES**	**YES**
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	6000	2000	0.9	0.3	3	1	6000	2000	NO	NO	137	18	2.3%	0.9%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	6000	2000	1.4	0.9	3	1	6000	2000	YES	YES	437	123	7.3%	6.2%	**YES**	**YES**
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	6000	2000	0.7	0.2	3	1	6000	2000	NO	NO	150	18	2.5%	0.9%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	6000	2000	1.7	0.9	3	1	6000	2000	YES	YES	541	124	9.0%	6.2%	**YES**	**YES**
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	6000	2000	0.7	0.2	3	1	6000	2000	NO	NO	153	18	2.6%	0.9%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	8000	2000	1.4	0.5	4	1	8000	2000	YES	NO	713	53	8.9%	2.7%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	8000	2000	0.8	0	4	1	8000	2000	NO	NO	290	0	3.6%	0.0%	NO	NO
Interstate 880 - Southbound (Santa Clara County)																				
Dixon Landing to SR 237	1.99	AM	3	1	6900	1650	1.9	1.6	3	1	6900	1650	YES	YES	803	142	11.6%	8.6%	**YES**	**YES**
Dixon Landing to SR 237	1.99	PM	3	1	6900	1650	0.9	0.7	3	1	6900	1650	YES	NO	350	0	5.1%	0.0%	**YES**	NO
SR 237 to Great Mall Parkway	0.72	AM	3	1	6900	1650	1.4	0	3	1	6900	1650	YES	NO	19	0	0.3%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	1	6900	1650	0.8	0	3	1	6900	1650	NO	NO	34	0	0.5%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	1	6900	1650	1	1.2	3	1	6900	1650	YES	YES	12	3	0.2%	0.2%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	1	6900	1650	0.6	0.6	3	1	6900	1650	NO	NO	27	11	0.4%	0.7%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	1	6900	1650	1.1	1.2	3	1	6900	1650	YES	YES	16	3	0.2%	0.2%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	YES	NO	74	10	1.1%	0.6%	**YES**	NO
E Brokaw Road to US 101	1.29	AM	3	1	6900	1650	1.2	1.2	3	1	6900	1650	YES	YES	2	0	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	YES	NO	74	2	1.1%	0.1%	**YES**	NO
US 101 to N 1st Street	0.49	AM	4	-	9200	-	1	-	4	-	9200	-	NO	-	6	-	0.1%	-	NO	-
US 101 to N 1st Street	0.49	PM	4	-	9200	-	0.7	-	4	-	9200	-	NO	-	8	-	0.1%	-	NO	-
N 1st Street to SR 87	0.40	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	5	-	0.1%	-	NO	-
N 1st Street to SR 87	0.40	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	6	-	0.1%	-	NO	-
SR 87 to Coleman Avenue	0.51	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	5	-	0.1%	-	NO	-
SR 87 to Coleman Avenue	0.51	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	6	-	0.1%	-	NO	-
Coleman Avenue to The Alameda	0.59	AM	3	-	6900	-	1.3	-	3	-	6900	-	YES	-	5	-	0.1%	-	NO	-
Coleman Avenue to The Alameda	0.59	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	6	-	0.1%	-	NO	-
The Alameda to N Bascom Avenue	0.82	AM	3	-	6900	-	1.2	-	3	-	6900	-	YES	-	5	-	0.1%	-	NO	-
The Alameda to N Bascom Avenue	0.82	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	16	-	0.2%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	6900	-	1.1	-	3	-	6900	-	YES	-	29	-	0.4%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	122	-	1.8%	-	**YES**	-
Stevens Creek to I-280	0.41	AM	3	-	6900	-	0.7	-	3	-	6900	-	NO	-	27	-	0.4%	-	NO	-
Stevens Creek to I-280	0.41	PM	3	-	6900	-	0.6	-	3	-	6900	-	NO	-	112	-	1.6%	-	NO	-

Table H-4: Background with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions											
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																				
85 Ramps to Capitol Expressway	1.09	AM	2	1	4600	1650	1.2	1.2	2	1	4600	1650	YES	YES	137	37	3.0%	2.2%	**YES**	**YES**
85 Ramps to Capitol Expressway	1.09	PM	2	1	4600	1650	0.7	0.7	2	1	4600	1650	NO	NO	46	7	1.0%	0.4%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	4600	1650	1.3	1.3	2	1	4600	1650	YES	YES	174	46	3.8%	2.8%	**YES**	**YES**
Capitol Expressway to Curtner Road	1.49	PM	2	1	4600	1650	0.8	0.6	2	1	4600	1650	NO	NO	57	9	1.2%	0.5%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	4600	1650	1.3	1.3	2	1	4600	1650	YES	YES	212	57	4.6%	3.5%	**YES**	**YES**
Curtner Road to Almaden Road	0.73	PM	2	1	4600	1650	0.7	0.6	2	1	4600	1650	NO	NO	63	11	1.4%	0.7%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	4600	1650	1.5	1.6	2	1	4600	1650	YES	YES	253	68	5.5%	4.1%	**YES**	**YES**
Almaden Road to Alma Avenue	0.69	PM	2	1	4600	1650	>1.0	0.7	2	1	4600	1650	YES	NO	84	13	1.8%	0.8%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	4600	1650	1.6	1.7	2	1	4600	1650	YES	YES	271	73	5.9%	4.4%	**YES**	**YES**
Alma Avenue to 280 Ramps	0.90	PM	2	1	4600	1650	1	0.8	2	1	4600	1650	YES	NO	95	14	2.1%	0.8%	**YES**	NO
280 Ramps to Julian Street	0.96	AM	2	1	4600	1650	1.5	0.7	2	1	4600	1650	YES	NO	318	73	6.9%	4.4%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	123	14	2.7%	0.8%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	4600	1650	1.4	1	2	1	4600	1650	YES	YES	361	92	7.8%	5.6%	**YES**	**YES**
Julian Street to Coleman Avenue	0.38	PM	2	1	4600	1650	0.8	0.5	2	1	4600	1650	NO	NO	182	17	4.0%	1.0%	NO	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	4600	1650	1.4	1	2	1	4600	1650	YES	YES	312	77	6.8%	4.7%	**YES**	**YES**
Coleman Avenue to Taylor Street	0.41	PM	2	1	4600	1650	0.8	0.5	2	1	4600	1650	NO	NO	212	20	4.6%	1.2%	NO	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	384	96	8.3%	5.8%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	203	18	4.4%	1.1%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	4600	1650	>1.0	>1.0	2	1	4600	1650	YES	YES	381	97	8.3%	5.9%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	223	18	4.8%	1.1%	NO	NO
State Route 87 - Southbound (Santa Clara County)																				
US 101 to Skyport Drive	0.67	AM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	107	12	2.3%	0.7%	NO	NO
US 101 to Skyport Drive	0.67	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	154	48	3.3%	2.9%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	100	12	2.2%	0.7%	NO	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	4600	1650	>1.0	0.5	2	1	4600	1650	YES	NO	149	48	3.2%	2.9%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	NO	NO	90	11	2.0%	0.7%	NO	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	145	46	3.2%	2.8%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	NO	NO	90	11	2.0%	0.7%	NO	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	145	46	3.2%	2.8%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	4600	1650	0.8	0.6	2	1	4600	1650	NO	NO	68	10	1.5%	0.6%	NO	NO
Julian Street to 280 Ramps	0.96	PM	2	1	4600	1650	1.1	0.8	2	1	4600	1650	YES	NO	137	43	3.0%	2.6%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	4600	1650	1	0.8	2	1	4600	1650	YES	NO	43	8	0.9%	0.5%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	4600	1650	1.2	1	2	1	4600	1650	YES	YES	121	36	2.6%	2.2%	**YES**	**YES**
Alma Avenue to Almaden Road	0.69	AM	2	1	4600	1650	1	0.3	2	1	4600	1650	YES	NO	43	3	0.9%	0.2%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	4600	1650	1.1	0.9	2	1	4600	1650	YES	NO	114	33	2.5%	2.0%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	4600	1650	0.9	0	2	1	4600	1650	NO	NO	37	0	0.8%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	4600	1650	0.8	0.8	2	1	4600	1650	NO	NO	98	28	2.1%	1.7%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	4600	1650	1	0.3	2	1	4600	1650	NO	NO	34	2	0.7%	0.1%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	4600	1650	0.9	0.8	2	1	4600	1650	NO	NO	95	27	2.1%	1.6%	NO	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	4600	1650	0.9	0.3	2	1	4600	1650	NO	NO	24	2	0.5%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	4600	1650	0.7	0.6	2	1	4600	1650	NO	NO	58	17	1.3%	1.0%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2,300 vehicles per lane per hour for mixed-flow lanes and 1,650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2,200 vehicles per hour per lane for mixed-flow lanes and 1,650 vehicles per hour per lane for HOV lanes. In Alameda County, the capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane.
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documented in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																								
El Camino Real to 85 Ramps	0.40	AM	2	-	48	-	E	-	2	-	4400	-	1.13	-	1.13	-	YES	-	392	-	8.9%	-	**YES**	-
El Camino Real to 85 Ramps	0.40	PM	2	-	28	-	D	-	2	-	4400	-	0.72	-	0.72	-	NO	-	198	-	4.5%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	**95**	-	**F**	-	2	1	4600	1650	1.29	0.05	1.29	0.05	YES	NO	542	7	11.8%	0.4%	**YES**	NO
85 Ramps to Central Expressway	0.63	PM	2	-	21	-	C	-	2	1	4600	1650	0.75	0.05	0.75	0.05	NO	NO	250	2	5.4%	0.1%	NO	NO
Central Expressway to Maude Avenue	0.80	AM	2	-	31	-	D	-	2	1	4600	1650	1.42	0.14	1.42	0.14	YES	NO	580	26	12.6%	1.6%	**YES**	NO
Central Expressway to Maude Avenue	0.80	PM	2	-	14	-	B	-	2	1	4600	1650	0.89	0.12	0.89	0.12	NO	NO	306	8	6.7%	0.5%	NO	NO
Maude Avenue to 101 Ramps	0.81	AM	2	-	**87**	-	**F**	-	2	1	4600	1650	1.1	0.13	1.1	0.13	YES	NO	506	28	11.0%	1.7%	**YES**	NO
Maude Avenue to 101 Ramps	0.81	PM	2	-	24	-	C	-	2	1	4600	1650	0.84	0.15	0.84	0.15	NO	NO	281	8	6.1%	0.5%	NO	NO
101 Ramps to Mathilda Avenue	0.53	AM	2	-	**83**	-	**F**	-	2	1	4600	1650	1.92	0.17	1.92	0.17	YES	NO	1377	55	29.9%	3.3%	**YES**	NO
101 Ramps to Mathilda Avenue	0.53	PM	2	-	28	-	D	-	2	1	4600	1650	1.33	0.19	1.33	0.19	YES	NO	742	14	16.1%	0.8%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	**60**	20	**F**	C	2	1	4600	1650	1.97	0.18	1.97	0.18	YES	NO	1700	64	37.0%	3.9%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	**72**	25	**F**	C	2	1	4600	1650	1.46	0.25	1.46	0.25	YES	NO	873	17	19.0%	1.0%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	34	23	D	C	2	1	4600	1650	1.82	0.17	1.82	0.17	YES	NO	1700	65	37.0%	3.9%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	**93**	30	**F**	D	2	1	4600	1650	1.3	0.25	1.3	0.25	YES	NO	764	17	16.6%	1.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	40	35	D	D	2	1	4600	1650	2.1	0.25	2.1	0.25	YES	NO	2149	0	46.7%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	**86**	32	**F**	D	2	1	4600	1650	1.52	0.32	1.52	0.32	YES	NO	755	0	16.4%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	43	26	D	C	2	1	4600	1650	1.51	0.1	1.51	0.1	YES	NO	413	0	9.0%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	**88**	46	**F**	D	2	1	4600	1650	1.61	0.35	1.61	0.35	YES	NO	717	0	15.6%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	41	20	D	C	2	1	4600	1650	1.19	0.08	1.19	0.08	YES	NO	399	16	8.7%	1.0%	**YES**	NO
North First Street to Zanker Road	1.61	PM	2	1	**64**	40	**F**	D	2	1	4600	1650	1.43	0.42	1.43	0.42	YES	NO	957	59	20.8%	3.6%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	28	11	D	A	2	1	4600	1650	1.44	0.08	1.44	0.08	YES	NO	380	16	8.3%	1.0%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	37	31	D	D	2	1	4600	1650	1.7	0.42	1.7	0.42	YES	NO	962	59	20.9%	3.6%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	18	15	B	B	2	1	4600	1650	0.92	0.08	0.92	0.08	NO	NO	264	16	5.7%	1.0%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	**108**	34	**F**	D	2	1	4600	1650	>1.0	0.42	0.67	0.42	YES	NO	378	59	8.2%	3.6%	**YES**	NO
State Route 237 - Westbound																								
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	**116**	33	**F**	D	2	1	4600	1650	1.33	0.29	1.33	0.29	YES	NO	767	50	16.7%	3.0%	**YES**	NO
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	25	10	C	A	2	1	4600	1650	0.7	0.08	0.7	0.08	NO	NO	333	8	7.2%	0.5%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	**98**	37	**F**	D	2	1	4600	1650	2.12	0.29	2.12	0.29	YES	NO	1091	50	23.7%	3.0%	**YES**	NO
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	23	17	C	B	2	1	4600	1650	1.22	0.08	1.22	0.08	YES	NO	504	8	11.0%	0.5%	**YES**	NO
Zanker Road to North First Street	1.61	AM	2	1	53	30	E	D	2	1	4600	1650	1.78	0.29	1.78	0.29	YES	NO	1067	50	23.2%	3.0%	**YES**	NO
Zanker Road to North First Street	1.61	PM	2	1	**59**	14	**F**	B	2	1	4600	1650	1.07	0.08	1.07	0.08	YES	NO	500	8	10.9%	0.5%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	46	31	D	D	2	1	4600	1650	1.96	0.29	1.96	0.29	YES	NO	1054	0	22.9%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	**66**	27	**F**	D	2	1	4600	1650	1.25	0.08	1.25	0.08	YES	NO	519	0	11.3%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	32	22	D	C	2	1	4600	1650	1.58	0.36	1.58	0.36	YES	NO	508	0	11.0%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	48	19	E	C	2	1	4600	1650	1.24	0.18	1.24	0.18	YES	NO	1358	0	29.5%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	2	1	**82**	56	**F**	E	3	1	6900	1650	1.08	0.24	1.08	0.24	YES	NO	450	13	6.5%	0.8%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	2	1	**72**	31	**F**	D	3	1	6900	1650	>1.0	0.1	0.89	0.1	YES	NO	1002	20	14.5%	1.2%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	**79**	-	**F**	-	3	1	6900	1650	1.12	0.24	1.12	0.24	YES	NO	450	13	6.5%	0.8%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	**70**	-	**F**	-	3	1	6900	1650	>1.0	0.1	0.98	0.1	YES	NO	1002	20	14.5%	1.2%	**YES**	NO
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	41	-	D	-	2	1	4600	1650	1.32	0.18	1.32	0.18	YES	NO	362	11	7.9%	0.7%	**YES**	NO
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	**71**	-	**F**	-	2	1	4600	1650	1.19	0.08	1.19	0.08	YES	NO	760	16	16.5%	1.0%	**YES**	NO
101 Ramps to Maude Avenue	0.71	AM	2	-	39	-	D	-	2	1	4600	1650	1.13	0.15	1.13	0.15	YES	NO	181	5	3.9%	0.3%	**YES**	NO
101 Ramps to Maude Avenue	0.71	PM	2	-	**89**	-	**F**	-	2	1	4600	1650	1.12	0.12	1.12	0.12	YES	NO	596	16	13.0%	1.0%	**YES**	NO
Maude Avenue to Central Expressway	0.80	AM	2	-	19	-	C	-	2	1	4600	1650	1.06	0.13	1.06	0.13	YES	NO	163	5	3.5%	0.3%	**YES**	NO
Maude Avenue to Central Expressway	0.80	PM	2	-	50	-	E	-	2	1	4600	1650	1.04	0.1	1.04	0.1	YES	NO	517	14	11.2%	0.8%	**YES**	NO
Central Expressway to 85 Ramps	0.63	AM	2	-	20	-	C	-	2	1	4600	1650	0.74	0.07	0.74	0.07	NO	NO	99	1	2.2%	0.1%	NO	NO
Central Expressway to 85 Ramps	0.63	PM	2	-	**88**	-	**F**	-	2	1	4600	1650	>1.0	0.04	0.66	0.04	YES	NO	295	4	6.4%	0.2%	**YES**	NO
85 Ramps to El Camino Real	0.40	AM	2	-	33	-	D	-	2	-	4400	-	0.77	-	0.77	-	NO	-	94	-	2.1%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	**122**	-	**F**	-	2	-	4400	-	>1.0	-	0.77	-	YES	-	351	-	8.0%	-	**YES**	-

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																								
SR 85 to Bernal Road	0.20	AM	3	1	38	20	D	C	3	1	6900	1650	1.12	0.07	1.12	0.07	YES	NO	172	7	2.5%	0.4%	**YES**	NO
SR 85 to Bernal Road	0.20	PM	3	1	28	20	D	C	3	1	6900	1650	0.55	0.04	0.55	0.04	NO	NO	49	1	0.7%	0.1%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	25	12	C	B	3	1	6900	1650	1.14	0.07	1.14	0.07	YES	NO	211	7	3.1%	0.4%	**YES**	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	16	8	B	A	3	1	6900	1650	0.71	0.04	0.71	0.04	NO	NO	57	1	0.8%	0.1%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	35	21	D	C	3	1	6900	1650	1.2	0.11	1.2	0.11	YES	NO	227	9	3.3%	0.5%	**YES**	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	26	7	C	A	3	1	6900	1650	0.78	0.08	0.78	0.08	NO	NO	64	2	0.9%	0.1%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	**98**	33	**F**	D	3	1	6900	1650	1.23	0.11	1.23	0.11	YES	NO	234	9	3.4%	0.5%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	32	13	D	B	3	1	6900	1650	0.81	0.08	0.81	0.08	NO	NO	66	2	1.0%	0.1%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	**103**	40	**F**	D	3	1	6900	1650	>1.0	0.11	0.94	0.11	YES	NO	187	9	2.7%	0.5%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	20	14	C	B	3	1	6900	1650	0.6	0.08	0.6	0.08	NO	NO	51	2	0.7%	0.1%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	**76**	33	**F**	D	3	1	6900	1650	1.56	0.15	1.56	0.15	YES	NO	325	12	4.7%	0.7%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	26	12	C	B	3	1	6900	1650	0.94	0.09	0.94	0.09	NO	NO	105	3	1.5%	0.2%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	**99**	**85**	**F**	**F**	3	1	6900	1650	1.88	>1.0	1.88	0.18	YES	YES	384	17	5.6%	1.0%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	24	10	C	A	3	1	6900	1650	1.16	0.09	1.16	0.09	YES	NO	131	4	1.9%	0.2%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	**86**	**86**	**F**	**F**	3	2	6900	3300	1.23	>1.0	1.23	0.09	YES	YES	376	17	5.4%	0.5%	**YES**	NO
Story Road to I-280	0.38	PM	3	1	14	7	B	A	3	2	6900	3300	0.69	0.04	0.69	0.04	NO	NO	131	4	1.9%	0.1%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	**99**	**95**	**F**	**F**	3	2	6900	3300	1.55	>1.0	1.55	0.12	YES	YES	433	24	6.3%	0.7%	**YES**	NO
I-280 to Santa Clara Street	0.88	PM	3	1	20	7	C	A	3	2	6900	3300	0.87	0.06	0.87	0.06	NO	NO	157	7	2.3%	0.2%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	**81**	**89**	**F**	**F**	3	2	6900	3300	1.3	>1.0	1.3	0.13	YES	YES	429	28	6.2%	0.8%	**YES**	NO
Santa Clara Street to McKee Road	0.39	PM	3	1	23	10	C	A	3	2	6900	3300	0.59	0.06	0.59	0.06	NO	NO	157	7	2.3%	0.2%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	**102**	**76**	**F**	**F**	3	2	6900	3300	1.53	>1.0	1.53	0.13	YES	YES	454	28	6.6%	0.8%	**YES**	NO
McKee Road to Oakland Road	1.58	PM	3	1	28	10	D	A	3	2	6900	3300	0.74	0.06	0.74	0.06	NO	NO	172	7	2.5%	0.2%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	**92**	**64**	**F**	**F**	3	2	6900	3300	1.87	>1.0	1.87	0.15	YES	YES	555	34	8.0%	1.0%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	23	17	C	B	3	2	6900	3300	1.03	0.05	1.03	0.05	YES	NO	230	9	3.3%	0.3%	**YES**	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	**112**	**74**	**F**	**F**	3	2	6900	3300	1.73	>1.0	1.73	0.15	YES	YES	566	34	8.2%	1.0%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	18	16	B	B	3	2	6900	3300	0.85	0.05	0.85	0.05	NO	NO	240	9	3.5%	0.3%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	**115**	**79**	**F**	**F**	3	2	6900	3300	1.58	>1.0	1.58	0.12	YES	YES	603	38	8.7%	1.2%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	21	14	C	B	3	2	6900	3300	0.77	0.05	0.77	0.05	NO	NO	251	11	3.6%	0.3%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	**80**	**92**	**F**	**F**	3	2	6900	3300	1.86	>1.0	1.86	0.12	YES	YES	704	38	10.2%	1.2%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	20	9	C	A	3	2	6900	3300	0.94	0.05	0.94	0.05	NO	NO	295	11	4.3%	0.3%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	**101**	**84**	**F**	**F**	3	2	6900	3300	1.54	>1.0	1.54	0.16	YES	YES	87	46	1.3%	1.4%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	25	10	C	A	3	2	6900	3300	0.95	0.08	0.95	0.08	NO	NO	220	14	3.2%	0.4%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	**60**	42	**F**	D	3	2	6900	3300	1.46	0.1	1.46	0.1	YES	NO	101	0	1.5%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	32	12	D	B	3	2	6900	3300	1.01	0.06	1.01	0.06	YES	NO	188	0	2.7%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	**69**	48	**F**	E	3	2	6900	3300	1.72	0.1	1.72	0.1	YES	NO	166	0	2.4%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	31	16	D	B	3	2	6900	3300	1.14	0.06	1.14	0.06	YES	NO	294	0	4.3%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	**79**	50	**F**	E	3	2	6900	3300	1.43	0.1	1.43	0.1	YES	NO	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	38	13	D	B	3	2	6900	3300	1.24	0.06	1.24	0.06	YES	NO	582	0	8.4%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	**93**	35	**F**	D	3	2	6900	3300	1.42	0.09	1.42	0.09	YES	NO	3	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	31	11	D	A	3	2	6900	3300	1.01	0.09	1.01	0.09	YES	NO	319	18	4.6%	0.5%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	**59**	35	**F**	D	3	2	6900	3300	1.38	0.09	1.38	0.09	YES	NO	4	0	0.1%	0.0%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	33	12	D	B	3	2	6900	3300	1.05	0.09	1.05	0.09	YES	NO	471	18	6.8%	0.5%	**YES**	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	50	34	E	D	3	2	6900	3300	1.19	0.09	1.19	0.09	YES	NO	4	0	0.1%	0.0%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	27	20	D	C	3	2	6900	3300	0.96	0.09	0.96	0.09	NO	NO	451	18	6.5%	0.5%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	**86**	**67**	**F**	**F**	3	2	6900	3300	1.35	>1.0	1.35	0.07	YES	YES	191	0	2.8%	0.0%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	**85**	21	**F**	C	3	2	6900	3300	1.09	0.08	1.09	0.08	YES	NO	615	18	8.9%	0.5%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	**119**	**96**	**F**	**F**	3	2	6900	3300	1.22	>1.0	1.22	0.07	YES	YES	182	0	2.6%	0.0%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	**119**	54	**F**	E	3	2	6900	3300	1.09	0.08	1.09	0.08	YES	NO	581	18	8.4%	0.5%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	1	**92**	**82**	**F**	**F**	4	2	9200	3300	1.27	>1.0	1.27	0.13	YES	YES	162	6	1.8%	0.2%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	PM	4	1	**95**	22	**F**	C	4	2	9200	3300	1.09	0.14	1.09	0.14	YES	NO	510	18	5.5%	0.5%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	1	**78**	**87**	**F**	**F**	3	2	6900	3300	1.19	>1.0	1.19	0.13	YES	YES	111	6	1.6%	0.2%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	1	**98**	38	**F**	D	3	2	6900	3300	>1.0	0.14	0.95	0.14	YES	NO	315	18	4.6%	0.5%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	1	**66**	56	**F**	E	3	2	6900	3300	1.25	0.13	1.25	0.13	YES	NO	117	6	1.7%	0.2%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	1	**83**	37	**F**	D	3	2	6900	3300	>1.0	0.14	0.97	0.14	YES	NO	318	18	4.6%	0.5%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	1	**62**	54	**F**	E	3	2	6900	3300	1.26	0.1	1.26	0.1	YES	NO	110	5	1.6%	0.2%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	1	56	35	E	D	3	2	6900	3300	1.06	0.14	1.06	0.14	YES	NO	296	16	4.3%	0.5%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	1	38	38	D	D	3	2	6900	3300	1.27	0.1	1.27	0.1	YES	NO	114	5	1.7%	0.2%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	1	43	36	D	D	3	2	6900	3300	1.28	0.14	1.28	0.14	YES	NO	367	16	5.3%	0.5%	**YES**	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																								
Embarcadero Road to University Ave*	0.89	AM	3	1	N/A	N/A	F	F	3	2	6900	3300	1.03	>1.0	1.03	0.1	YES	YES	84	5	1.2%	0.2%	YES	NO
Embarcadero Road to University Ave*	0.89	PM	3	1	N/A	N/A	F	F	3	2	6900	3300	1.14	>1.0	1.14	0.14	YES	YES	287	16	4.2%	0.5%	YES	NO
University Avenue to Willow Road*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.07	>1.0	1.07	0.17	YES	YES	83	4	1.2%	0.2%	YES	NO
University Avenue to Willow Road*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.04	>1.0	1.04	0.26	YES	YES	263	14	3.8%	0.8%	YES	NO
Willow Road to Marsh Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.01	>1.0	1.01	0.2	YES	YES	79	4	1.1%	0.2%	YES	NO
Willow Road to Marsh Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	>1.0	>1.0	0.91	0.26	YES	YES	261	12	3.8%	0.7%	YES	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.56	>1.0	1.56	0.22	YES	YES	96	3	1.4%	0.2%	YES	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.34	>1.0	1.34	0.27	YES	YES	315	11	4.6%	0.7%	YES	NO
Woodside Road to Whipple Avenue*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.24	1.15	1.24	1.15	YES	YES	74	9	1.1%	0.5%	YES	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.12	1.15	1.12	1.15	YES	YES	218	41	3.2%	2.5%	YES	YES
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.1	-	1.1	-	YES	-	71	-	0.8%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.14	-	1.14	-	YES	-	236	-	2.6%	-	YES	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.1	-	1.1	-	YES	-	71	-	0.8%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.14	-	1.14	-	YES	-	236	-	2.6%	-	YES	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.23	-	1.23	-	YES	-	71	-	0.8%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.3	-	1.3	-	YES	-	236	-	2.6%	-	YES	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.23	-	1.23	-	YES	-	71	-	0.8%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.3	-	1.3	-	YES	-	236	-	2.6%	-	YES	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.19	-	1.19	-	YES	-	63	-	0.7%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.34	-	1.34	-	YES	-	211	-	2.3%	-	YES	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.28	-	1.28	-	YES	-	55	-	0.6%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.29	-	1.29	-	YES	-	179	-	1.9%	-	YES	-
US 101 - Southbound (San Mateo County)																								
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.61	-	1.61	-	YES	-	216	-	2.3%	-	YES	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.18	-	1.18	-	YES	-	99	-	1.1%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.62	-	1.62	-	YES	-	236	-	2.6%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.13	-	1.13	-	YES	-	110	-	1.2%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.48	-	1.48	-	YES	-	243	-	2.6%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.06	-	1.06	-	YES	-	114	-	1.2%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.49	-	1.49	-	YES	-	253	-	2.8%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.08	-	1.08	-	YES	-	121	-	1.3%	-	YES	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.57	-	1.57	-	YES	-	279	-	3.0%	-	YES	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.13	-	1.13	-	YES	-	130	-	1.4%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	N/A	N/A	F	F	4	-	9200	-	1.54	-	1.54	-	YES	-	288	-	3.1%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	N/A	N/A	F	F	4	-	9200	-	1.1	-	1.1	-	YES	-	138	-	1.5%	-	YES	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.56	1.4	1.56	1.4	YES	YES	267	60	3.9%	3.6%	YES	YES
Whipple Avenue to Woodside Road*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.15	>1.0	1.15	0.94	YES	YES	147	11	2.1%	0.7%	YES	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.58	>1.0	1.58	0.27	YES	YES	358	18	5.2%	1.1%	YES	YES
Woodside Road to Marsh Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.18	>1.0	1.18	0.24	YES	YES	178	5	2.6%	0.3%	YES	NO
Marsh Road to Willow Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.23	>1.0	1.23	0.27	YES	YES	304	18	4.4%	1.1%	YES	YES
Marsh Road to Willow Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	>1.0	>1.0	0.85	0.24	YES	YES	153	5	2.2%	0.3%	YES	NO
Willow Road to University Avenue*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.39	>1.0	1.39	0.31	YES	YES	328	21	4.8%	1.3%	YES	YES
Willow Road to University Avenue*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	>1.0	>1.0	0.9	0.24	YES	YES	160	5	2.3%	0.3%	YES	NO
University Ave to Embarcadero Road*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1.38	>1.0	1.38	0.31	YES	YES	331	21	4.8%	1.3%	YES	YES
University Ave to Embarcadero Road*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	>1.0	>1.0	0.89	0.24	YES	YES	166	5	2.4%	0.3%	YES	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																								
Embarcadero Road to Oregon Expressway	0.15	AM	3	1	48	38	E	D	3	2	6900	3300	1.55	0.16	1.55	0.16	YES	NO	429	24	6.2%	0.7%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	1	**77**	49	**F**	E	3	2	6900	3300	1.02	0.13	1.02	0.13	YES	NO	215	6	3.1%	0.2%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	1	50	41	E	D	3	2	6900	3300	1.43	0.15	1.43	0.15	YES	NO	391	27	5.7%	0.8%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	PM	3	1	**71**	**61**	**F**	**F**	3	2	6900	3300	>1.0	>1.0	0.93	0.17	YES	YES	197	7	2.9%	0.2%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	46	43	D	D	3	2	6900	3300	1.34	0.15	1.34	0.15	YES	NO	392	27	5.7%	0.8%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	**84**	47	**F**	E	3	2	6900	3300	>1.0	0.17	0.87	0.17	YES	NO	199	7	2.9%	0.2%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	1	50	40	E	D	3	2	6900	3300	1.35	0.15	1.35	0.15	YES	NO	429	27	6.2%	0.8%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	1	54	35	E	D	3	2	6900	3300	0.97	0.17	0.97	0.17	NO	NO	219	7	3.2%	0.2%	NO	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	1	33	38	D	D	3	2	6900	3300	1.22	0.15	1.22	0.15	YES	NO	582	27	8.4%	0.8%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	PM	3	1	29	22	D	C	3	2	6900	3300	0.87	0.17	0.87	0.17	NO	NO	314	7	4.6%	0.2%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	35	25	D	C	3	2	6900	3300	1.35	0.06	1.35	0.06	YES	NO	678	0	9.8%	0.0%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	29	25	D	C	3	2	6900	3300	1.07	0.1	1.07	0.1	YES	NO	371	2	5.4%	0.1%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	**64**	41	**F**	D	3	2	6900	3300	1.24	0.06	1.24	0.06	YES	NO	641	0	9.3%	0.0%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	53	24	E	C	3	2	6900	3300	1.04	0.1	1.04	0.1	YES	NO	322	2	4.7%	0.1%	**YES**	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	25	34	C	D	3	2	6900	3300	1.08	0.06	1.08	0.06	YES	NO	0	0	0.0%	0.0%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	28	28	D	D	3	2	6900	3300	0.92	0.1	0.92	0.1	NO	NO	3	2	0.0%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	33	20	D	C	3	2	6900	3300	1.2	0.07	1.2	0.07	YES	NO	0	0	0.0%	0.0%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	42	21	D	C	3	2	6900	3300	1.06	0.11	1.06	0.11	YES	NO	3	2	0.0%	0.1%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	29	25	D	C	3	2	6900	3300	1.3	0.05	1.3	0.05	YES	NO	1	0	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	**78**	35	**F**	D	3	2	6900	3300	1.18	0.1	1.18	0.1	YES	NO	2	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	33	19	D	C	3	2	6900	3300	1.11	0.05	1.11	0.05	YES	NO	1	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	**117**	**78**	**F**	**F**	3	2	6900	3300	>1.0	>1.0	0.96	0.1	YES	YES	17	0	0.2%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	21	20	C	C	3	2	6900	3300	1.4	0.05	1.4	0.05	YES	NO	254	0	3.7%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	**111**	**74**	**F**	**F**	3	2	6900	3300	1.27	>1.0	1.27	0.1	YES	YES	150	0	2.2%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	24	9	C	A	3	2	6900	3300	0.92	0.08	0.92	0.08	NO	NO	152	11	2.2%	0.3%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	**114**	50	**F**	E	3	2	6900	3300	>1.0	0.2	0.99	0.2	YES	NO	126	41	1.8%	1.2%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	25	9	C	A	3	2	6900	3300	1.52	0.08	1.52	0.08	YES	NO	272	11	3.9%	0.3%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	**86**	33	**F**	D	3	2	6900	3300	1.52	0.2	1.52	0.2	YES	NO	259	41	3.8%	1.2%	**YES**	NO
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	20	6	C	A	3	2	6900	3300	1.03	0.05	1.03	0.05	YES	NO	164	7	2.4%	0.2%	**YES**	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	**106**	39	**F**	D	3	2	6900	3300	1.21	0.16	1.21	0.16	YES	NO	227	31	3.3%	0.9%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	19	8	C	A	3	2	6900	3300	0.68	0.05	0.68	0.05	NO	NO	143	7	2.1%	0.2%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	**129**	42	**F**	D	3	2	6900	3300	>1.0	0.16	1	0.16	YES	NO	212	31	3.1%	0.9%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	16	10	B	A	3	2	6900	3300	0.93	0.04	0.93	0.04	NO	NO	144	6	2.1%	0.2%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	**118**	**60**	**F**	**F**	3	2	6900	3300	1.13	>1.0	1.13	0.1	YES	YES	254	25	3.7%	0.8%	**YES**	NO
I-880 to Oakland Road	0.57	AM	3	1	19	5	C	A	3	2	6900	3300	1.06	0.04	1.06	0.04	YES	NO	135	6	2.0%	0.2%	**YES**	NO
I-880 to Oakland Road	0.57	PM	3	1	**106**	**75**	**F**	**F**	3	2	6900	3300	1.36	>1.0	1.36	0.1	YES	YES	268	25	3.9%	0.8%	**YES**	NO
Oakland Road to McKee Road	1.58	AM	3	1	21	8	C	A	3	2	6900	3300	0.67	0.04	0.67	0.04	NO	NO	93	5	1.3%	0.2%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	**60**	31	**F**	D	3	2	6900	3300	1.07	0.1	1.07	0.1	YES	NO	261	22	3.8%	0.7%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	18	7	B	A	3	2	6900	3300	0.58	0.04	0.58	0.04	NO	NO	94	5	1.4%	0.2%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	46	25	D	C	3	2	6900	3300	0.93	0.1	0.93	0.1	NO	NO	264	22	3.8%	0.7%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	26	4	C	A	3	2	6900	3300	0.86	0.04	0.86	0.04	NO	NO	96	4	1.4%	0.1%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	45	21	D	C	3	2	6900	3300	1.2	0.09	1.2	0.09	YES	NO	271	19	3.9%	0.6%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	14	7	B	A	3	2	6900	3300	0.51	0.03	0.51	0.03	NO	NO	66	3	1.0%	0.1%	NO	NO
I-280 to Story Road	0.38	PM	3	1	46	18	D	B	3	2	6900	3300	0.82	0.07	0.82	0.07	NO	NO	212	14	3.1%	0.4%	NO	NO
Story Road to Tully Road	1.46	AM	3	1	21	6	C	A	4	1	9200	1650	0.84	0.06	0.84	0.06	NO	NO	66	3	0.7%	0.2%	NO	NO
Story Road to Tully Road	1.46	PM	3	1	**71**	27	**F**	D	4	1	9200	1650	1.02	0.14	1.02	0.14	YES	NO	218	14	2.4%	0.8%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	3	1	21	8	C	A	4	1	9200	1650	0.72	0	0.72	0	NO	NO	55	0	0.6%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	3	1	**79**	29	**F**	D	4	1	9200	1650	>1.0	0.16	0.85	0.16	YES	NO	180	12	2.0%	0.7%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	3	1	19	7	C	A	4	1	9200	1650	0.74	0	0.74	0	NO	NO	60	0	0.7%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	3	1	23	16	C	B	4	1	9200	1650	0.82	0.16	0.82	0.16	NO	NO	194	12	2.1%	0.7%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	31	12	D	B	3	1	6900	1650	1	0.1	1	0.1	YES	NO	42	1	0.6%	0.1%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	32	21	D	C	3	1	6900	1650	1	0.13	1	0.13	YES	NO	147	8	2.1%	0.5%	**YES**	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	23	9	C	A	3	1	6900	1650	0.96	0.1	0.96	0.1	NO	NO	40	1	0.6%	0.1%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	30	15	D	B	3	1	6900	1650	0.96	0.13	0.96	0.13	NO	NO	141	8	2.0%	0.5%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	16	16	B	B	3	1	6900	1650	0.7	0.05	0.7	0.05	NO	NO	31	1	0.4%	0.1%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	21	35	C	D	3	1	6900	1650	0.85	0.07	0.85	0.07	NO	NO	134	5	1.9%	0.3%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	16	10	B	A	3	1	6900	1650	0.54	0.05	0.54	0.05	NO	NO	27	1	0.4%	0.1%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	25	25	C	C	3	1	6900	1650	0.67	0.07	0.67	0.07	NO	NO	116	5	1.7%	0.3%	NO	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																								
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	31	-	D	-	3	1	6900	1650	1.25	0.15	1.25	0.15	YES	NO	0	0	0.0%	0.0%	NO	NO
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	25	-	C	-	3	1	6900	1650	1.16	0.31	1.16	0.31	YES	NO	30	1	0.4%	0.1%	NO	NO
Jacklin Road to Scott Creek Road	1.57	AM	3	-	30	-	D	-	3	1	6900	1650	1.19	0.15	1.19	0.15	YES	NO	0	0	0.0%	0.0%	NO	NO
Jacklin Road to Scott Creek Road	1.57	PM	3	-	28	-	D	-	3	1	6900	1650	1.29	0.31	1.29	0.31	YES	NO	67	1	1.0%	0.1%	**YES**	NO
Interstate 680 - Northbound (Alameda County)																								
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.32	0.07	1.32	0.07	YES	NO	0	0	0.0%	0.0%	NO	NO
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	N/A	-	E	-	3	1	6000	2000	1.53	0.39	1.53	0.39	YES	NO	104	19	1.7%	1.0%	NO	NO
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.37	0.07	1.37	0.07	YES	NO	85	0	1.4%	0.0%	NO	NO
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	1.45	0.39	1.45	0.39	YES	NO	189	19	3.2%	1.0%	**YES**	NO
Durham Road to Washington Boulevard**	1.30	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.1	0.09	1.1	0.09	YES	NO	81	2	1.4%	0.1%	NO	NO
Durham Road to Washington Boulevard**	1.30	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	1.38	0.42	1.38	0.42	YES	NO	218	21	3.6%	1.1%	**YES**	NO
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.03	0.09	1.03	0.09	YES	NO	73	2	1.2%	0.1%	NO	NO
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	1.41	0.42	1.41	0.42	YES	NO	215	21	3.6%	1.1%	**YES**	NO
SR 238/Mission to Vargas Road**	1.10	AM	4	-	N/A	-	A	-	4	1	8000	2000	0.85	0.09	0.85	0.09	NO	NO	72	2	0.9%	0.1%	NO	NO
SR 238/Mission to Vargas Road**	1.10	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	1.27	0.44	1.27	0.44	YES	NO	251	21	3.1%	1.1%	**YES**	NO
Vargas Road to Sheridan Road**	0.59	AM	4	-	N/A	-	A	-	4	1	8000	2000	0.85	0.09	0.85	0.09	NO	NO	72	2	0.9%	0.1%	NO	NO
Vargas Road to Sheridan Road**	0.59	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	1.27	0.44	1.27	0.44	YES	NO	251	21	3.1%	1.1%	**YES**	NO
Sheridan Road to Andrade Road**	1.16	AM	4	-	N/A	-	A	-	4	1	8000	2000	0.85	0.09	0.85	0.09	NO	NO	72	2	0.9%	0.1%	NO	NO
Sheridan Road to Andrade Road**	1.16	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	1.27	0.44	1.27	0.44	YES	NO	251	21	3.1%	1.1%	**YES**	NO
Andrade Road to Calaveras**	1.15	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.13	0.09	1.13	0.09	YES	NO	72	2	1.2%	0.1%	NO	NO
Andrade Road to Calaveras**	1.15	PM	3	-	N/A	-	E	-	3	1	6000	2000	1.69	0.44	1.69	0.44	YES	NO	251	21	4.2%	1.1%	**YES**	NO
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	N/A	-	A	-	3	1	6000	2000	1.13	0.09	1.13	0.09	YES	NO	72	2	1.2%	0.1%	NO	NO
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	N/A	-	C	-	3	1	6000	2000	1.69	0.44	1.69	0.44	YES	NO	251	21	4.2%	1.1%	**YES**	NO
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	N/A	-	A	-	3	1	6000	2000	0.99	0.09	0.99	0.09	NO	NO	66	3	1.1%	0.2%	NO	NO
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	N/A	-	A	-	3	1	6000	2000	1.37	0.44	1.37	0.44	YES	NO	198	21	3.3%	1.1%	**YES**	NO
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	N/A	-	A	-	3	1	6000	2000	0.99	0.09	0.99	0.09	NO	NO	66	3	1.1%	0.2%	NO	NO
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	N/A	-	A	-	3	1	6000	2000	1.37	0.44	1.37	0.44	YES	NO	198	21	3.3%	1.1%	**YES**	NO
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	N/A	-	A	-	3	1	6000	2000	0.96	0.09	0.96	0.09	NO	NO	61	3	1.0%	0.2%	NO	NO
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	N/A	-	A	-	3	1	6000	2000	1.22	0.44	1.22	0.44	YES	NO	168	20	2.8%	1.0%	NO	NO
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	N/A	-	A	-	3	1	6000	2000	0.95	0.09	0.95	0.09	NO	NO	59	3	1.0%	0.2%	NO	NO
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	N/A	-	A	-	3	1	6000	2000	1	0.41	1	0.41	YES	NO	140	19	2.3%	1.0%	NO	NO
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	N/A	-	A	-	4	1	8000	2000	1.08	0.09	1.08	0.09	YES	NO	54	3	0.7%	0.2%	NO	NO
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	N/A	-	A	-	4	1	8000	2000	1.01	0.39	1.01	0.39	YES	NO	121	18	1.5%	0.9%	NO	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																								
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	N/A	N/A	E	-	4	1	8000	2000	1.32	0.43	1.32	0.43	YES	NO	229	27	2.9%	1.4%	NO	NO
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	N/A	N/A	B	-	4	1	8000	2000	0.85	0.23	0.85	0.23	NO	NO	77	8	1.0%	0.4%	NO	NO
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	N/A	N/A	E	-	3	1	6000	2000	1.49	0.45	1.49	0.45	YES	NO	246	27	4.1%	1.4%	**YES**	NO
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	N/A	N/A	A	-	3	1	6000	2000	0.94	0.24	0.94	0.24	NO	NO	80	8	1.3%	0.4%	NO	NO
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	N/A	N/A	E	-	3	1	6000	2000	1.72	0.49	1.72	0.49	YES	NO	269	29	4.5%	1.5%	**YES**	NO
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	N/A	N/A	A	-	3	1	6000	2000	0.97	0.25	0.97	0.25	NO	NO	85	9	1.4%	0.5%	NO	NO
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	N/A	N/A	D	-	3	1	6000	2000	1.81	0.5	1.81	0.5	YES	NO	299	30	5.0%	1.5%	**YES**	NO
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	N/A	N/A	A	-	3	1	6000	2000	1.04	0.26	1.04	0.26	YES	NO	91	9	1.5%	0.5%	NO	NO
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	N/A	N/A	D	-	3	1	6000	2000	1.81	0.5	1.81	0.5	YES	NO	299	30	5.0%	1.5%	**YES**	NO
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	N/A	N/A	A	-	3	1	6000	2000	1.04	0.26	1.04	0.26	YES	NO	91	9	1.5%	0.5%	NO	NO
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	2.19	0.5	2.19	0.5	YES	NO	376	30	6.3%	1.5%	**YES**	NO
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.26	1.14	0.26	YES	NO	106	9	1.8%	0.5%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	2.19	0.5	2.19	0.5	YES	NO	376	30	6.3%	1.5%	**YES**	NO
Calaveras to Andrade Road**	1.15	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.26	1.14	0.26	YES	NO	106	9	1.8%	0.5%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	N/A	N/A	C	A	4	1	8000	2000	1.64	0.5	1.64	0.5	YES	NO	376	30	4.7%	1.5%	**YES**	NO
Andrade Road to Sheridan Road**	1.16	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	0.85	0.26	0.85	0.26	NO	NO	106	9	1.3%	0.5%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	2.19	0.5	2.19	0.5	YES	NO	376	30	6.3%	1.5%	**YES**	NO
Sheridan Road to Vargas Road**	0.59	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.26	1.14	0.26	YES	NO	106	9	1.8%	0.5%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	2.19	0.5	2.19	0.5	YES	NO	376	30	6.3%	1.5%	**YES**	NO
Vargas Road to SR 238/Mission**	1.10	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.26	1.14	0.26	YES	NO	106	9	1.8%	0.5%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	2.19	0.5	2.19	0.5	YES	NO	376	30	6.3%	1.5%	**YES**	NO
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.26	1.14	0.26	YES	NO	106	9	1.8%	0.5%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	1.93	0.53	1.93	0.53	YES	NO	342	32	5.7%	1.6%	**YES**	NO
Washington Boulevard to Durham Road**	1.30	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.08	0.26	1.08	0.26	YES	NO	113	10	1.9%	0.5%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	2.04	0.45	2.04	0.45	YES	NO	308	29	5.1%	1.5%	**YES**	NO
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.22	0.23	1.22	0.23	YES	NO	110	10	1.8%	0.5%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	2.15	0.39	2.15	0.39	YES	NO	252	23	4.2%	1.2%	**YES**	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.14	0.15	1.14	0.15	YES	NO	36	10	0.6%	0.5%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																								
Scott Creek Road to Jacklin Road	1.57	AM	3	1	24	15	C	B	3	1	6900	1650	1.78	0.47	1.78	0.47	YES	NO	172	23	2.5%	1.4%	**YES**	NO
Scott Creek Road to Jacklin Road	1.57	PM	3	1	30	4	D	A	3	1	6900	1650	1.05	0.19	1.05	0.19	YES	NO	38	10	0.6%	0.6%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	45	11	D	A	3	1	6900	1650	1.77	0.47	1.77	0.47	YES	NO	153	23	2.2%	1.4%	**YES**	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	32	5	D	A	3	1	6900	1650	1.06	0.19	1.06	0.19	YES	NO	50	10	0.7%	0.6%	NO	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																								
I-280 to Stevens Creek	0.41	AM	3	-	**93**	-	**F**	-	3	1	6900	1650	>1.0	0.11	0.84	0.11	YES	NO	187	1	2.7%	0.1%	**YES**	NO
I-280 to Stevens Creek	0.41	PM	3	-	17	-	B	-	3	1	6900	1650	0.54	0.13	0.54	0.13	NO	NO	42	0	0.6%	0.0%	NO	NO
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	**70**	-	**F**	-	3	1	6900	1650	1.39	0.18	1.39	0.18	YES	NO	189	1	2.7%	0.1%	**YES**	NO
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	30	-	D	-	3	1	6900	1650	0.93	0.22	0.93	0.22	NO	NO	44	0	0.6%	0.0%	NO	NO
N Bascom Avenue to The Alameda	0.82	AM	3	-	56	-	E	-	3	1	6900	1650	1.34	0.19	1.34	0.19	YES	NO	6	2	0.1%	0.1%	NO	NO
N Bascom Avenue to The Alameda	0.82	PM	3	-	27	-	D	-	3	1	6900	1650	1.08	0.23	1.08	0.23	YES	NO	2	1	0.0%	0.1%	NO	NO
The Alameda to Coleman Avenue	0.59	AM	3	-	**104**	-	**F**	-	3	1	6900	1650	1.41	0.19	1.41	0.19	YES	NO	7	2	0.1%	0.1%	NO	NO
The Alameda to Coleman Avenue	0.59	PM	3	-	32	-	D	-	3	1	6900	1650	1.13	0.23	1.13	0.23	YES	NO	3	1	0.0%	0.1%	NO	NO
Coleman Avenue to SR 87	0.51	AM	3	-	**96**	-	**F**	-	3	1	6900	1650	1.38	0.21	1.38	0.21	YES	NO	7	2	0.1%	0.1%	NO	NO
Coleman Avenue to SR 87	0.51	PM	3	-	41	-	D	-	3	1	6900	1650	1.09	0.26	1.09	0.26	YES	NO	3	1	0.0%	0.1%	NO	NO
SR 87 to N 1st Street	0.40	AM	3	-	35	-	D	-	3	1	6900	1650	1.38	0.33	1.38	0.33	YES	NO	7	1	0.1%	0.1%	NO	NO
SR 87 to N 1st Street	0.40	PM	3	-	36	-	D	-	3	1	6900	1650	1.09	0.22	1.09	0.22	YES	NO	3	2	0.0%	0.1%	NO	NO
N 1st Street to US 101	0.49	AM	3	-	**65**	-	**F**	-	3	1	6900	1650	1.33	0.16	1.33	0.16	YES	NO	9	2	0.1%	0.1%	NO	NO
N 1st Street to US 101	0.49	PM	3	-	32	-	D	-	3	1	6900	1650	1.22	0.23	1.22	0.23	YES	NO	17	1	0.2%	0.1%	NO	NO
US 101 to E Brokaw Road	1.29	AM	3	-	**60**	-	**F**	-	3	1	6900	1650	1.25	0.16	1.25	0.16	YES	NO	0	0	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	-	56	-	E	-	3	1	6900	1650	1.04	0.35	1.04	0.35	YES	NO	8	1	0.1%	0.1%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	-	30	-	D	-	3	1	6900	1650	1.16	0.19	1.16	0.19	YES	NO	1	0	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	-	31	-	D	-	3	1	6900	1650	1.07	0.37	1.07	0.37	YES	NO	7	1	0.1%	0.1%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	-	23	-	C	-	3	1	6900	1650	0.86	0.11	0.86	0.11	NO	NO	1	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	-	50	-	E	-	3	1	6900	1650	0.83	0.19	0.83	0.19	NO	NO	12	0	0.2%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	-	24	-	C	-	3	1	6900	1650	0.98	0.08	0.98	0.08	NO	NO	1	0	0.0%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	-	**71**	-	**F**	-	3	1	6900	1650	1.14	0.16	1.14	0.16	YES	NO	85	0	1.2%	0.0%	**YES**	NO
SR 237 to Dixon Landing	1.99	AM	3	1	20	7	C	A	4	2	9200	3300	1.13	0.08	1.13	0.08	YES	NO	257	16	2.8%	0.5%	**YES**	NO
SR 237 to Dixon Landing	1.99	PM	3	1	**83**	45	**F**	D	4	2	9200	3300	1.2	0.28	1.2	0.28	YES	NO	549	59	6.0%	1.8%	**YES**	NO
Interstate 880 - Northbound (Alameda County)																								
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	N/A	N/A	A	A	5	1	10000	2000	0.87	0	0.87	0	NO	NO	209	0	2.1%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	N/A	N/A	**F**	**F**	5	1	10000	2000	>1.0	>1.0	0.77	0	YES	YES	353	0	3.5%	0.0%	**YES**	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.03	0.08	1.03	0.08	YES	NO	117	6	2.0%	0.3%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	1.25	0.24	1.25	0.24	YES	NO	259	18	4.3%	0.9%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.01	0.08	1.01	0.08	YES	NO	115	6	1.9%	0.3%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	1.2	0.24	1.2	0.24	YES	NO	319	18	5.3%	0.9%	**YES**	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.3	0.1	1.3	0.1	YES	NO	105	5	1.8%	0.3%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	N/A	N/A	D	C	3	1	6000	2000	1.24	0.26	1.24	0.26	YES	NO	277	16	4.6%	0.8%	**YES**	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.48	0.09	1.48	0.09	YES	NO	99	5	1.7%	0.3%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	1.24	0.25	1.24	0.25	YES	NO	242	15	4.0%	0.8%	**YES**	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.44	0.1	1.44	0.1	YES	NO	83	4	1.4%	0.2%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	1.2	0.27	1.2	0.27	YES	NO	228	14	3.8%	0.7%	**YES**	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.45	0.1	1.45	0.1	YES	NO	72	4	1.2%	0.2%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	1.25	0.23	1.25	0.23	YES	NO	195	12	3.3%	0.6%	**YES**	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	1.51	0.12	1.51	0.12	YES	NO	62	3	1.0%	0.2%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	N/A	N/A	**F**	E	3	1	6000	2000	1.36	0.24	1.36	0.24	YES	NO	170	11	2.8%	0.6%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	1.62	0.12	1.62	0.12	YES	NO	53	3	0.9%	0.2%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	1.39	0.21	1.39	0.21	YES	NO	141	9	2.4%	0.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	1.3	0.12	1.3	0.12	YES	NO	51	2	0.6%	0.1%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	1.07	0.17	1.07	0.17	YES	NO	134	8	1.7%	0.4%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	1.33	0.13	1.33	0.13	YES	NO	47	2	0.6%	0.1%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	1.13	0.18	1.13	0.18	YES	NO	122	7	1.5%	0.4%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	1.34	0.13	1.34	0.13	YES	NO	47	2	0.6%	0.1%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	1.14	0.18	1.14	0.18	YES	NO	122	7	1.5%	0.4%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	N/A	N/A	C	B	3	1	6000	2000	1.69	0.13	1.69	0.13	YES	NO	42	2	0.7%	0.1%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	1.32	0.17	1.32	0.17	YES	NO	103	6	1.7%	0.3%	NO	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																								
92 Ramps to Tennyson Road**	1.01	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	1.71	0.18	1.71	0.18	YES	NO	152	9	2.5%	0.5%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	1.24	0.13	1.24	0.13	YES	NO	65	2	1.1%	0.1%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	1.33	0.19	1.33	0.19	YES	NO	166	10	2.1%	0.5%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	1.01	0.14	1.01	0.14	YES	NO	71	2	0.9%	0.1%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	1.73	0.22	1.73	0.22	YES	NO	164	12	2.7%	0.6%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	N/A	N/A	D	B	3	1	6000	2000	1.3	0.16	1.3	0.16	YES	NO	70	3	1.2%	0.2%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	1.41	0.21	1.41	0.21	YES	NO	197	12	2.5%	0.6%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	1.06	0.14	1.06	0.14	YES	NO	80	3	1.0%	0.2%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	1.76	0.24	1.76	0.24	YES	NO	202	15	3.4%	0.8%	**YES**	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	N/A	N/A	C	A	3	1	6000	2000	1.22	0.14	1.22	0.14	YES	NO	82	3	1.4%	0.2%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	1.72	0.25	1.72	0.25	YES	NO	245	17	4.1%	0.9%	**YES**	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	1.07	0.12	1.07	0.12	YES	NO	92	4	1.5%	0.2%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	1.73	0.21	1.73	0.21	YES	NO	311	17	5.2%	0.9%	**YES**	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	1.12	0.09	1.12	0.09	YES	NO	108	4	1.8%	0.2%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	1.72	0.29	1.72	0.29	YES	NO	346	24	5.8%	1.2%	**YES**	NO
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	1.07	0.11	1.07	0.11	YES	NO	119	5	2.0%	0.3%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	1.69	0.25	1.69	0.25	YES	NO	390	24	6.5%	1.2%	**YES**	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	1.05	0.09	1.05	0.09	YES	NO	137	5	2.3%	0.3%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	N/A	N/A	E	C	3	1	6000	2000	1.74	0.29	1.74	0.29	YES	NO	402	27	6.7%	1.4%	**YES**	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	1.06	0.1	1.06	0.1	YES	NO	139	6	2.3%	0.3%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	1.65	0.34	1.65	0.34	YES	NO	470	35	7.8%	1.8%	**YES**	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	0.84	0.1	0.84	0.1	NO	NO	148	7	2.5%	0.4%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	1.88	0.35	1.88	0.35	YES	NO	504	36	8.4%	1.8%	**YES**	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	0.92	0.1	0.92	0.1	NO	NO	167	7	2.8%	0.4%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	N/A	N/A	C	B	4	1	8000	2000	1.59	0.15	1.59	0.15	YES	NO	638	16	8.0%	0.8%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	1	0.08	1	0.08	YES	NO	295	1	3.7%	0.1%	**YES**	NO
Interstate 880 - Southbound (Santa Clara County)																								
Dixon Landing to SR 237	1.99	AM	3	1	**61**	49	**F**	E	3	2	6900	3300	2.2	0.28	2.2	0.28	YES	NO	779	51	11.3%	1.5%	**YES**	NO
Dixon Landing to SR 237	1.99	PM	3	1	26	15	C	B	3	2	6900	3300	1.24	0.13	1.24	0.13	YES	NO	333	11	4.8%	0.3%	**YES**	NO
SR 237 to Great Mall Parkway	0.72	AM	3	-	**79**	-	**F**	-	3	1	6900	1650	1.42	0	1.42	0	YES	NO	9	0	0.1%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	-	24	-	C	-	3	1	6900	1650	0.86	0	0.86	0	NO	NO	26	0	0.4%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	-	42	-	D	-	3	1	6900	1650	1.28	0.28	1.28	0.28	YES	NO	7	1	0.1%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	-	56	-	E	-	3	1	6900	1650	0.77	0.17	0.77	0.17	NO	NO	26	0	0.4%	0.0%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	-	27	-	D	-	3	1	6900	1650	1.38	0.35	1.38	0.35	YES	NO	9	1	0.1%	0.1%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	>1.0	0.19	0.96	0.19	YES	NO	30	0	0.4%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	AM	3	-	32	-	D	-	3	1	6900	1650	1.39	0.31	1.39	0.31	YES	NO	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	-	**63**	-	**F**	-	3	1	6900	1650	>1.0	0.18	0.99	0.18	YES	NO	30	0	0.4%	0.0%	NO	NO
US 101 to N 1st Street	0.49	AM	3	-	27	-	D	-	4	1	9200	1650	1.19	0.28	1.19	0.28	YES	NO	7	0	0.1%	0.0%	NO	NO
US 101 to N 1st Street	0.49	PM	3	-	57	-	E	-	4	1	9200	1650	0.79	0.2	0.79	0.2	NO	NO	12	3	0.1%	0.2%	NO	NO
N 1st Street to SR 87	0.40	AM	3	-	37	-	D	-	3	1	6900	1650	1.37	0.21	1.37	0.21	YES	NO	2	2	0.0%	0.1%	NO	NO
N 1st Street to SR 87	0.40	PM	3	-	**81**	-	**F**	-	3	1	6900	1650	1.02	0.26	1.02	0.26	YES	NO	8	1	0.1%	0.1%	NO	NO
SR 87 to Coleman Avenue	0.51	AM	3	-	31	-	D	-	3	1	6900	1650	1.37	0.33	1.37	0.33	YES	NO	2	1	0.0%	0.1%	NO	NO
SR 87 to Coleman Avenue	0.51	PM	3	-	**90**	-	**F**	-	3	1	6900	1650	1.02	0.22	1.02	0.22	YES	NO	8	3	0.1%	0.2%	NO	NO
Coleman Avenue to The Alameda	0.59	AM	3	-	35	-	D	-	3	1	6900	1650	1.46	0.27	1.46	0.27	YES	NO	1	0	0.0%	0.0%	NO	NO
Coleman Avenue to The Alameda	0.59	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	1.06	0.18	1.06	0.18	YES	NO	5	2	0.1%	0.1%	NO	NO
The Alameda to N Bascom Avenue	0.82	AM	3	-	26	-	C	-	3	1	6900	1650	1.39	0.27	1.39	0.27	YES	NO	1	0	0.0%	0.0%	NO	NO
The Alameda to N Bascom Avenue	0.82	PM	3	-	**73**	-	**F**	-	3	1	6900	1650	1.08	0.18	1.08	0.18	YES	NO	8	2	0.1%	0.1%	NO	NO
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	**74**	-	**F**	-	3	1	6900	1650	1.26	0.28	1.26	0.28	YES	NO	31	0	0.4%	0.0%	NO	NO
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	**64**	-	**F**	-	3	1	6900	1650	1.05	0.19	1.05	0.19	YES	NO	96	2	1.4%	0.1%	**YES**	NO
Stevens Creek to I-280	0.41	AM	3	-	26	-	C	-	3	1	6900	1650	0.79	0.16	0.79	0.16	NO	NO	29	0	0.4%	0.0%	NO	NO
Stevens Creek to I-280	0.41	PM	3	-	30	-	D	-	3	1	6900	1650	0.67	0.1	0.67	0.1	NO	NO	86	1	1.2%	0.1%	NO	NO

Table H-5: Cumulative with Project Conditions Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Cumulative with Project Conditions															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																								
85 Ramps to Capitol Expressway	1.09	AM	2	1	**93**	**79**	**F**	**F**	2	1	4600	1650	1.31	>1.0	1.31	0.27	YES	YES	124	8	2.7%	0.5%	**YES**	NO
85 Ramps to Capitol Expressway	1.09	PM	2	1	31	8	D	A	2	1	4600	1650	0.83	0.18	0.83	0.18	NO	NO	40	2	0.9%	0.1%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	**103**	**68**	**F**	**F**	2	1	4600	1650	1.37	>1.0	1.37	0.31	YES	YES	160	11	3.5%	0.7%	**YES**	NO
Capitol Expressway to Curtner Road	1.49	PM	2	1	30	10	D	A	2	1	4600	1650	0.83	0.19	0.83	0.19	NO	NO	49	3	1.1%	0.2%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	**99**	**82**	**F**	**F**	2	1	4600	1650	1.34	>1.0	1.34	0.35	YES	YES	177	13	3.8%	0.8%	**YES**	NO
Curtner Road to Almaden Road	0.73	PM	2	1	43	13	D	B	2	1	4600	1650	0.75	0.19	0.75	0.19	NO	NO	59	3	1.3%	0.2%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	**76**	44	**F**	D	2	1	4600	1650	1.65	0.39	1.65	0.39	YES	NO	229	14	5.0%	0.8%	**YES**	NO
Almaden Road to Alma Avenue	0.69	PM	2	1	**76**	23	**F**	C	2	1	4600	1650	>1.0	0.22	0.98	0.22	YES	NO	87	3	1.9%	0.2%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	**81**	31	**F**	D	2	1	4600	1650	1.81	0.41	1.81	0.41	YES	NO	248	15	5.4%	0.9%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	PM	2	1	25	17	C	B	2	1	4600	1650	1.11	0.26	1.11	0.26	YES	NO	94	4	2.0%	0.2%	**YES**	NO
280 Ramps to Julian Street	0.96	AM	2	1	51	22	E	C	2	1	4600	1650	1.65	0.17	1.65	0.17	YES	NO	272	15	5.9%	0.9%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	15	8	B	A	2	1	4600	1650	0.9	0.08	0.9	0.08	NO	NO	126	4	2.7%	0.2%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	**104**	28	**F**	D	2	1	4600	1650	1.83	0.23	1.83	0.23	YES	NO	349	19	7.6%	1.2%	**YES**	NO
Julian Street to Coleman Avenue	0.38	PM	2	1	21	5	C	A	2	1	4600	1650	1.01	0.12	1.01	0.12	YES	NO	192	4	4.2%	0.2%	**YES**	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	**62**	24	**F**	C	2	1	4600	1650	1.82	0.23	1.82	0.23	YES	NO	279	15	6.1%	0.9%	**YES**	NO
Coleman Avenue to Taylor Street	0.41	PM	2	1	19	7	C	A	2	1	4600	1650	1.02	0.12	1.02	0.12	YES	NO	228	5	5.0%	0.3%	**YES**	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	41	23	D	C	2	1	4600	1650	1.42	0.19	1.42	0.19	YES	NO	355	20	7.7%	1.2%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	14	3	B	A	2	1	4600	1650	0.91	0.1	0.91	0.1	NO	NO	209	4	4.5%	0.2%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	**134**	**61**	**F**	**F**	2	1	4600	1650	1.14	>1.0	1.14	0.13	YES	YES	354	20	7.7%	1.2%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	24	5	C	A	2	1	4600	1650	0.86	0.06	0.86	0.06	NO	NO	229	5	5.0%	0.3%	NO	NO
State Route 87 - Southbound (Santa Clara County)																								
US 101 to Skyport Drive	0.67	AM	2	1	20	6	C	A	2	1	4600	1650	1.01	0.07	1.01	0.07	YES	NO	110	3	2.4%	0.2%	**YES**	NO
US 101 to Skyport Drive	0.67	PM	2	1	**136**	18	**F**	B	2	1	4600	1650	>1.0	0.05	0.97	0.05	YES	NO	174	1	3.8%	0.1%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	17	2	B	A	2	1	4600	1650	1	0.1	1	0.1	YES	NO	102	2	2.2%	0.1%	**YES**	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	**108**	19	**F**	C	2	1	4600	1650	1.1	0.18	1.1	0.18	YES	NO	162	6	3.5%	0.4%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	23	9	C	A	2	1	4600	1650	1.22	0.13	1.22	0.13	YES	NO	92	2	2.0%	0.1%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	**90**	24	**F**	C	2	1	4600	1650	1.31	0.2	1.31	0.2	YES	NO	158	6	3.4%	0.4%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	25	5	C	A	2	1	4600	1650	1.22	0.13	1.22	0.13	YES	NO	92	2	2.0%	0.1%	**YES**	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	**93**	23	**F**	C	2	1	4600	1650	1.31	0.2	1.31	0.2	YES	NO	158	6	3.4%	0.4%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	18	6	B	A	2	1	4600	1650	1.14	0.14	1.14	0.14	YES	NO	67	2	1.5%	0.1%	**YES**	NO
Julian Street to 280 Ramps	0.96	PM	2	1	**83**	23	**F**	C	2	1	4600	1650	1.38	0.26	1.38	0.26	YES	NO	176	6	3.8%	0.4%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	18	6	B	A	2	1	4600	1650	1.31	0.18	1.31	0.18	YES	NO	42	2	0.9%	0.1%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	**87**	24	**F**	C	2	1	4600	1650	1.41	0.33	1.41	0.33	YES	NO	136	5	3.0%	0.3%	**YES**	NO
Alma Avenue to Almaden Road	0.69	AM	2	1	21	3	C	A	2	1	4600	1650	1.17	0.16	1.17	0.16	YES	NO	38	2	0.8%	0.1%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	**85**	38	**F**	D	2	1	4600	1650	1.21	0.29	1.21	0.29	YES	NO	126	5	2.7%	0.3%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	17	8	B	A	2	1	4600	1650	0.97	0	0.97	0	NO	NO	31	0	0.7%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	56	27	E	D	2	1	4600	1650	0.93	0.25	0.93	0.25	NO	NO	110	4	2.4%	0.2%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	21	3	C	A	2	1	4600	1650	1.04	0.15	1.04	0.15	YES	NO	27	1	0.6%	0.1%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	44	21	D	C	2	1	4600	1650	1	0.25	1	0.25	YES	NO	104	4	2.3%	0.2%	**YES**	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	20	5	C	A	2	1	4600	1650	0.98	0.15	0.98	0.15	NO	NO	20	1	0.4%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	32	13	D	B	2	1	4600	1650	0.77	0.19	0.77	0.19	NO	NO	71	3	1.5%	0.2%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes.

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documented in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																								
El Camino Real to 85 Ramps	0.40	AM	2	-	48	-	E	-	2	-	4400	-	NO	-	52	-	E	-	380	-	8.6%	-	NO	-
El Camino Real to 85 Ramps	0.40	PM	2	-	28	-	D	-	2	-	4400	-	NO	-	30	-	D	-	237	-	5.4%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	**95**	-	**F**	-	2	-	4400	-	YES	-	**116**	-	**F**	-	632	-	14.4%	-	**YES**	-
85 Ramps to Central Expressway	0.63	PM	2	-	21	-	C	-	2	-	4400	-	NO	-	24	-	C	-	332	-	7.5%	-	NO	-
Central Expressway to Maude Avenue	0.80	AM	2	-	31	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	695	-	15.8%	-	**YES**	-
Central Expressway to Maude Avenue	0.80	PM	2	-	14	-	B	-	2	-	4400	-	NO	-	17	-	B	-	358	-	8.1%	-	NO	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	**87**	-	**F**	-	2	-	4400	-	YES	-	**103**	-	**F**	-	585	-	13.3%	-	**YES**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	24	-	C	-	2	-	4400	-	NO	-	27	-	D	-	328	-	7.5%	-	NO	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	**83**	-	**F**	-	2	-	4400	-	YES	-	**118**	-	**F**	-	1411	-	32.1%	-	**YES**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	28	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	783	-	17.8%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	**60**	20	**F**	C	2	1	4600	1650	YES	NO	**83**	24	**F**	C	1514	231	32.9%	14.0%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	**72**	25	**F**	C	2	1	4600	1650	YES	NO	**90**	26	**F**	C	880	70	19.1%	4.2%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	34	23	D	C	2	1	4600	1650	YES	NO	**>58**	27	**F**	D	1486	259	32.3%	15.7%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	**93**	30	**F**	D	2	1	4600	1650	YES	NO	**121**	31	**F**	D	877	72	19.1%	4.4%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	40	35	D	D	2	1	4600	1650	YES	NO	**>58**	35	**F**	D	2378	0	51.7%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	**86**	32	**F**	D	2	1	4600	1650	YES	NO	**112**	32	**F**	D	1001	0	21.8%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	43	26	D	C	2	1	4600	1650	YES	NO	**>58**	26	**F**	C	429	0	9.3%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	**88**	46	**F**	D	2	1	4600	1650	YES	NO	**95**	46	**F**	D	246	0	5.3%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	41	20	D	C	2	1	4600	1650	YES	NO	**>58**	21	**F**	C	368	60	8.0%	3.6%	**YES**	NO
North First Street to Zanker Road	1.61	PM	2	1	**64**	40	**F**	D	2	1	4600	1650	YES	NO	**74**	44	**F**	D	578	210	12.6%	12.7%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	28	11	D	A	2	1	4600	1650	YES	NO	**>58**	12	**F**	B	367	60	8.0%	3.6%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	37	31	D	D	2	1	4600	1650	YES	NO	**>58**	34	**F**	D	691	210	15.0%	12.7%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	18	15	B	B	2	1	4600	1650	NO	NO	20	16	C	B	252	60	5.5%	3.6%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	**108**	34	**F**	D	2	1	4600	1650	YES	NO	**126**	37	**F**	D	358	210	7.8%	12.7%	**YES**	NO
State Route 237 - Westbound																								
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	**116**	33	**F**	D	2	1	4600	1650	YES	YES	**148**	**>58**	**F**	**F**	643	319	14.0%	19.3%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	25	10	C	A	2	1	4600	1650	NO	NO	27	11	D	A	326	77	7.1%	4.7%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	**98**	37	**F**	D	2	1	4600	1650	YES	YES	**156**	**>58**	**F**	**F**	1161	319	25.2%	19.3%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	23	17	C	B	2	1	4600	1650	NO	NO	31	18	D	B	485	77	10.5%	4.7%	NO	NO
Zanker Road to North First Street	1.61	AM	2	1	53	30	E	D	2	1	4600	1650	YES	YES	**>58**	**>58**	**F**	**F**	1088	319	23.7%	19.3%	**YES**	**YES**
Zanker Road to North First Street	1.61	PM	2	1	**59**	14	**F**	B	2	1	4600	1650	YES	NO	**66**	15	**F**	B	488	77	10.6%	4.7%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	46	31	D	D	2	1	4600	1650	YES	YES	**>58**	**>58**	**F**	**F**	1408	0	30.6%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	**66**	27	**F**	D	2	1	4600	1650	YES	NO	**76**	27	**F**	D	587	0	12.8%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	32	22	D	C	2	1	4600	1650	YES	NO	**>58**	22	**F**	C	491	0	10.7%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	48	19	E	C	2	1	4600	1650	YES	NO	**>58**	19	**F**	C	699	0	15.2%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	2	1	**82**	56	**F**	E	3	1	6900	1650	YES	NO	**62**	57	**F**	E	420	44	6.1%	2.7%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	2	1	**72**	31	**F**	D	3	1	6900	1650	YES	NO	**60**	32	**F**	D	863	36	12.5%	2.2%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	**79**	-	**F**	-	3	-	6900	-	YES	-	**86**	-	**F**	-	464	-	6.7%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	**70**	-	**F**	-	3	-	6900	-	YES	-	**82**	-	**F**	-	917	-	13.3%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	41	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	384	-	8.7%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	**71**	-	**F**	-	2	-	4400	-	YES	-	**86**	-	**F**	-	749	-	17.0%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	39	-	D	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	177	-	4.0%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	PM	2	-	**89**	-	**F**	-	2	-	4400	-	YES	-	**105**	-	**F**	-	560	-	12.7%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	19	-	C	-	2	-	4400	-	NO	-	20	-	C	-	158	-	3.6%	-	NO	-
Maude Avenue to Central Expressway	0.80	PM	2	-	50	-	E	-	2	-	4400	-	YES	-	**>58**	-	**F**	-	505	-	11.5%	-	**YES**	-
Central Expressway to 85 Ramps	0.63	AM	2	-	20	-	C	-	2	-	4400	-	NO	-	21	-	C	-	96	-	2.2%	-	NO	-
Central Expressway to 85 Ramps	0.63	PM	2	-	**88**	-	**F**	-	2	-	4400	-	YES	-	**97**	-	**F**	-	326	-	7.4%	-	**YES**	-
85 Ramps to El Camino Real	0.40	AM	2	-	33	-	D	-	2	-	4400	-	NO	-	34	-	D	-	78	-	1.8%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	**122**	-	**F**	-	2	-	4400	-	YES	-	**141**	-	**F**	-	344	-	7.8%	-	**YES**	-

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																								
SR 85 to Bernal Road	0.20	AM	3	1	38	20	D	C	3	1	6900	1650	NO	NO	39	20	D	C	140	28	2.0%	1.7%	NO	NO
SR 85 to Bernal Road	0.20	PM	3	1	28	20	D	C	3	1	6900	1650	NO	NO	28	20	D	C	45	5	0.7%	0.3%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	25	12	C	B	3	1	6900	1650	NO	NO	26	13	C	B	158	28	2.3%	1.7%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	16	8	B	A	3	1	6900	1650	NO	NO	16	8	B	A	54	5	0.8%	0.3%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	35	21	D	C	3	1	6900	1650	NO	NO	36	22	D	C	176	35	2.6%	2.1%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	26	7	C	A	3	1	6900	1650	NO	NO	26	7	C	A	56	7	0.8%	0.4%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	**98**	33	**F**	D	3	1	6900	1650	YES	NO	**102**	34	**F**	D	183	35	2.7%	2.1%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	32	13	D	B	3	1	6900	1650	NO	NO	32	13	D	B	58	7	0.8%	0.4%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	**103**	40	**F**	D	3	1	6900	1650	YES	NO	**107**	41	**F**	D	160	35	2.3%	2.1%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	20	14	C	B	3	1	6900	1650	NO	NO	20	14	C	B	53	7	0.8%	0.4%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	**76**	33	**F**	D	3	1	6900	1650	YES	NO	**81**	34	**F**	D	311	53	4.5%	3.2%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	26	12	C	B	3	1	6900	1650	NO	NO	27	12	D	B	108	11	1.6%	0.7%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	**99**	**85**	**F**	**F**	3	1	6900	1650	YES	YES	**108**	**89**	**F**	**F**	379	72	5.5%	4.4%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	24	10	C	A	3	1	6900	1650	YES	NO	**>58**	10	**F**	A	134	17	1.9%	1.0%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	**86**	**86**	**F**	**F**	3	2	6900	3300	YES	YES	**93**	45	**F**	D	376	72	5.4%	2.2%	**YES**	**YES**
Story Road to I-280	0.38	PM	3	1	14	7	B	A	3	2	6900	3300	NO	NO	15	4	B	A	134	17	1.9%	0.5%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	**99**	**95**	**F**	**F**	3	2	6900	3300	YES	YES	**109**	51	**F**	E	412	112	6.0%	3.4%	**YES**	**YES**
I-280 to Santa Clara Street	0.88	PM	3	1	20	7	C	A	3	2	6900	3300	NO	NO	21	4	C	A	156	29	2.3%	0.9%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	**81**	**89**	**F**	**F**	3	2	6900	3300	YES	YES	**87**	48	**F**	E	396	127	5.7%	3.8%	**YES**	**YES**
Santa Clara Street to McKee Road	0.39	PM	3	1	23	10	C	A	3	2	6900	3300	NO	NO	24	5	C	A	155	29	2.2%	0.9%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	**102**	**76**	**F**	**F**	3	2	6900	3300	YES	YES	**115**	41	**F**	D	507	127	7.3%	3.8%	**YES**	**YES**
McKee Road to Oakland Road	1.58	PM	3	1	28	10	D	A	3	2	6900	3300	NO	NO	29	5	D	A	210	29	3.0%	0.9%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	**92**	**64**	**F**	**F**	3	2	6900	3300	YES	YES	**103**	34	**F**	D	532	149	7.7%	4.5%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	23	17	C	B	3	2	6900	3300	NO	NO	24	9	C	A	237	37	3.4%	1.1%	NO	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	**112**	**74**	**F**	**F**	3	2	6900	3300	YES	YES	**129**	40	**F**	D	561	149	8.1%	4.5%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	18	16	B	B	3	2	6900	3300	NO	NO	19	8	C	A	247	37	3.6%	1.1%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	**115**	**79**	**F**	**F**	3	2	6900	3300	YES	YES	**135**	43	**F**	D	592	167	8.6%	5.1%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	21	14	C	B	3	2	6900	3300	NO	NO	22	7	C	A	258	42	3.7%	1.3%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	**80**	**92**	**F**	**F**	3	2	6900	3300	YES	YES	**90**	51	**F**	E	651	167	9.4%	5.1%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	20	9	C	A	3	2	6900	3300	NO	NO	21	5	C	A	289	42	4.2%	1.3%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	**101**	**84**	**F**	**F**	3	2	6900	3300	YES	YES	**114**	47	**F**	E	524	168	7.6%	5.1%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	25	10	C	A	3	2	6900	3300	NO	NO	27	5	D	A	432	48	6.3%	1.5%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	**60**	42	**F**	D	3	2	6900	3300	YES	NO	**67**	21	**F**	C	693	0	10.0%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	32	12	D	B	3	2	6900	3300	NO	NO	35	6	D	A	481	0	7.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	**69**	48	**F**	E	3	2	6900	3300	YES	NO	**77**	24	**F**	C	651	0	9.4%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	31	16	D	B	3	2	6900	3300	YES	NO	**>58**	8	**F**	A	555	0	8.0%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	**79**	50	**F**	E	3	2	6900	3300	YES	NO	**79**	25	**F**	C	0	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	38	13	D	B	3	2	6900	3300	YES	NO	**>58**	7	**F**	A	426	0	6.2%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	**93**	35	**F**	D	3	2	6900	3300	YES	NO	**93**	18	**F**	B	0	1	0.0%	0.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	31	11	D	A	3	2	6900	3300	NO	NO	33	6	D	A	481	107	7.0%	3.2%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	**59**	35	**F**	D	3	2	6900	3300	YES	NO	**59**	18	**F**	B	2	1	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	33	12	D	B	3	2	6900	3300	NO	NO	36	7	D	A	498	107	7.2%	3.2%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	50	34	E	D	3	2	6900	3300	NO	NO	50	17	E	B	2	1	0.0%	0.0%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	27	20	D	C	3	2	6900	3300	NO	NO	29	11	D	A	424	107	6.1%	3.2%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	**86**	**67**	**F**	**F**	3	2	6900	3300	YES	YES	**90**	34	**F**	D	210	1	3.0%	0.0%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	**85**	21	**F**	C	3	2	6900	3300	YES	NO	**96**	11	**F**	A	627	93	9.1%	2.8%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	**119**	**96**	**F**	**F**	3	2	6900	3300	YES	YES	**127**	48	**F**	E	201	1	2.9%	0.0%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	**119**	54	**F**	E	3	2	6900	3300	YES	NO	**141**	28	**F**	D	580	93	8.4%	2.8%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	1	**92**	**82**	**F**	**F**	4	2	9200	3300	YES	YES	**95**	41	**F**	D	171	18	1.9%	0.5%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	PM	4	1	**95**	22	**F**	C	4	2	9200	3300	YES	NO	**104**	12	**F**	B	514	75	5.6%	2.3%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	1	**78**	**87**	**F**	**F**	3	2	6900	3300	YES	YES	**80**	44	**F**	D	145	18	2.1%	0.5%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	1	**98**	38	**F**	D	3	2	6900	3300	YES	NO	**107**	20	**F**	C	404	75	5.9%	2.3%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	1	**66**	56	**F**	E	3	2	6900	3300	YES	NO	**68**	28	**F**	D	141	18	2.0%	0.5%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	1	**83**	37	**F**	D	3	2	6900	3300	YES	NO	**89**	19	**F**	C	384	75	5.6%	2.3%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	1	**62**	54	**F**	E	3	2	6900	3300	YES	NO	**64**	27	**F**	D	140	15	2.0%	0.5%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	1	56	35	E	D	3	2	6900	3300	YES	NO	**>58**	18	**F**	B	366	64	5.3%	1.9%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	1	38	38	D	D	3	2	6900	3300	NO	NO	39	19	D	C	105	15	1.5%	0.5%	NO	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	1	43	36	D	D	3	2	6900	3300	NO	NO	45	18	D	B	331	64	4.8%	1.9%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																								
Embarcadero Road to University Ave*	0.89	AM	3	1	N/A	N/A	F	F	3	2	6900	3300	YES	YES	N/A	N/A	F	F	106	15	1.5%	0.5%	YES	NO
Embarcadero Road to University Ave*	0.89	PM	3	1	N/A	N/A	F	F	3	2	6900	3300	YES	YES	N/A	N/A	F	F	333	64	4.8%	1.9%	YES	YES
University Avenue to Willow Road*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	101	12	1.5%	0.7%	YES	NO
University Avenue to Willow Road*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	315	54	4.6%	3.3%	YES	YES
Willow Road to Marsh Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	93	11	1.3%	0.7%	YES	NO
Willow Road to Marsh Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	300	49	4.3%	3.0%	YES	YES
Marsh Road to Woodside Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	88	10	1.3%	0.6%	YES	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	288	42	4.2%	2.5%	YES	YES
Woodside Road to Whipple Avenue*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	77	10	1.1%	0.6%	YES	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	241	42	3.5%	2.5%	YES	YES
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	71	-	0.8%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	246	-	2.7%	-	YES	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	63	-	0.7%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	215	-	2.3%	-	YES	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	56	-	0.6%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	183	-	2.0%	-	YES	-
US 101 - Southbound (San Mateo County)																								
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	193	-	2.1%	-	YES	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	88	-	1.0%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	214	-	2.3%	-	YES	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	101	-	1.1%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	225	-	2.4%	-	YES	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	106	-	1.2%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	234	-	2.5%	-	YES	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	113	-	1.2%	-	YES	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	254	-	2.8%	-	YES	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	122	-	1.3%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	264	-	2.9%	-	YES	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	N/A	-	F	F	4	-	9200	-	YES	-	N/A	-	F	-	128	-	1.4%	-	YES	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	249	51	3.6%	3.1%	YES	YES
Whipple Avenue to Woodside Road*	1.23	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	142	12	2.1%	0.7%	YES	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	275	66	4.0%	4.0%	YES	YES
Woodside Road to Marsh Road*	1.81	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	161	15	2.3%	0.9%	YES	NO
Marsh Road to Willow Road*	1.72	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	313	66	4.5%	4.0%	YES	YES
Marsh Road to Willow Road*	1.72	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	178	15	2.6%	0.9%	YES	NO
Willow Road to University Avenue*	0.98	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	327	74	4.7%	4.5%	YES	YES
Willow Road to University Avenue*	0.98	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	190	17	2.8%	1.0%	YES	YES
University Ave to Embarcadero Road*	0.89	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	351	74	5.1%	4.5%	YES	YES
University Ave to Embarcadero Road*	0.89	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	YES	YES	N/A	N/A	F	F	205	17	3.0%	1.0%	YES	YES

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																								
Embarcadero Road to Oregon Expressway	0.15	AM	3	1	48	38	E	D	3	2	6900	3300	YES	NO	**>58**	20	**F**	C	338	87	4.9%	2.6%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	1	**77**	49	**F**	E	3	2	6900	3300	YES	NO	**80**	25	**F**	C	200	20	2.9%	0.6%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	1	50	41	E	D	3	2	6900	3300	YES	NO	**>58**	22	**F**	C	415	103	6.0%	3.1%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	PM	3	1	**71**	**61**	**F**	**F**	3	2	6900	3300	YES	YES	**74**	31	**F**	D	239	24	3.5%	0.7%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	46	43	D	D	3	2	6900	3300	YES	NO	**>58**	23	**F**	C	415	103	6.0%	3.1%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	**84**	47	**F**	E	3	2	6900	3300	YES	NO	**88**	24	**F**	C	239	24	3.5%	0.7%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	1	50	40	E	D	3	2	6900	3300	YES	NO	**>58**	21	**F**	C	476	103	6.9%	3.1%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	1	54	35	E	D	3	2	6900	3300	YES	NO	**>58**	18	**F**	B	276	24	4.0%	0.7%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	1	33	38	D	D	3	2	6900	3300	YES	NO	**>58**	20	**F**	C	500	103	7.2%	3.1%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	PM	3	1	29	22	D	C	3	2	6900	3300	NO	NO	31	11	D	A	297	24	4.3%	0.7%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	35	25	D	C	3	2	6900	3300	YES	NO	**>58**	13	**F**	B	627	22	9.1%	0.7%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	29	25	D	C	3	2	6900	3300	NO	NO	31	13	D	B	358	2	5.2%	0.1%	NO	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	**64**	41	**F**	D	3	2	6900	3300	YES	NO	**71**	21	**F**	C	660	22	9.6%	0.7%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	53	24	E	C	3	2	6900	3300	NO	NO	56	12	E	B	377	2	5.5%	0.1%	NO	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	25	34	C	D	3	2	6900	3300	NO	NO	25	17	C	B	33	22	0.5%	0.7%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	28	28	D	D	3	2	6900	3300	NO	NO	28	14	D	B	10	2	0.1%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	33	20	D	C	3	2	6900	3300	YES	NO	**>58**	10	**F**	A	33	22	0.5%	0.7%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	42	21	D	C	3	2	6900	3300	NO	NO	42	11	D	A	10	1	0.1%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	29	25	D	C	3	2	6900	3300	YES	NO	**>58**	13	**F**	B	60	0	0.9%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	**78**	35	**F**	D	3	2	6900	3300	YES	NO	**78**	18	**F**	B	8	0	0.1%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	33	19	D	C	3	2	6900	3300	YES	NO	**>58**	10	**F**	A	0	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	**117**	**78**	**F**	**F**	3	2	6900	3300	YES	YES	**117**	39	**F**	D	3	0	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	21	20	C	C	3	2	6900	3300	YES	NO	**>58**	10	**F**	A	297	0	4.3%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	**111**	**74**	**F**	**F**	3	2	6900	3300	YES	YES	**117**	37	**F**	D	202	0	2.9%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	24	9	C	A	3	2	6900	3300	YES	NO	**>58**	5	**F**	A	232	28	3.4%	0.8%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	**114**	50	**F**	E	3	2	6900	3300	YES	NO	**117**	26	**F**	C	90	137	1.3%	4.2%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	25	9	C	A	3	2	6900	3300	YES	NO	**>58**	5	**F**	A	279	28	4.0%	0.8%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	**86**	33	**F**	D	3	2	6900	3300	YES	NO	**95**	17	**F**	B	499	137	7.2%	4.2%	**YES**	NO
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	20	6	C	A	3	2	6900	3300	NO	NO	21	3	C	A	154	30	2.2%	0.9%	NO	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	**106**	39	**F**	D	3	2	6900	3300	YES	NO	**115**	21	**F**	C	305	134	4.4%	4.1%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	19	8	C	A	3	2	6900	3300	NO	NO	20	4	C	A	146	30	2.1%	0.9%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	**129**	42	**F**	D	3	2	6900	3300	YES	NO	**143**	22	**F**	C	298	134	4.3%	4.1%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	16	10	B	A	3	2	6900	3300	NO	NO	17	5	B	A	152	24	2.2%	0.7%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	**118**	**60**	**F**	**F**	3	2	6900	3300	YES	YES	**130**	31	**F**	D	357	118	5.2%	3.6%	**YES**	**YES**
I-880 to Oakland Road	0.57	AM	3	1	19	5	C	A	3	2	6900	3300	NO	NO	20	3	C	A	124	24	1.8%	0.7%	NO	NO
I-880 to Oakland Road	0.57	PM	3	1	**106**	**75**	**F**	**F**	3	2	6900	3300	YES	YES	**116**	39	**F**	D	368	118	5.3%	3.6%	**YES**	**YES**
Oakland Road to McKee Road	1.58	AM	3	1	21	8	C	A	3	2	6900	3300	NO	NO	22	4	C	A	128	3	1.9%	0.1%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	**60**	31	**F**	D	3	2	6900	3300	YES	NO	**63**	16	**F**	B	342	102	5.0%	3.1%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	18	7	B	A	3	2	6900	3300	NO	NO	18	4	B	A	104	3	1.5%	0.1%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	46	25	D	C	3	2	6900	3300	NO	NO	48	13	E	B	291	102	4.2%	3.1%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	26	4	C	A	3	2	6900	3300	NO	NO	26	2	C	A	92	16	1.3%	0.5%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	45	21	D	C	3	2	6900	3300	YES	NO	**>58**	11	**F**	A	315	83	4.6%	2.5%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	14	7	B	A	3	2	6900	3300	NO	NO	14	4	B	A	60	12	0.9%	0.4%	NO	NO
I-280 to Story Road	0.38	PM	3	1	46	18	D	B	3	2	6900	3300	NO	NO	48	9	E	A	251	61	3.6%	1.8%	NO	NO
Story Road to Tully Road	1.46	AM	3	1	21	6	C	A	4	1	9200	1650	NO	NO	16	6	B	A	60	12	0.7%	0.7%	NO	NO
Story Road to Tully Road	1.46	PM	3	1	**71**	27	**F**	D	4	1	9200	1650	YES	NO	56	28	E	D	257	61	2.8%	3.7%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	3	1	21	8	C	A	4	1	9200	1650	NO	NO	16	8	B	A	66	0	0.7%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	3	1	**79**	29	**F**	D	4	1	9200	1650	YES	NO	**62**	30	**F**	D	217	53	2.4%	3.2%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	3	1	19	7	C	A	4	1	9200	1650	NO	NO	15	7	B	A	62	0	0.7%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	3	1	23	16	C	B	4	1	9200	1650	NO	NO	18	17	B	B	219	53	2.4%	3.2%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	31	12	D	B	3	1	6900	1650	NO	NO	31	12	D	B	34	5	0.5%	0.3%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	32	21	D	C	3	1	6900	1650	NO	NO	33	21	D	C	168	31	2.4%	1.9%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	23	9	C	A	3	1	6900	1650	NO	NO	23	9	C	A	31	5	0.4%	0.3%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	30	15	D	B	3	1	6900	1650	NO	NO	31	15	D	B	162	31	2.3%	1.9%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	16	16	B	B	3	1	6900	1650	NO	NO	16	16	B	B	27	3	0.4%	0.2%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	21	35	C	D	3	1	6900	1650	NO	NO	22	35	C	D	145	19	2.1%	1.2%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	16	10	B	A	3	1	6900	1650	NO	NO	16	10	B	A	23	3	0.3%	0.2%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	25	25	C	C	3	1	6900	1650	NO	NO	26	25	C	C	126	19	1.8%	1.2%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																								
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	31	-	D	-	3	1	6900	1650	NO	NO	31	-	D	-	0	0	0.0%	0.0%	NO	NO
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	25	-	C	-	3	1	6900	1650	NO	NO	25	-	C	-	53	8	0.8%	0.5%	NO	NO
Jacklin Road to Scott Creek Road	1.57	AM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	31	-	D	-	0	0	0.0%	0.0%	NO	NO
Jacklin Road to Scott Creek Road	1.57	PM	3	-	28	-	D	-	3	1	6900	1650	NO	NO	29	-	D	-	49	9	0.7%	0.5%	NO	NO
Interstate 680 - Northbound (Alameda County)																								
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	0	0	0.0%	0.0%	NO	NO
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	N/A	-	E	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	88	16	1.5%	0.8%	NO	NO
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	76	13	1.3%	0.7%	NO	NO
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	170	30	2.8%	1.5%	NO	NO
Durham Road to Washington Boulevard**	1.30	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	74	13	1.2%	0.7%	NO	NO
Durham Road to Washington Boulevard**	1.30	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	235	41	3.9%	2.1%	NO	NO
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	69	12	1.2%	0.6%	NO	NO
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	N/A	-	**F**	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	230	41	3.8%	2.1%	**YES**	NO
SR 238/Mission to Vargas Road**	1.10	AM	4	-	N/A	-	A	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	65	12	0.8%	0.6%	NO	NO
SR 238/Mission to Vargas Road**	1.10	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	259	46	3.2%	2.3%	NO	NO
Vargas Road to Sheridan Road**	0.59	AM	4	-	N/A	-	A	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	65	12	0.8%	0.6%	NO	NO
Vargas Road to Sheridan Road**	0.59	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	259	46	3.2%	2.3%	NO	NO
Sheridan Road to Andrade Road**	1.16	AM	4	-	N/A	-	A	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	65	12	0.8%	0.6%	NO	NO
Sheridan Road to Andrade Road**	1.16	PM	4	-	N/A	-	**F**	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	259	46	3.2%	2.3%	NO	NO
Andrade Road to Calaveras**	1.15	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	65	12	1.1%	0.6%	NO	NO
Andrade Road to Calaveras**	1.15	PM	3	-	N/A	-	E	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	259	46	4.3%	2.3%	**YES**	NO
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	65	12	1.1%	0.6%	NO	NO
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	N/A	-	C	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	259	46	4.3%	2.3%	**YES**	NO
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	61	11	1.0%	0.6%	NO	NO
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	217	38	3.6%	1.9%	NO	NO
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	61	11	1.0%	0.6%	NO	NO
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	217	38	3.6%	1.9%	NO	NO
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	58	10	1.0%	0.5%	NO	NO
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	185	33	3.1%	1.7%	NO	NO
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	54	9	0.9%	0.5%	NO	NO
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	168	30	2.8%	1.5%	NO	NO
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	N/A	-	A	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	50	9	0.6%	0.5%	NO	NO
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	N/A	-	A	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	156	27	2.0%	1.4%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																								
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	N/A	-	E	-	4	1	8000	2000	YES	NO	N/A	-	N/A	-	255	45	3.2%	2.3%	**YES**	NO
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	N/A	-	B	-	4	1	8000	2000	NO	NO	N/A	-	N/A	-	85	15	1.1%	0.8%	NO	NO
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	N/A	-	E	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	265	47	4.4%	2.4%	**YES**	NO
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	89	16	1.5%	0.8%	NO	NO
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	N/A	-	E	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	289	51	4.8%	2.6%	**YES**	NO
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	92	16	1.5%	0.8%	NO	NO
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	N/A	-	D	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	317	56	5.3%	2.8%	**YES**	NO
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	99	18	1.7%	0.9%	NO	NO
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	N/A	-	D	-	3	1	6000	2000	YES	NO	N/A	-	N/A	-	317	56	5.3%	2.8%	**YES**	NO
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	N/A	-	A	-	3	1	6000	2000	NO	NO	N/A	-	N/A	-	99	18	1.7%	0.9%	NO	NO
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Calaveras to Andrade Road**	1.15	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	N/A	N/A	C	A	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	4.4%	4.8%	**YES**	NO
Andrade Road to Sheridan Road**	1.16	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	1.6%	0.0%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Sheridan Road to Vargas Road**	0.59	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
Vargas Road to SR 238/Mission**	1.10	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	N/A	N/A	B	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	350	95	5.8%	4.8%	**YES**	NO
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	125	0	2.1%	0.0%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	408	95	6.8%	4.8%	**YES**	NO
Washington Boulevard to Durham Road**	1.30	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	138	0	2.3%	0.0%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	YES	N/A	N/A	N/A	N/A	328	95	5.5%	4.8%	**YES**	**YES**
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	140	0	2.3%	0.0%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	265	3	4.4%	0.2%	**YES**	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	17	0	0.3%	0.0%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																								
Scott Creek Road to Jacklin Road	1.57	AM	3	1	24	15	C	B	3	1	6900	1650	YES	NO	**>58**	15	**F**	B	188	3	2.7%	0.2%	**YES**	NO
Scott Creek Road to Jacklin Road	1.57	PM	3	1	30	4	D	A	3	1	6900	1650	NO	NO	30	4	D	A	19	0	0.3%	0.0%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	45	11	D	A	3	1	6900	1650	YES	NO	**>58**	11	**F**	A	177	3	2.6%	0.2%	**YES**	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	32	5	D	A	3	1	6900	1650	NO	NO	32	5	D	A	27	0	0.4%	0.0%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																								
I-280 to Stevens Creek	0.41	AM	3	-	**93**	-	**F**	-	3	1	6900	1650	NO	NO	**97**	-	**F**	-	196	35	2.8%	2.1%	NO	NO
I-280 to Stevens Creek	0.41	PM	3	-	17	-	B	-	3	1	6900	1650	NO	NO	17	-	B	-	50	9	0.7%	0.5%	NO	NO
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	**70**	-	**F**	-	3	1	6900	1650	YES	NO	**73**	-	**F**	-	204	30	3.0%	1.8%	**YES**	NO
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	30	-	D	-	55	8	0.8%	0.5%	NO	NO
N Bascom Avenue to The Alameda	0.82	AM	3	-	56	-	E	-	3	1	6900	1650	YES	NO	**>58**	-	**F**	-	19	2	0.3%	0.1%	NO	NO
N Bascom Avenue to The Alameda	0.82	PM	3	-	27	-	D	-	3	1	6900	1650	NO	NO	27	-	D	-	1	0	0.0%	0.0%	NO	NO
The Alameda to Coleman Avenue	0.59	AM	3	-	**104**	-	**F**	-	3	1	6900	1650	YES	NO	**105**	-	**F**	-	21	3	0.3%	0.2%	NO	NO
The Alameda to Coleman Avenue	0.59	PM	3	-	32	-	D	-	3	1	6900	1650	NO	NO	32	-	D	-	2	0	0.0%	0.0%	NO	NO
Coleman Avenue to SR 87	0.51	AM	3	-	**96**	-	**F**	-	3	1	6900	1650	YES	NO	**96**	-	**F**	-	21	4	0.3%	0.2%	NO	NO
Coleman Avenue to SR 87	0.51	PM	3	-	41	-	D	-	3	1	6900	1650	NO	NO	41	-	D	-	1	0	0.0%	0.0%	NO	NO
SR 87 to N 1st Street	0.40	AM	3	-	35	-	D	-	3	1	6900	1650	YES	NO	**>58**	-	**F**	-	21	4	0.3%	0.2%	NO	NO
SR 87 to N 1st Street	0.40	PM	3	-	36	-	D	-	3	1	6900	1650	NO	NO	36	-	D	-	1	0	0.0%	0.0%	NO	NO
N 1st Street to US 101	0.49	AM	3	-	**65**	-	**F**	-	3	1	6900	1650	YES	NO	**65**	-	**F**	-	25	3	0.4%	0.2%	NO	NO
N 1st Street to US 101	0.49	PM	3	-	32	-	D	-	3	1	6900	1650	NO	NO	32	-	D	-	9	1	0.1%	0.1%	NO	NO
US 101 to E Brokaw Road	1.29	AM	3	-	**60**	-	**F**	-	3	1	6900	1650	NO	NO	**60**	-	**F**	-	0	0	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	-	E	-	0	0	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	30	-	D	-	8	1	0.1%	0.1%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	-	31	-	D	-	3	1	6900	1650	NO	NO	31	-	D	-	0	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	-	23	-	C	-	3	1	6900	1650	NO	NO	23	-	C	-	2	0	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	-	50	-	E	-	3	1	6900	1650	NO	NO	50	-	E	-	9	2	0.1%	0.1%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	-	C	-	12	2	0.2%	0.1%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	-	**71**	-	**F**	-	3	1	6900	1650	NO	NO	**73**	-	**F**	-	144	20	2.1%	1.2%	NO	NO
SR 237 to Dixon Landing	1.99	AM	3	1	20	7	C	A	4	2	9200	3300	NO	NO	18	4	B	A	232	60	2.5%	1.8%	NO	NO
SR 237 to Dixon Landing	1.99	PM	3	1	**83**	45	**F**	D	4	2	9200	3300	YES	NO	**79**	25	**F**	C	673	210	7.3%	6.4%	**YES**	NO
Interstate 880 - Northbound (Alameda County)																								
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	N/A	N/A	A	A	5	1	10000	2000	NO	NO	N/A	N/A	N/A	N/A	236	0	2.4%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	N/A	N/A	**F**	**F**	5	1	10000	2000	YES	YES	N/A	N/A	N/A	N/A	504	0	5.0%	0.0%	**YES**	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	131	16	2.2%	0.8%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	443	98	7.4%	4.9%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	108	15	1.8%	0.8%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	356	96	5.9%	4.8%	**YES**	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	101	15	1.7%	0.8%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	N/A	N/A	D	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	317	88	5.3%	4.4%	**YES**	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	98	15	1.6%	0.8%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	290	84	4.8%	4.2%	**YES**	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	81	15	1.4%	0.8%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	273	76	4.6%	3.8%	**YES**	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	N/A	N/A	A	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	70	15	1.2%	0.8%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	N/A	N/A	E	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	227	68	3.8%	3.4%	**YES**	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	62	12	1.0%	0.6%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	N/A	N/A	**F**	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	192	60	3.2%	3.0%	**YES**	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	54	10	0.9%	0.5%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	154	50	2.6%	2.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	51	9	0.6%	0.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	146	47	1.8%	2.4%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	46	7	0.6%	0.4%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	127	43	1.6%	2.2%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	N/A	N/A	E	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	46	7	0.6%	0.4%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	N/A	N/A	**F**	E	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	127	43	1.6%	2.2%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	N/A	N/A	C	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	41	6	0.7%	0.3%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	N/A	N/A	E	E	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	112	39	1.9%	2.0%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																								
92 Ramps to Tennyson Road**	1.01	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	159	47	2.7%	2.4%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	63	7	1.1%	0.4%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	176	49	2.2%	2.5%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	68	8	0.9%	0.4%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	170	56	2.8%	2.8%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	66	9	1.1%	0.5%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	N/A	N/A	**F**	D	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	212	56	2.7%	2.8%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	N/A	N/A	D	B	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	79	9	1.0%	0.5%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	N/A	N/A	**F**	D	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	215	68	3.6%	3.4%	**YES**	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	N/A	N/A	C	A	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	81	12	1.4%	0.6%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	250	77	4.2%	3.9%	**YES**	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	N/A	N/A	D	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	88	13	1.5%	0.7%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	331	77	5.5%	3.9%	**YES**	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	107	13	1.8%	0.7%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	365	106	6.1%	5.3%	**YES**	NO
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	115	19	1.9%	1.0%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	N/A	N/A	**F**	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	417	106	7.0%	5.3%	**YES**	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	N/A	N/A	B	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	139	19	2.3%	1.0%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	N/A	N/A	E	C	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	422	118	7.0%	5.9%	**YES**	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	140	19	2.3%	1.0%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	484	121	8.1%	6.1%	**YES**	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	151	19	2.5%	1.0%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	N/A	N/A	D	B	3	1	6000	2000	YES	NO	N/A	N/A	N/A	N/A	591	121	9.9%	6.1%	**YES**	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	N/A	N/A	A	A	3	1	6000	2000	NO	NO	N/A	N/A	N/A	N/A	181	20	3.0%	1.0%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	N/A	N/A	C	B	4	1	8000	2000	YES	NO	N/A	N/A	N/A	N/A	817	0	10.2%	0.0%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	N/A	N/A	A	A	4	1	8000	2000	NO	NO	N/A	N/A	N/A	N/A	339	0	4.2%	0.0%	NO	NO
Interstate 880 - Southbound (Santa Clara County)																								
Dixon Landing to SR 237	1.99	AM	3	1	**61**	49	**F**	E	3	2	6900	3300	YES	NO	**78**	28	**F**	D	818	320	11.9%	9.7%	**YES**	NO
Dixon Landing to SR 237	1.99	PM	3	1	26	15	C	B	3	2	6900	3300	NO	NO	31	8	D	A	335	77	4.9%	2.3%	NO	NO
SR 237 to Great Mall Parkway	0.72	AM	3	-	**79**	-	**F**	-	3	1	6900	1650	YES	NO	**79**	-	**F**	-	22	0	0.3%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	-	24	-	C	-	3	1	6900	1650	NO	NO	24	-	C	-	10	0	0.1%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	-	42	-	D	-	3	1	6900	1650	NO	NO	42	-	D	-	10	2	0.1%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	-	56	-	E	-	3	1	6900	1650	NO	NO	56	-	E	-	7	1	0.1%	0.1%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	-	27	-	D	-	3	1	6900	1650	NO	NO	27	-	D	-	13	2	0.2%	0.1%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	NO	NO	**76**	-	**F**	-	22	4	0.3%	0.2%	NO	NO
E Brokaw Road to US 101	1.29	AM	3	-	32	-	D	-	3	1	6900	1650	NO	NO	32	-	D	-	1	0	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	-	**63**	-	**F**	-	3	1	6900	1650	NO	NO	**63**	-	**F**	-	16	3	0.2%	0.2%	NO	NO
US 101 to N 1st Street	0.49	AM	3	-	27	-	D	-	4	1	9200	1650	NO	YES	20	-	C	-	21	4	0.2%	0.2%	NO	NO
US 101 to N 1st Street	0.49	PM	3	-	57	-	E	-	4	1	9200	1650	NO	NO	43	-	D	-	6	1	0.1%	0.1%	NO	NO
N 1st Street to SR 87	0.40	AM	3	-	37	-	D	-	3	1	6900	1650	NO	YES	37	-	D	-	21	4	0.3%	0.2%	NO	NO
N 1st Street to SR 87	0.40	PM	3	-	**81**	-	**F**	-	3	1	6900	1650	NO	NO	**81**	-	**F**	-	4	1	0.1%	0.1%	NO	NO
SR 87 to Coleman Avenue	0.51	AM	3	-	31	-	D	-	3	1	6900	1650	NO	YES	31	-	D	-	21	4	0.3%	0.2%	NO	NO
SR 87 to Coleman Avenue	0.51	PM	3	-	**90**	-	**F**	-	3	1	6900	1650	NO	NO	**90**	-	**F**	-	4	1	0.1%	0.1%	NO	NO
Coleman Avenue to The Alameda	0.59	AM	3	-	35	-	D	-	3	1	6900	1650	YES	NO	**>58**	-	**F**	-	21	3	0.3%	0.2%	NO	NO
Coleman Avenue to The Alameda	0.59	PM	3	-	**76**	-	**F**	-	3	1	6900	1650	NO	NO	**76**	-	**F**	-	4	1	0.1%	0.1%	NO	NO
The Alameda to N Bascom Avenue	0.82	AM	3	-	26	-	C	-	3	1	6900	1650	NO	NO	26	-	C	-	21	3	0.3%	0.2%	NO	NO
The Alameda to N Bascom Avenue	0.82	PM	3	-	**73**	-	**F**	-	3	1	6900	1650	NO	NO	**73**	-	**F**	-	9	1	0.1%	0.1%	NO	NO
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	**74**	-	**F**	-	3	1	6900	1650	NO	NO	**74**	-	**F**	-	29	4	0.4%	0.2%	NO	NO
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	**64**	-	**F**	-	3	1	6900	1650	NO	NO	**65**	-	**F**	-	122	18	1.8%	1.1%	NO	NO
Stevens Creek to I-280	0.41	AM	3	-	26	-	C	-	3	1	6900	1650	NO	NO	26	-	C	-	27	5	0.4%	0.3%	NO	NO
Stevens Creek to I-280	0.41	PM	3	-	30	-	D	-	3	1	6900	1650	NO	NO	31	-	D	-	115	20	1.7%	1.2%	NO	NO

Table H-6: Existing with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Existing						Existing with Project Conditions and 2040 Roadway Improvements															
			Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c > 1.0?		Density		LOS		Project Trips		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																								
85 Ramps to Capitol Expressway	1.09	AM	2	1	**93**	**79**	**F**	**F**	2	1	4600	1650	YES	YES	**97**	**81**	**F**	**F**	137	37	3.0%	2.2%	**YES**	**YES**
85 Ramps to Capitol Expressway	1.09	PM	2	1	31	8	D	A	2	1	4600	1650	NO	NO	31	8	D	A	52	9	1.1%	0.5%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	**103**	**68**	**F**	**F**	2	1	4600	1650	YES	YES	**109**	**70**	**F**	**F**	165	44	3.6%	2.7%	**YES**	**YES**
Capitol Expressway to Curtner Road	1.49	PM	2	1	30	10	D	A	2	1	4600	1650	NO	NO	30	10	D	A	63	11	1.4%	0.7%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	**99**	**82**	**F**	**F**	2	1	4600	1650	YES	YES	**106**	**85**	**F**	**F**	197	56	4.3%	3.4%	**YES**	**YES**
Curtner Road to Almaden Road	0.73	PM	2	1	43	13	D	B	2	1	4600	1650	NO	NO	44	13	D	B	72	13	1.6%	0.8%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	**76**	44	**F**	D	2	1	4600	1650	YES	YES	**81**	**>58**	**F**	**F**	241	66	5.2%	4.0%	**YES**	**YES**
Almaden Road to Alma Avenue	0.69	PM	2	1	**76**	23	**F**	C	2	1	4600	1650	YES	NO	**78**	23	**F**	C	92	15	2.0%	0.9%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	**81**	31	**F**	D	2	1	4600	1650	YES	YES	**87**	**>58**	**F**	**F**	260	71	5.7%	4.3%	**YES**	**YES**
Alma Avenue to 280 Ramps	0.90	PM	2	1	25	17	C	B	2	1	4600	1650	NO	NO	26	17	C	B	102	16	2.2%	1.0%	NO	NO
280 Ramps to Julian Street	0.96	AM	2	1	51	22	E	C	2	1	4600	1650	YES	NO	**>58**	23	**F**	C	320	71	7.0%	4.3%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	15	8	B	A	2	1	4600	1650	NO	NO	16	8	B	A	134	16	2.9%	1.0%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	**104**	28	**F**	D	2	1	4600	1650	YES	YES	**118**	**>58**	**F**	**F**	351	91	7.6%	5.5%	**YES**	**YES**
Julian Street to Coleman Avenue	0.38	PM	2	1	21	5	C	A	2	1	4600	1650	NO	NO	22	5	C	A	189	20	4.1%	1.2%	NO	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	**62**	24	**F**	C	2	1	4600	1650	YES	YES	**67**	**>58**	**F**	**F**	325	82	7.1%	5.0%	**YES**	**YES**
Coleman Avenue to Taylor Street	0.41	PM	2	1	19	7	C	A	2	1	4600	1650	NO	NO	21	7	C	A	206	22	4.5%	1.3%	NO	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	41	23	D	C	2	1	4600	1650	YES	NO	**>58**	24	**F**	C	373	94	8.1%	5.7%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	14	3	B	A	2	1	4600	1650	NO	NO	16	3	B	A	220	21	4.8%	1.3%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	**134**	**61**	**F**	**F**	2	1	4600	1650	YES	YES	**161**	**64**	**F**	**F**	374	91	8.1%	5.5%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	24	5	C	A	2	1	4600	1650	NO	NO	26	5	C	A	247	21	5.4%	1.3%	NO	NO
State Route 87 - Southbound (Santa Clara County)																								
US 101 to Skyport Drive	0.67	AM	2	1	20	6	C	A	2	1	4600	1650	NO	NO	21	6	C	A	108	16	2.3%	1.0%	NO	NO
US 101 to Skyport Drive	0.67	PM	2	1	**136**	18	**F**	B	2	1	4600	1650	YES	NO	**154**	19	**F**	C	206	40	4.5%	2.4%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	17	2	B	A	2	1	4600	1650	NO	NO	18	2	B	A	98	12	2.1%	0.7%	NO	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	**108**	19	**F**	C	2	1	4600	1650	YES	NO	**117**	20	**F**	C	204	40	4.4%	2.4%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	23	9	C	A	2	1	4600	1650	NO	NO	24	9	C	A	89	12	1.9%	0.7%	NO	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	**90**	24	**F**	C	2	1	4600	1650	YES	NO	**96**	25	**F**	C	199	40	4.3%	2.4%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	25	5	C	A	2	1	4600	1650	NO	NO	26	5	C	A	89	12	1.9%	0.7%	NO	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	**93**	23	**F**	C	2	1	4600	1650	YES	NO	**99**	24	**F**	C	199	40	4.3%	2.4%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	67	11	1.5%	0.7%	NO	NO
Julian Street to 280 Ramps	0.96	PM	2	1	**83**	23	**F**	C	2	1	4600	1650	YES	NO	**88**	24	**F**	C	185	38	4.0%	2.3%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	18	6	B	A	2	1	4600	1650	NO	NO	18	6	B	A	45	9	1.0%	0.5%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	**87**	24	**F**	C	2	1	4600	1650	YES	NO	**92**	24	**F**	C	160	32	3.5%	1.9%	**YES**	NO
Alma Avenue to Almaden Road	0.69	AM	2	1	21	3	C	A	2	1	4600	1650	YES	NO	**>58**	3	**F**	A	48	3	1.0%	0.2%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	**85**	38	**F**	D	2	1	4600	1650	YES	NO	**89**	38	**F**	D	152	29	3.3%	1.8%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	17	8	B	A	2	1	4600	1650	NO	NO	17	8	B	A	40	0	0.9%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	56	27	E	D	2	1	4600	1650	NO	NO	58	27	E	D	111	24	2.4%	1.5%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	21	3	C	A	2	1	4600	1650	NO	NO	21	3	C	A	37	1	0.8%	0.1%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	44	21	D	C	2	1	4600	1650	NO	NO	45	21	D	C	104	23	2.3%	1.4%	NO	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	20	5	C	A	2	1	4600	1650	NO	NO	20	5	C	A	27	2	0.6%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	32	13	D	B	2	1	4600	1650	NO	NO	33	13	D	B	67	16	1.5%	1.0%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Unless noted level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2,300 vehicles per lane per hour for mixed-flow lanes and 1,650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2,200 vehicles per hour per lane for mixed-flow lanes and 1,650 vehicles per hour per lane for HOV lanes. In Alameda County, the capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane.
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documented in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted text indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																		
El Camino Real to 85 Ramps	0.40	AM	2	-	4400	-	0.9	-	2	-	4400	-	NO	-	7.9%	-	NO	-
El Camino Real to 85 Ramps	0.40	PM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	4.6%	-	NO	-
85 Ramps to Central Expressway	0.63	AM	2	-	4400	-	1.2	-	2	-	4400	-	YES	-	13.3%	-	**YES**	-
85 Ramps to Central Expressway	0.63	PM	2	-	4400	-	0.8	-	2	-	4400	-	NO	-	6.3%	-	NO	-
Central Expressway to Maude Avenue	0.80	AM	2	-	4400	-	1.3	-	2	-	4400	-	YES	-	14.2%	-	**YES**	-
Central Expressway to Maude Avenue	0.80	PM	2	-	4400	-	0.9	-	2	-	4400	-	NO	-	6.9%	-	NO	-
Maude Avenue to 101 Ramps	0.81	AM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	12.5%	-	**YES**	-
Maude Avenue to 101 Ramps	0.81	PM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	6.1%	-	NO	-
101 Ramps to Mathilda Avenue	0.53	AM	2	-	4400	-	1.6	-	2	-	4400	-	YES	-	33.9%	-	**YES**	-
101 Ramps to Mathilda Avenue	0.53	PM	2	-	4400	-	1.2	-	2	-	4400	-	YES	-	17.8%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	0.96	AM	2	1	4600	1650	1.3	0.5	2	1	4600	1650	YES	NO	33.4%	16.5%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	0.96	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	19.3%	3.9%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	AM	2	1	4600	1650	1.1	0.5	2	1	4600	1650	YES	NO	33.2%	16.8%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	0.63	PM	2	1	4600	1650	>1.0	0.6	2	1	4600	1650	YES	NO	19.3%	4.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	AM	2	1	4600	1650	1.2	0.6	2	1	4600	1650	YES	YES	54.1%	0.0%	**YES**	NO
Lawrence Expressway to Great America Parkway	1.27	PM	2	1	4600	1650	1.1	0.8	2	1	4600	1650	YES	NO	23.9%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	AM	2	1	4600	1650	1.2	0.4	2	1	4600	1650	YES	NO	9.8%	0.0%	**YES**	NO
Great America Parkway to North First Street	1.00	PM	2	1	4600	1650	1.2	0.8	2	1	4600	1650	YES	NO	14.5%	0.0%	**YES**	NO
North First Street to Zanker Road	1.61	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	YES	NO	8.3%	4.1%	**YES**	NO
North First Street to Zanker Road	1.61	PM	2	1	4600	1650	1.1	1	2	1	4600	1650	YES	YES	19.5%	13.8%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	0.94	AM	2	1	4600	1650	1.1	0.2	2	1	4600	1650	YES	NO	8.0%	2.8%	**YES**	NO
Zanker Road to McCarthy Boulevard	0.94	PM	2	1	4600	1650	1.3	0.8	2	1	4600	1650	YES	NO	21.1%	10.9%	**YES**	NO
McCarthy Boulevard to Interstate 880	0.40	AM	2	1	4600	1650	0.6	0.2	2	1	4600	1650	NO	NO	5.1%	2.8%	NO	NO
McCarthy Boulevard to Interstate 880	0.40	PM	2	1	4600	1650	>1.0	0.8	2	1	4600	1650	YES	NO	7.9%	10.9%	**YES**	NO
State Route 237 - Westbound																		
Interstate 880 to McCarthy Boulevard	0.40	AM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	17.4%	8.6%	**YES**	NO
Interstate 880 to McCarthy Boulevard	0.40	PM	2	1	4600	1650	0.5	0.3	2	1	4600	1650	NO	NO	7.6%	0.0%	NO	NO
McCarthy Boulevard to Zanker Road	0.94	AM	2	1	4600	1650	1.7	0.7	2	1	4600	1650	YES	NO	24.0%	8.6%	**YES**	NO
McCarthy Boulevard to Zanker Road	0.94	PM	2	1	4600	1650	1	0.3	2	1	4600	1650	YES	NO	11.5%	0.0%	**YES**	NO
Zanker Road to North First Street	1.61	AM	2	1	4600	1650	1.4	0.7	2	1	4600	1650	YES	NO	22.8%	8.6%	**YES**	NO
Zanker Road to North First Street	1.61	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	11.4%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	AM	2	1	4600	1650	1.6	0.7	2	1	4600	1650	YES	NO	26.0%	0.0%	**YES**	NO
North First Street to Great America Parkway	1.00	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	12.0%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	AM	2	1	4600	1650	1.3	1	2	1	4600	1650	YES	YES	13.3%	0.0%	**YES**	NO
Great America Parkway to Lawrence Expressway	1.27	PM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	YES	NO	16.1%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	AM	3	1	6900	1650	>1.0	0.7	3	1	6900	1650	YES	NO	6.1%	2.9%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.63	PM	3	1	6900	1650	>1.0	0.4	3	1	6900	1650	YES	NO	14.0%	4.8%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	0.96	AM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	6.1%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	0.96	PM	3	-	6900	-	>1.0	-	3	-	6900	-	YES	-	14.0%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	7.6%	-	**YES**	-
Mathilda Avenue to 101 Ramps	0.53	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	16.3%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	4.1%	-	**YES**	-
101 Ramps to Maude Avenue	0.71	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	13.3%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	AM	2	-	4400	-	1	-	2	-	4400	-	YES	-	3.7%	-	**YES**	-
Maude Avenue to Central Expressway	0.80	PM	2	-	4400	-	1	-	2	-	4400	-	YES	-	11.8%	-	**YES**	-
Central Expressway to 85 Ramps	0.63	AM	2	-	4400	-	0.7	-	2	-	4400	-	NO	-	2.3%	-	NO	-
Central Expressway to 85 Ramps	0.63	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	7.5%	-	**YES**	-
85 Ramps to El Camino Real	0.40	AM	2	-	4400	-	0.6	-	2	-	4400	-	NO	-	2.0%	-	NO	-
85 Ramps to El Camino Real	0.40	PM	2	-	4400	-	>1.0	-	2	-	4400	-	YES	-	7.9%	-	**YES**	-

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																		
SR 85 to Bernal Road	0.20	AM	3	1	6900	1650	1	0.4	3	1	6900	1650	NO	NO	2.2%	1.8%	NO	NO
SR 85 to Bernal Road	0.20	PM	3	1	6900	1650	0.5	0.2	3	1	6900	1650	NO	NO	0.6%	0.2%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	AM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	NO	NO	2.5%	1.8%	NO	NO
Bernal Road to Silver Creek Valley Road	1.48	PM	3	1	6900	1650	0.6	0.2	3	1	6900	1650	NO	NO	0.8%	0.2%	NO	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	AM	3	1	6900	1650	1	0.6	3	1	6900	1650	YES	NO	2.7%	2.3%	**YES**	NO
Silver Creek Valley Road to Hellyer Avenue	1.84	PM	3	1	6900	1650	0.7	0.4	3	1	6900	1650	NO	NO	0.8%	0.4%	NO	NO
Hellyer Avenue to Yerba Buena Road	0.90	AM	3	1	6900	1650	1.1	0.6	3	1	6900	1650	YES	NO	2.8%	2.3%	**YES**	NO
Hellyer Avenue to Yerba Buena Road	0.90	PM	3	1	6900	1650	0.7	0.4	3	1	6900	1650	NO	NO	0.9%	0.4%	NO	NO
Yerba Buena Road to Capitol Expressway	0.80	AM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	YES	NO	2.3%	2.3%	**YES**	NO
Yerba Buena Road to Capitol Expressway	0.80	PM	3	1	6900	1650	0.6	0.4	3	1	6900	1650	NO	NO	0.8%	0.4%	NO	NO
Capitol Expressway to Tully Road	1.33	AM	3	1	6900	1650	1.5	0.7	3	1	6900	1650	YES	NO	4.3%	3.3%	**YES**	NO
Capitol Expressway to Tully Road	1.33	PM	3	1	6900	1650	0.9	0.4	3	1	6900	1650	NO	NO	1.5%	0.6%	NO	NO
Tully Road to Story Road	1.46	AM	3	1	6900	1650	1.8	>1.0	3	1	6900	1650	YES	YES	5.0%	4.3%	**YES**	**YES**
Tully Road to Story Road	1.46	PM	3	1	6900	1650	1.1	0.4	3	1	6900	1650	YES	NO	1.8%	0.9%	**YES**	NO
Story Road to I-280	0.38	AM	3	1	6900	1650	1.1	>1.0	3	2	6900	3300	YES	YES	4.9%	2.2%	**YES**	**YES**
Story Road to I-280	0.38	PM	3	1	6900	1650	0.6	0.4	3	2	6900	3300	NO	NO	1.8%	0.5%	NO	NO
I-280 to Santa Clara Street	0.88	AM	3	1	6900	1650	1.4	1.1	3	2	6900	3300	YES	YES	5.4%	3.1%	**YES**	**YES**
I-280 to Santa Clara Street	0.88	PM	3	1	6900	1650	0.7	0.5	3	2	6900	3300	NO	NO	2.1%	0.7%	NO	NO
Santa Clara Street to McKee Road	0.39	AM	3	1	6900	1650	1.1	1.1	3	2	6900	3300	YES	YES	5.2%	3.5%	**YES**	**YES**
Santa Clara Street to McKee Road	0.39	PM	3	1	6900	1650	0.5	0.4	3	2	6900	3300	NO	NO	2.1%	0.7%	NO	NO
McKee Road to Oakland Road	1.58	AM	3	1	6900	1650	1.5	1.1	3	2	6900	3300	YES	YES	6.3%	3.5%	**YES**	**YES**
McKee Road to Oakland Road	1.58	PM	3	1	6900	1650	0.7	0.4	3	2	6900	3300	NO	NO	2.7%	0.7%	NO	NO
Oakland Road to I-880	0.57	AM	3	1	6900	1650	1.6	1.1	3	2	6900	3300	YES	YES	6.6%	4.0%	**YES**	**YES**
Oakland Road to I-880	0.57	PM	3	1	6900	1650	0.9	0.4	3	2	6900	3300	NO	NO	3.1%	0.9%	NO	NO
I-880 to Old Bayshore Highway	0.50	AM	3	1	6900	1650	1.4	1.1	3	2	6900	3300	YES	YES	6.9%	4.0%	**YES**	**YES**
I-880 to Old Bayshore Highway	0.50	PM	3	1	6900	1650	0.6	0.4	3	2	6900	3300	NO	NO	3.2%	0.9%	NO	NO
Old Bayshore Highway to N 1st Street	0.49	AM	3	1	6900	1650	1.4	>1.0	3	2	6900	3300	YES	YES	7.3%	4.3%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	0.49	PM	3	1	6900	1650	0.6	0.3	3	2	6900	3300	NO	NO	3.4%	1.0%	NO	NO
N 1st Street to Guadalupe Parkway	0.64	AM	3	1	6900	1650	1.5	>1.0	3	2	6900	3300	YES	YES	8.0%	4.3%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	0.64	PM	3	1	6900	1650	0.7	0.3	3	2	6900	3300	NO	NO	4.0%	1.0%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	0.77	AM	3	1	6900	1650	1.3	>1.0	3	2	6900	3300	YES	YES	2.0%	4.6%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	0.77	PM	3	1	6900	1650	0.8	0.4	3	2	6900	3300	NO	NO	5.3%	1.2%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	AM	3	1	6900	1650	1.4	0.7	3	2	6900	3300	YES	NO	4.2%	0.0%	**YES**	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	1.28	PM	3	1	6900	1650	0.9	0.4	3	2	6900	3300	YES	NO	5.9%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	AM	3	1	6900	1650	1.5	0.7	3	2	6900	3300	YES	NO	3.7%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to Bowers Avenue/Great America Parkway	0.75	PM	3	1	6900	1650	1	0.4	3	2	6900	3300	YES	NO	6.9%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	AM	3	1	6900	1650	1.2	0.7	3	2	6900	3300	YES	NO	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Lawrence Expressway	1.12	PM	3	1	6900	1650	0.9	0.4	3	2	6900	3300	YES	NO	6.9%	0.0%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	AM	3	1	6900	1650	1.3	0.7	3	2	6900	3300	YES	NO	0.1%	0.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	0.98	PM	3	1	6900	1650	0.9	0.5	3	2	6900	3300	NO	NO	5.4%	2.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	AM	3	1	6900	1650	1.2	0.7	3	2	6900	3300	YES	NO	0.1%	0.0%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	0.85	PM	3	1	6900	1650	0.9	0.5	3	2	6900	3300	NO	NO	6.5%	2.5%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	AM	3	1	6900	1650	1	0.7	3	2	6900	3300	YES	NO	0.1%	0.0%	NO	NO
Mathilda Avenue to 237 Ramps	0.35	PM	3	1	6900	1650	0.8	0.5	3	2	6900	3300	NO	NO	6.2%	2.5%	NO	NO
237 Ramps to Moffett Boulevard	1.68	AM	3	1	6900	1650	1.1	>1.0	3	2	6900	3300	YES	YES	3.0%	0.0%	**YES**	NO
237 Ramps to Moffett Boulevard	1.68	PM	3	1	6900	1650	>1.0	0.5	3	2	6900	3300	YES	NO	8.9%	2.4%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	AM	3	1	6900	1650	>1.0	>1.0	3	2	6900	3300	YES	YES	2.8%	0.0%	**YES**	NO
Moffett Boulevard to 85 Ramps	0.33	PM	3	1	6900	1650	>1.0	0.5	3	2	6900	3300	YES	NO	8.3%	2.4%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	AM	4	2	9200	3300	1.1	>1.0	4	2	9200	3300	YES	YES	1.8%	0.5%	**YES**	NO
85 Ramps to Shoreline Boulevard	0.38	PM	4	2	9200	3300	>1.0	0.5	4	2	9200	3300	YES	NO	5.6%	2.1%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	AM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	1.6%	0.5%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	1.01	PM	3	2	6900	3300	>1.0	0.5	3	2	6900	3300	YES	NO	4.6%	2.1%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	AM	3	2	6900	3300	1.2	0.5	3	2	6900	3300	YES	NO	1.9%	0.5%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	0.71	PM	3	2	6900	3300	>1.0	0.5	3	2	6900	3300	YES	NO	4.7%	2.1%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	AM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	1.6%	0.4%	**YES**	NO
San Antonio Avenue to Oregon Expressway	1.85	PM	3	2	6900	3300	1	0.4	3	2	6900	3300	YES	NO	4.5%	1.8%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	AM	3	2	6900	3300	1	0.4	3	2	6900	3300	YES	NO	1.6%	0.4%	**YES**	NO
Oregon Expressway to Embarcadero Road	0.15	PM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	5.2%	1.8%	**YES**	NO

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																		
Embarcadero Road to University Ave*	0.89	AM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	1.1%	0.4%	**YES**	NO
Embarcadero Road to University Ave*	0.89	PM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	4.0%	1.8%	**YES**	**YES**
University Avenue to Willow Road*	0.98	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	1.1%	0.7%	**YES**	NO
University Avenue to Willow Road*	0.98	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	3.6%	3.1%	**YES**	**YES**
Willow Road to Marsh Road*	1.72	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	1.0%	0.6%	**YES**	NO
Willow Road to Marsh Road*	1.72	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	3.5%	2.8%	**YES**	**YES**
Marsh Road to Woodside Road*	1.81	AM	3	1	6900	1650	1.3	>1.0	3	1	6900	1650	YES	YES	1.3%	0.5%	**YES**	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	4.4%	2.5%	**YES**	**YES**
Woodside Road to Whipple Avenue*	1.23	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	1.1%	0.5%	**YES**	NO
Woodside Road to Whipple Avenue*	1.23	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	3.6%	2.5%	**YES**	**YES**
Whipple Avenue to Brittan Avenue*	0.75	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	0.8%	-	NO	-
Whipple Avenue to Brittan Avenue*	0.75	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	2.7%	-	**YES**	-
Brittan Avenue to Holly Street*	0.48	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	0.8%	-	NO	-
Brittan Avenue to Holly Street*	0.48	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	2.7%	-	**YES**	-
Holly Street to Harbor Boulevard*	0.30	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	0.8%	-	NO	-
Holly Street to Harbor Boulevard*	0.30	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	2.7%	-	**YES**	-
Harbor Boulevard to Ralston Avenue*	0.16	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	0.8%	-	NO	-
Harbor Boulevard to Ralston Avenue*	0.16	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	2.7%	-	**YES**	-
Ralston Avenue to Hillsdale Avenue*	1.58	AM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	0.7%	-	NO	-
Ralston Avenue to Hillsdale Avenue*	1.58	PM	4	-	9200	-	1.2	-	4	-	9200	-	YES	-	2.4%	-	**YES**	-
Hillsdale Avenue to 92 Ramps*	0.74	AM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	0.6%	-	NO	-
Hillsdale Avenue to 92 Ramps*	0.74	PM	4	-	9200	-	1.1	-	4	-	9200	-	YES	-	2.0%	-	**YES**	-
US 101 - Southbound (San Mateo County)																		
92 Ramps to Hillsdale Avenue*	0.74	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	2.3%	-	**YES**	-
92 Ramps to Hillsdale Avenue*	0.74	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.0%	-	**YES**	-
Hillsdale Avenue to Ralston Avenue*	1.58	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	2.5%	-	**YES**	-
Hillsdale Avenue to Ralston Avenue*	1.58	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.2%	-	**YES**	-
Ralston Avenue to Harbor Boulevard*	0.16	AM	4	-	9200	-	1.3	-	4	-	9200	-	YES	-	2.6%	-	**YES**	-
Ralston Avenue to Harbor Boulevard*	0.16	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.2%	-	**YES**	-
Harbor Boulevard to Holly Street*	0.30	AM	4	-	9200	-	1.3	-	4	-	9200	-	YES	-	2.7%	-	**YES**	-
Harbor Boulevard to Holly Street*	0.30	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.3%	-	**YES**	-
Holly Street to Brittan Avenue*	0.48	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	2.9%	-	**YES**	-
Holly Street to Brittan Avenue*	0.48	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.4%	-	**YES**	-
Brittan Avenue to Whipple Avenue*	0.75	AM	4	-	9200	-	1.4	-	4	-	9200	-	YES	-	3.1%	-	**YES**	-
Brittan Avenue to Whipple Avenue*	0.75	PM	4	-	9200	-	>1.0	-	4	-	9200	-	YES	-	1.5%	-	**YES**	-
Whipple Avenue to Woodside Road*	1.23	AM	3	1	6900	1650	1.5	>1.0	3	1	6900	1650	YES	YES	3.9%	3.2%	**YES**	**YES**
Whipple Avenue to Woodside Road*	1.23	PM	3	1	6900	1650	1.1	>1.0	3	1	6900	1650	YES	YES	2.1%	0.6%	**YES**	NO
Woodside Road to Marsh Road*	1.81	AM	3	1	6900	1650	1.3	>1.0	3	1	6900	1650	YES	YES	4.3%	3.9%	**YES**	**YES**
Woodside Road to Marsh Road*	1.81	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	2.4%	0.8%	**YES**	NO
Marsh Road to Willow Road*	1.72	AM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	3.7%	3.9%	**YES**	**YES**
Marsh Road to Willow Road*	1.72	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	2.1%	0.8%	**YES**	NO
Willow Road to University Avenue*	0.98	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	3.9%	4.4%	**YES**	**YES**
Willow Road to University Avenue*	0.98	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	2.2%	0.8%	**YES**	NO
University Ave to Embarcadero Road*	0.89	AM	3	1	6900	1650	1.2	>1.0	3	1	6900	1650	YES	YES	4.3%	4.4%	**YES**	**YES**
University Ave to Embarcadero Road*	0.89	PM	3	1	6900	1650	>1.0	>1.0	3	1	6900	1650	YES	YES	2.4%	0.8%	**YES**	NO

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																		
Embarcadero Road to Oregon Expressway	0.15	AM	3	2	6900	3300	1.3	0.4	3	2	6900	3300	YES	NO	5.4%	2.5%	**YES**	NO
Embarcadero Road to Oregon Expressway	0.15	PM	3	2	6900	3300	>1.0	0.3	3	2	6900	3300	YES	NO	3.1%	0.5%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	5.0%	3.0%	**YES**	NO
Oregon Expressway to San Antonio Avenue	1.85	PM	3	2	6900	3300	>1.0	>1.0	3	2	6900	3300	YES	YES	2.9%	0.6%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	5.2%	3.0%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	2	6900	3300	>1.0	0.4	3	2	6900	3300	YES	NO	3.0%	0.6%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	AM	3	2	6900	3300	1.2	0.4	3	2	6900	3300	YES	NO	5.7%	3.0%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	1.01	PM	3	2	6900	3300	0.9	0.4	3	2	6900	3300	NO	NO	3.3%	0.6%	NO	NO
Shoreline Boulevard to 85 Ramps	0.38	AM	3	2	6900	3300	1.1	0.4	3	2	6900	3300	YES	NO	7.8%	3.0%	**YES**	NO
Shoreline Boulevard to 85 Ramps	0.38	PM	3	2	6900	3300	0.7	0.4	3	2	6900	3300	NO	NO	4.6%	0.6%	NO	NO
85 Ramps to Moffett Boulevard	0.33	AM	3	1	6900	1650	1.2	0.5	3	2	6900	3300	YES	NO	10.1%	0.1%	**YES**	NO
85 Ramps to Moffett Boulevard	0.33	PM	3	1	6900	1650	0.9	0.5	3	2	6900	3300	NO	NO	5.6%	0.0%	NO	NO
Moffett Boulevard to 237 Ramps	1.68	AM	3	1	6900	1650	1.1	0.5	3	2	6900	3300	YES	NO	9.3%	0.1%	**YES**	NO
Moffett Boulevard to 237 Ramps	1.68	PM	3	1	6900	1650	0.9	0.5	3	2	6900	3300	NO	NO	5.3%	0.0%	NO	NO
237 Ramps to Mathilda Avenue	0.35	AM	3	1	6900	1650	1	0.5	3	2	6900	3300	NO	NO	0.0%	0.1%	NO	NO
237 Ramps to Mathilda Avenue	0.35	PM	3	1	6900	1650	0.8	0.5	3	2	6900	3300	NO	NO	0.0%	0.0%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	AM	3	1	6900	1650	1.1	0.6	3	2	6900	3300	YES	NO	0.0%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	0.85	PM	3	1	6900	1650	0.9	0.6	3	2	6900	3300	NO	NO	0.0%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	AM	3	1	6900	1650	1.2	0.4	3	2	6900	3300	YES	NO	0.1%	0.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	0.98	PM	3	1	6900	1650	>1.0	0.6	3	2	6900	3300	YES	NO	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	AM	3	1	6900	1650	1	0.4	3	2	6900	3300	NO	NO	0.0%	0.0%	NO	NO
Lawrence Expressway to Bowers Avenue/Great America Parkway	1.12	PM	3	1	6900	1650	>1.0	>1.0	3	2	6900	3300	YES	YES	0.0%	0.0%	NO	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	AM	3	1	6900	1650	1.1	0.4	3	2	6900	3300	YES	NO	3.7%	0.0%	**YES**	NO
Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	0.75	PM	3	1	6900	1650	1.1	>1.0	3	2	6900	3300	YES	YES	1.6%	0.0%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	AM	3	1	6900	1650	1	0.4	3	2	6900	3300	YES	NO	2.8%	0.8%	**YES**	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	1.28	PM	3	1	6900	1650	>1.0	1	3	2	6900	3300	YES	NO	0.7%	3.4%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	AM	3	1	6900	1650	1.1	0.4	3	2	6900	3300	YES	NO	3.5%	0.8%	**YES**	NO
De La Cruz Boulevard to Guadalupe Parkway	0.77	PM	3	1	6900	1650	1.3	1	3	2	6900	3300	YES	NO	4.3%	3.4%	**YES**	NO
Guadalupe Parkway to N 1st Street	0.64	AM	3	1	6900	1650	0.6	0.4	3	2	6900	3300	NO	NO	1.8%	0.7%	NO	NO
Guadalupe Parkway to N 1st Street	0.64	PM	3	1	6900	1650	>1.0	0.8	3	2	6900	3300	YES	NO	3.2%	3.3%	**YES**	NO
N 1st Street to Old Bayshore Highway	0.49	AM	3	1	6900	1650	0.4	0.4	3	2	6900	3300	NO	NO	1.6%	0.7%	NO	NO
N 1st Street to Old Bayshore Highway	0.49	PM	3	1	6900	1650	>1.0	0.8	3	2	6900	3300	YES	NO	3.1%	3.3%	**YES**	NO
Old Bayshore Highway to I-880	0.50	AM	3	1	6900	1650	0.5	0.3	3	2	6900	3300	NO	NO	1.7%	0.6%	NO	NO
Old Bayshore Highway to I-880	0.50	PM	3	1	6900	1650	>1.0	>1.0	3	2	6900	3300	YES	YES	3.5%	3.0%	**YES**	**YES**
I-880 to Oakland Road	0.57	AM	3	1	6900	1650	0.8	0.3	3	2	6900	3300	NO	NO	1.6%	0.6%	NO	NO
I-880 to Oakland Road	0.57	PM	3	1	6900	1650	1.2	>1.0	3	2	6900	3300	YES	YES	4.5%	3.0%	**YES**	**YES**
Oakland Road to McKee Road	1.58	AM	3	1	6900	1650	0.7	0.1	3	2	6900	3300	NO	NO	1.6%	0.1%	NO	NO
Oakland Road to McKee Road	1.58	PM	3	1	6900	1650	>1.0	0.8	3	2	6900	3300	YES	NO	4.4%	2.7%	**YES**	NO
McKee Road to Santa Clara Street	0.39	AM	3	1	6900	1650	0.5	0.1	3	2	6900	3300	NO	NO	1.3%	0.1%	NO	NO
McKee Road to Santa Clara Street	0.39	PM	3	1	6900	1650	0.8	0.8	3	2	6900	3300	NO	NO	3.9%	2.7%	NO	NO
Santa Clara Street to I-280	0.88	AM	3	1	6900	1650	0.6	0.4	3	2	6900	3300	NO	NO	1.2%	0.4%	NO	NO
Santa Clara Street to I-280	0.88	PM	3	1	6900	1650	1.1	0.8	3	2	6900	3300	YES	NO	4.0%	2.3%	**YES**	NO
I-280 to Story Road	0.38	AM	3	1	6900	1650	0.3	0.3	3	2	6900	3300	NO	NO	0.8%	0.3%	NO	NO
I-280 to Story Road	0.38	PM	3	1	6900	1650	0.8	0.6	3	2	6900	3300	NO	NO	3.4%	1.8%	NO	NO
Story Road to Tully Road	1.46	AM	4	1	9200	1650	0.7	0.3	4	1	9200	1650	NO	NO	0.6%	0.6%	NO	NO
Story Road to Tully Road	1.46	PM	4	1	9200	1650	>1.0	0.6	4	1	9200	1650	YES	NO	2.6%	3.5%	**YES**	NO
Tully Road to Capitol Expressway	1.33	AM	4	1	9200	1650	0.7	0	4	1	9200	1650	NO	NO	0.7%	0.0%	NO	NO
Tully Road to Capitol Expressway	1.33	PM	4	1	9200	1650	>1.0	0.7	4	1	9200	1650	YES	NO	2.2%	3.0%	**YES**	NO
Capitol Expressway to Yerba Buena Road	0.80	AM	4	1	9200	1650	0.6	0	4	1	9200	1650	NO	NO	0.6%	0.0%	NO	NO
Capitol Expressway to Yerba Buena Road	0.80	PM	4	1	9200	1650	0.8	0.7	4	1	9200	1650	NO	NO	2.3%	3.0%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	AM	3	1	6900	1650	0.7	0.5	3	1	6900	1650	NO	NO	0.5%	0.2%	NO	NO
Yerba Buena Road to Hellyer Avenue	0.90	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	2.4%	1.9%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	AM	3	1	6900	1650	0.7	0.5	3	1	6900	1650	NO	NO	0.4%	0.2%	NO	NO
Hellyer Avenue to Silver Creek Valley Road	1.84	PM	3	1	6900	1650	0.9	0.5	3	1	6900	1650	NO	NO	2.3%	1.9%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	AM	3	1	6900	1650	0.6	0.3	3	1	6900	1650	NO	NO	0.4%	0.2%	NO	NO
Silver Creek Valley Road to Bernal Road	1.48	PM	3	1	6900	1650	0.8	0.3	3	1	6900	1650	NO	NO	2.1%	1.2%	NO	NO
Bernal Road to SR 85	0.20	AM	3	1	6900	1650	0.4	0.3	3	1	6900	1650	NO	NO	0.3%	0.2%	NO	NO
Bernal Road to SR 85	0.20	PM	3	1	6900	1650	0.6	0.3	3	1	6900	1650	NO	NO	1.8%	1.2%	NO	NO

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Northbound (Santa Clara County)																		
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	AM	3	-	6900	-	1	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
Calaveras Boulevard/SR 237 to Jacklin Road	0.85	PM	3	-	6900	-	1.1	-	3	1	6900	1650	NO	NO	0.4%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	AM	3	-	6900	-	0.9	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
Jacklin Road to Scott Creek Road	1.57	PM	3	-	6900	-	1.1	-	3	1	6900	1650	NO	YES	1.1%	-	NO	-
Interstate 680 - Northbound (Alameda County)																		
Scott Creek Road to Route 262/Mission Boulevard**	2.26	AM	3	-	6000	-	1	-	3	1	6000	2000	NO	NO	0.0%	-	NO	-
Scott Creek Road to Route 262/Mission Boulevard**	2.26	PM	3	-	6000	-	1.4	-	3	1	6000	2000	YES	NO	2.1%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	AM	3	-	6000	-	1	-	3	1	6000	2000	NO	NO	1.2%	-	NO	-
Route 262/Mission Boulevard to Durham Road**	1.62	PM	3	-	6000	-	1.3	-	3	1	6000	2000	YES	NO	3.3%	-	**YES**	-
Durham Road to Washington Boulevard**	1.30	AM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	1.1%	-	NO	-
Durham Road to Washington Boulevard**	1.30	PM	3	-	6000	-	1.3	-	3	1	6000	2000	YES	NO	3.6%	-	**YES**	-
Washington Boulevard to SR 238/Mission**	1.14	AM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	1.0%	-	NO	-
Washington Boulevard to SR 238/Mission**	1.14	PM	3	-	6000	-	1.3	-	3	1	6000	2000	YES	NO	3.6%	-	**YES**	-
SR 238/Mission to Vargas Road**	1.10	AM	4	-	8000	-	0.7	-	4	1	8000	2000	NO	NO	0.8%	-	NO	-
SR 238/Mission to Vargas Road**	1.10	PM	4	-	8000	-	1.2	-	4	1	8000	2000	NO	YES	3.0%	-	NO	-
Vargas Road to Sheridan Road**	0.59	AM	4	-	8000	-	0.7	-	4	1	8000	2000	NO	NO	0.8%	-	NO	-
Vargas Road to Sheridan Road**	0.59	PM	4	-	8000	-	1.2	-	4	1	8000	2000	NO	YES	3.0%	-	NO	-
Sheridan Road to Andrade Road**	1.16	AM	4	-	8000	-	0.7	-	4	1	8000	2000	NO	NO	0.8%	-	NO	-
Sheridan Road to Andrade Road**	1.16	PM	4	-	8000	-	1.2	-	4	1	8000	2000	NO	YES	3.0%	-	NO	-
Andrade Road to Calaveras**	1.15	AM	3	-	6000	-	0.9	-	3	1	6000	2000	NO	NO	1.0%	-	NO	-
Andrade Road to Calaveras**	1.15	PM	3	-	6000	-	1.6	-	3	1	6000	2000	YES	YES	4.0%	-	**YES**	-
Calaveras to Route 84/Vallecitos**	0.39	AM	3	-	6000	-	0.9	-	3	1	6000	2000	NO	NO	1.0%	-	NO	-
Calaveras to Route 84/Vallecitos**	0.39	PM	3	-	6000	-	1.6	-	3	1	6000	2000	YES	YES	4.0%	-	**YES**	-
Route 84/Vallecitos to Koopman Road**	0.40	AM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	0.9%	-	NO	-
Route 84/Vallecitos to Koopman Road**	0.40	PM	3	-	6000	-	1.2	-	3	1	6000	2000	NO	NO	3.0%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	AM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	0.9%	-	NO	-
Koopman Road to Sunol Boulevard**	2.63	PM	3	-	6000	-	1.2	-	3	1	6000	2000	NO	NO	3.0%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	AM	3	-	6000	-	0.7	-	3	1	6000	2000	NO	NO	0.9%	-	NO	-
Sunol Boulevard to Bernal Avenue**	1.49	PM	3	-	6000	-	1.1	-	3	1	6000	2000	NO	NO	2.6%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	AM	3	-	6000	-	0.7	-	3	1	6000	2000	NO	NO	0.8%	-	NO	-
Bernal Avenue to Stoneridge Drive**	2.53	PM	3	-	6000	-	1	-	3	1	6000	2000	NO	NO	2.3%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	AM	4	-	8000	-	0.9	-	4	1	8000	2000	NO	NO	0.6%	-	NO	-
Stoneridge Drive to 580 Ramps**	0.74	PM	4	-	8000	-	1	-	4	1	8000	2000	NO	NO	1.6%	-	NO	-

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 680 - Southbound (Alameda County)																		
580 Ramps to Stoneridge Drive**	0.74	AM	4	-	8000	-	1.3	-	4	1	8000	2000	YES	NO	2.6%	-	NO	-
580 Ramps to Stoneridge Drive**	0.74	PM	4	-	8000	-	0.7	-	4	1	8000	2000	NO	NO	0.8%	-	NO	-
Stoneridge Drive to Bernal Avenue**	2.53	AM	3	-	6000	-	1.4	-	3	1	6000	2000	YES	NO	3.7%	-	**YES**	-
Stoneridge Drive to Bernal Avenue**	2.53	PM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	1.2%	-	NO	-
Bernal Avenue to Sunol Boulevard**	1.49	AM	3	-	6000	-	1.5	-	3	1	6000	2000	YES	NO	3.9%	-	**YES**	-
Bernal Avenue to Sunol Boulevard**	1.49	PM	3	-	6000	-	0.8	-	3	1	6000	2000	NO	NO	1.2%	-	NO	-
Sunol Boulevard to Koopman Road**	2.63	AM	3	-	6000	-	1.7	-	3	1	6000	2000	YES	NO	4.4%	-	**YES**	-
Sunol Boulevard to Koopman Road**	2.63	PM	3	-	6000	-	0.9	-	3	1	6000	2000	NO	NO	1.3%	-	NO	-
Koopman Road to Route 84/Vallecitos**	0.40	AM	3	-	6000	-	1.7	-	3	1	6000	2000	YES	NO	4.4%	-	**YES**	-
Koopman Road to Route 84/Vallecitos**	0.40	PM	3	-	6000	-	0.9	-	3	1	6000	2000	NO	NO	1.3%	-	NO	-
Route 84/Vallecitos to Calaveras**	0.39	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	5.5%	4.5%	**YES**	**YES**
Route 84/Vallecitos to Calaveras**	0.39	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	1.7%	0.4%	NO	NO
Calaveras to Andrade Road**	1.15	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	5.5%	4.5%	**YES**	**YES**
Calaveras to Andrade Road**	1.15	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	1.7%	0.4%	NO	NO
Andrade Road to Sheridan Road**	1.16	AM	4	1	8000	2000	1.4	1.1	4	1	8000	2000	YES	YES	4.1%	4.5%	**YES**	**YES**
Andrade Road to Sheridan Road**	1.16	PM	4	1	8000	2000	0.7	0.2	4	1	8000	2000	NO	NO	1.3%	0.4%	NO	NO
Sheridan Road to Vargas Road**	0.59	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	5.5%	4.5%	**YES**	**YES**
Sheridan Road to Vargas Road**	0.59	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	1.7%	0.4%	NO	NO
Vargas Road to SR 238/Mission**	1.10	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	5.5%	4.5%	**YES**	**YES**
Vargas Road to SR 238/Mission**	1.10	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	1.7%	0.4%	NO	NO
SR 238/Mission to Washington Boulevard**	1.14	AM	3	1	6000	2000	1.9	1.1	3	1	6000	2000	YES	YES	5.5%	4.5%	**YES**	**YES**
SR 238/Mission to Washington Boulevard**	1.14	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	1.7%	0.4%	NO	NO
Washington Boulevard to Durham Road**	1.30	AM	3	1	6000	2000	1.7	1.2	3	1	6000	2000	YES	YES	5.6%	5.4%	**YES**	**YES**
Washington Boulevard to Durham Road**	1.30	PM	3	1	6000	2000	0.8	0.6	3	1	6000	2000	NO	NO	1.6%	1.2%	NO	NO
Durham Road to Route 262/Mission Boulevard**	1.62	AM	3	1	6000	2000	1.8	1.1	3	1	6000	2000	YES	YES	5.2%	5.1%	**YES**	**YES**
Durham Road to Route 262/Mission Boulevard**	1.62	PM	3	1	6000	2000	0.9	0.5	3	1	6000	2000	NO	NO	1.7%	1.2%	NO	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	AM	3	1	6000	2000	1.9	0.9	3	1	6000	2000	YES	NO	3.7%	5.1%	**YES**	NO
Route 262/Mission Boulevard to Scott Creek Road**	2.26	PM	3	1	6000	2000	0.8	0.3	3	1	6000	2000	NO	NO	0.2%	1.1%	NO	NO
Interstate 680 - Southbound (Santa Clara County)																		
Scott Creek Road to Jacklin Road	1.57	AM	3	1	6900	1650	1.5	1.1	3	1	6900	1650	YES	YES	2.3%	6.1%	**YES**	**YES**
Scott Creek Road to Jacklin Road	1.57	PM	3	1	6900	1650	0.7	0.3	3	1	6900	1650	NO	NO	0.2%	1.3%	NO	NO
Jacklin Road to Calaveras Boulevard/SR 237	0.85	AM	3	1	6900	1650	1.5	1.1	3	1	6900	1650	YES	YES	2.0%	6.1%	**YES**	**YES**
Jacklin Road to Calaveras Boulevard/SR 237	0.85	PM	3	1	6900	1650	0.8	0.3	3	1	6900	1650	NO	NO	0.3%	1.3%	NO	NO

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Northbound (Santa Clara County)																		
I-280 to Stevens Creek	0.41	AM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	2.8%	-	NO	-
I-280 to Stevens Creek	0.41	PM	3	-	6900	-	0.5	-	3	1	6900	1650	NO	NO	0.5%	-	NO	-
Stevens Creek to N Bascom Avenue	0.84	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	2.9%	-	**YES**	-
Stevens Creek to N Bascom Avenue	0.84	PM	3	-	6900	-	0.9	-	3	1	6900	1650	NO	NO	0.6%	-	NO	-
N Bascom Avenue to The Alameda	0.82	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.3%	-	NO	-
N Bascom Avenue to The Alameda	0.82	PM	3	-	6900	-	1	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
The Alameda to Coleman Avenue	0.59	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.2%	-	NO	-
The Alameda to Coleman Avenue	0.59	PM	3	-	6900	-	1	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
Coleman Avenue to SR 87	0.51	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.2%	-	NO	-
Coleman Avenue to SR 87	0.51	PM	3	-	6900	-	1	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
SR 87 to N 1st Street	0.40	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.2%	-	NO	-
SR 87 to N 1st Street	0.40	PM	3	-	6900	-	1	-	3	1	6900	1650	NO	NO	0.0%	-	NO	-
N 1st Street to US 101	0.49	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.3%	-	NO	-
N 1st Street to US 101	0.49	PM	3	-	6900	-	1.1	-	3	1	6900	1650	NO	NO	0.1%	-	NO	-
US 101 to E Brokaw Road	1.29	AM	3	1	6900	1650	1.1	0.7	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
US 101 to E Brokaw Road	1.29	PM	3	1	6900	1650	0.9	1	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	AM	3	1	6900	1650	0.9	0.8	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
E Brokaw Road to Montague Expressway	1.35	PM	3	1	6900	1650	0.9	1	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	AM	3	1	6900	1650	0.6	0.6	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
Montague Expressway to Great Mall Parkway	0.98	PM	3	1	6900	1650	0.8	1	3	1	6900	1650	NO	NO	0.1%	0.1%	NO	NO
Great Mall Parkway to SR 237	0.72	AM	3	1	6900	1650	0.9	0	3	1	6900	1650	NO	NO	0.0%	0.0%	NO	NO
Great Mall Parkway to SR 237	0.72	PM	3	1	6900	1650	>1.0	0.9	3	1	6900	1650	NO	NO	1.0%	0.6%	NO	NO
SR 237 to Dixon Landing	1.99	AM	4	1	9200	1650	0.8	0.6	4	2	9200	3300	NO	NO	2.4%	1.4%	NO	NO
SR 237 to Dixon Landing	1.99	PM	4	1	9200	1650	1.1	1.4	4	2	9200	3300	YES	YES	5.4%	5.5%	**YES**	**YES**
Interstate 880 - Northbound (Alameda County)																		
Dixon Landing to SR 262/Mission**	1.69	AM	5	1	10000	2000	0.7	0	5	1	10000	2000	NO	NO	2.2%	0.0%	NO	NO
Dixon Landing to SR 262/Mission**	1.69	PM	5	1	10000	2000	>1.0	>1.0	5	1	10000	2000	YES	YES	3.5%	0.0%	**YES**	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	AM	3	1	6000	2000	0.8	0.2	3	1	6000	2000	NO	NO	1.9%	0.7%	NO	NO
SR 262/Mission Boulevard to Fremont Boulevard**	0.27	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	4.5%	4.3%	**YES**	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	AM	3	1	6000	2000	0.8	0.2	3	1	6000	2000	NO	NO	1.8%	0.7%	NO	NO
Fremont Boulevard to Auto Mall Parkway**	1.05	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	5.5%	4.3%	**YES**	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	AM	3	1	6000	2000	1	0.2	3	1	6000	2000	YES	NO	1.7%	0.7%	NO	NO
Auto Mall Parkway to Stevenson Boulevard**	1.07	PM	3	1	6000	2000	1.1	0.8	3	1	6000	2000	YES	NO	4.8%	4.1%	**YES**	NO
Stevenson Boulevard to Mowry Avenue**	0.51	AM	3	1	6000	2000	1.2	0.2	3	1	6000	2000	YES	NO	1.6%	0.7%	NO	NO
Stevenson Boulevard to Mowry Avenue**	0.51	PM	3	1	6000	2000	1.2	0.8	3	1	6000	2000	YES	NO	4.3%	4.0%	**YES**	NO
Mowry Avenue to Thornton Avenue**	1.25	AM	3	1	6000	2000	1.2	0.3	3	1	6000	2000	YES	NO	1.3%	0.7%	NO	NO
Mowry Avenue to Thornton Avenue**	1.25	PM	3	1	6000	2000	1.1	0.9	3	1	6000	2000	YES	NO	4.0%	3.5%	**YES**	NO
Thornton Avenue to Decoto Road**	0.93	AM	3	1	6000	2000	1.3	0.3	3	1	6000	2000	YES	NO	1.1%	0.6%	NO	NO
Thornton Avenue to Decoto Road**	0.93	PM	3	1	6000	2000	1.2	0.8	3	1	6000	2000	YES	NO	3.4%	3.2%	**YES**	NO
Decoto Road to Fremont Boulevard**	1.19	AM	3	1	6000	2000	1.3	0.4	3	1	6000	2000	YES	NO	1.0%	0.5%	NO	NO
Decoto Road to Fremont Boulevard**	1.19	PM	3	1	6000	2000	1.2	1	3	1	6000	2000	YES	YES	2.9%	2.8%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	AM	3	1	6000	2000	1.5	0.4	3	1	6000	2000	YES	NO	0.8%	0.4%	NO	NO
Fremont Boulevard to Alvarado Niles Road**	1.56	PM	3	1	6000	2000	1.3	1	3	1	6000	2000	YES	NO	2.4%	2.5%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	AM	4	1	8000	2000	1.1	0.4	4	1	8000	2000	YES	NO	0.6%	0.4%	NO	NO
Alvarado Niles Road to Whipple Road**	0.25	PM	4	1	8000	2000	>1.0	0.9	4	1	8000	2000	YES	NO	1.7%	2.3%	NO	NO
Whipple Road to Industrial Parkway**	0.68	AM	4	1	8000	2000	1.2	0.4	4	1	8000	2000	YES	NO	0.6%	0.3%	NO	NO
Whipple Road to Industrial Parkway**	0.68	PM	4	1	8000	2000	>1.0	1	4	1	8000	2000	YES	NO	1.5%	2.2%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	AM	4	1	8000	2000	1.2	0.4	4	1	8000	2000	YES	NO	0.6%	0.3%	NO	NO
Industrial Parkway to Tennyson Road**	0.59	PM	4	1	8000	2000	>1.0	1	4	1	8000	2000	YES	NO	1.5%	2.2%	NO	NO
Tennyson Road to 92 Ramps**	1.01	AM	3	1	6000	2000	1.6	0.3	3	1	6000	2000	YES	NO	0.7%	0.3%	NO	NO
Tennyson Road to 92 Ramps**	1.01	PM	3	1	6000	2000	1.2	0.9	3	1	6000	2000	YES	NO	1.8%	2.0%	NO	NO

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880 - Southbound (Alameda County)																		
92 Ramps to Tennyson Road**	1.01	AM	3	1	6000	2000	1.6	0.9	3	1	6000	2000	YES	NO	2.6%	2.3%	NO	NO
92 Ramps to Tennyson Road**	1.01	PM	3	1	6000	2000	1.1	0.5	3	1	6000	2000	YES	NO	1.0%	0.3%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	AM	4	1	8000	2000	1.3	0.9	4	1	8000	2000	YES	NO	2.1%	2.4%	NO	NO
Tennyson Road to Industrial Parkway**	0.59	PM	4	1	8000	2000	0.9	0.5	4	1	8000	2000	NO	NO	0.8%	0.4%	NO	NO
Industrial Parkway to Whipple Road**	0.68	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	2.7%	2.8%	NO	NO
Industrial Parkway to Whipple Road**	0.68	PM	3	1	6000	2000	1.1	0.6	3	1	6000	2000	YES	NO	1.1%	0.4%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	AM	4	1	8000	2000	1.3	0.9	4	1	8000	2000	YES	NO	2.5%	2.8%	NO	NO
Whipple Road to Alvarado Niles Road**	0.25	PM	4	1	8000	2000	0.9	0.5	4	1	8000	2000	NO	NO	0.9%	0.4%	NO	NO
Alvarado Niles Road to Fremont Boulevard**	1.56	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	3.4%	3.3%	**YES**	**YES**
Alvarado Niles Road to Fremont Boulevard**	1.56	PM	3	1	6000	2000	1.1	0.5	3	1	6000	2000	YES	NO	1.3%	0.5%	NO	NO
Fremont Boulevard to Decoto Road**	1.19	AM	3	1	6000	2000	1.5	0.9	3	1	6000	2000	YES	NO	3.8%	3.7%	**YES**	NO
Fremont Boulevard to Decoto Road**	1.19	PM	3	1	6000	2000	0.9	0.4	3	1	6000	2000	NO	NO	1.4%	0.6%	NO	NO
Decoto Road to Thornton Avenue**	0.93	AM	3	1	6000	2000	1.6	0.8	3	1	6000	2000	YES	NO	4.9%	3.7%	**YES**	NO
Decoto Road to Thornton Avenue**	0.93	PM	3	1	6000	2000	1	0.3	3	1	6000	2000	YES	NO	1.7%	0.6%	NO	NO
Thornton Avenue to Mowry Avenue**	1.25	AM	3	1	6000	2000	1.6	1	3	1	6000	2000	YES	YES	5.4%	5.0%	**YES**	**YES**
Thornton Avenue to Mowry Avenue**	1.25	PM	3	1	6000	2000	0.9	0.3	3	1	6000	2000	NO	NO	1.8%	0.8%	NO	NO
Mowry Avenue to Stevenson Boulevard**	0.51	AM	3	1	6000	2000	1.6	0.8	3	1	6000	2000	YES	NO	6.4%	5.0%	**YES**	NO
Mowry Avenue to Stevenson Boulevard**	0.51	PM	3	1	6000	2000	0.9	0.2	3	1	6000	2000	NO	NO	2.3%	0.8%	NO	NO
Stevenson Boulevard to Auto Mall Parkway**	1.07	AM	3	1	6000	2000	1.6	0.9	3	1	6000	2000	YES	YES	6.4%	5.6%	**YES**	**YES**
Stevenson Boulevard to Auto Mall Parkway**	1.07	PM	3	1	6000	2000	0.9	0.3	3	1	6000	2000	NO	NO	2.3%	0.9%	NO	NO
Auto Mall Parkway to Fremont Boulevard**	1.05	AM	3	1	6000	2000	1.4	0.9	3	1	6000	2000	YES	YES	7.3%	6.2%	**YES**	**YES**
Auto Mall Parkway to Fremont Boulevard**	1.05	PM	3	1	6000	2000	0.7	0.2	3	1	6000	2000	NO	NO	2.5%	0.9%	NO	NO
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	AM	3	1	6000	2000	1.7	0.9	3	1	6000	2000	YES	YES	9.0%	6.2%	**YES**	**YES**
Fremont Boulevard to SR 262/Mission Boulevard**	0.27	PM	3	1	6000	2000	0.7	0.2	3	1	6000	2000	NO	NO	2.6%	0.9%	NO	NO
SR 262/Mission to Dixon Landing**	1.69	AM	4	1	8000	2000	1.4	0.5	4	1	8000	2000	YES	NO	8.9%	2.7%	**YES**	NO
SR 262/Mission to Dixon Landing**	1.69	PM	4	1	8000	2000	0.8	0	4	1	8000	2000	NO	NO	3.6%	0.0%	NO	NO
Interstate 880 - Southbound (Santa Clara County)																		
Dixon Landing to SR 237	1.99	AM	3	1	6900	1650	1.9	1.6	3	2	6900	3300	YES	YES	11.6%	4.3%	**YES**	**YES**
Dixon Landing to SR 237	1.99	PM	3	1	6900	1650	0.9	0.7	3	2	6900	3300	YES	NO	5.1%	0.0%	**YES**	NO
SR 237 to Great Mall Parkway	0.72	AM	3	1	6900	1650	1.4	0	3	1	6900	1650	YES	YES	0.3%	0.0%	NO	NO
SR 237 to Great Mall Parkway	0.72	PM	3	1	6900	1650	0.8	0	3	1	6900	1650	NO	NO	0.5%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	AM	3	1	6900	1650	1	1.2	3	1	6900	1650	NO	NO	0.1%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway	0.98	PM	3	1	6900	1650	0.6	0.6	3	1	6900	1650	NO	NO	0.3%	0.2%	NO	NO
Montague Expressway to E Brokaw Road	1.35	AM	3	1	6900	1650	1.1	1.2	3	1	6900	1650	NO	YES	0.2%	0.1%	NO	NO
Montague Expressway to E Brokaw Road	1.35	PM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	NO	NO	0.9%	0.7%	NO	NO
E Brokaw Road to US 101	1.29	AM	3	1	6900	1650	1.2	1.2	3	1	6900	1650	NO	YES	0.0%	0.0%	NO	NO
E Brokaw Road to US 101	1.29	PM	3	1	6900	1650	>1.0	0.6	3	1	6900	1650	NO	NO	0.9%	0.7%	NO	NO
US 101 to N 1st Street	0.49	AM	4	-	9200	-	1	-	4	1	9200	1650	NO	YES	0.1%	-	NO	-
US 101 to N 1st Street	0.49	PM	4	-	9200	-	0.7	-	4	1	9200	1650	NO	NO	0.1%	-	NO	-
N 1st Street to SR 87	0.40	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	YES	0.1%	-	NO	-
N 1st Street to SR 87	0.40	PM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	0.1%	-	NO	-
SR 87 to Coleman Avenue	0.51	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	YES	0.1%	-	NO	-
SR 87 to Coleman Avenue	0.51	PM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	0.1%	-	NO	-
Coleman Avenue to The Alameda	0.59	AM	3	-	6900	-	1.3	-	3	1	6900	1650	YES	NO	0.1%	-	NO	-
Coleman Avenue to The Alameda	0.59	PM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	0.1%	-	NO	-
The Alameda to N Bascom Avenue	0.82	AM	3	-	6900	-	1.2	-	3	1	6900	1650	YES	NO	0.1%	-	NO	-
The Alameda to N Bascom Avenue	0.82	PM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	0.2%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	AM	3	-	6900	-	1.1	-	3	1	6900	1650	NO	NO	0.4%	-	NO	-
N Bascom Avenue to Stevens Creek	0.84	PM	3	-	6900	-	>1.0	-	3	1	6900	1650	NO	NO	1.5%	-	NO	-
Stevens Creek to I-280	0.41	AM	3	-	6900	-	0.7	-	3	1	6900	1650	NO	NO	0.3%	-	NO	-
Stevens Creek to I-280	0.41	PM	3	-	6900	-	0.6	-	3	1	6900	1650	NO	NO	1.4%	-	NO	-

Table H-7: Background with Project Conditions and 2040 Roadway Improvements Freeway Analysis

Freeway Segment	Segment Length[1]	Peak Hour[2]	Background No Project Conditions						Background with Project Conditions and 2040 Roadway Improvements									
			Lanes		Capacity[3]		v/c		Lanes		Capacity		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 - Northbound (Santa Clara County)																		
85 Ramps to Capitol Expressway	1.09	AM	2	1	4600	1650	1.2	1.2	2	1	4600	1650	YES	YES	3.0%	2.2%	**YES**	**YES**
85 Ramps to Capitol Expressway	1.09	PM	2	1	4600	1650	0.7	0.7	2	1	4600	1650	NO	NO	1.0%	0.4%	NO	NO
Capitol Expressway to Curtner Road	1.49	AM	2	1	4600	1650	1.3	1.3	2	1	4600	1650	YES	YES	3.8%	2.8%	**YES**	**YES**
Capitol Expressway to Curtner Road	1.49	PM	2	1	4600	1650	0.8	0.6	2	1	4600	1650	NO	NO	1.2%	0.5%	NO	NO
Curtner Road to Almaden Road	0.73	AM	2	1	4600	1650	1.3	1.3	2	1	4600	1650	YES	YES	4.6%	3.5%	**YES**	**YES**
Curtner Road to Almaden Road	0.73	PM	2	1	4600	1650	0.7	0.6	2	1	4600	1650	NO	NO	1.4%	0.7%	NO	NO
Almaden Road to Alma Avenue	0.69	AM	2	1	4600	1650	1.5	1.6	2	1	4600	1650	YES	YES	5.5%	4.1%	**YES**	**YES**
Almaden Road to Alma Avenue	0.69	PM	2	1	4600	1650	>1.0	0.7	2	1	4600	1650	YES	NO	1.8%	0.8%	**YES**	NO
Alma Avenue to 280 Ramps	0.90	AM	2	1	4600	1650	1.6	1.7	2	1	4600	1650	YES	YES	5.9%	4.4%	**YES**	**YES**
Alma Avenue to 280 Ramps	0.90	PM	2	1	4600	1650	1	0.8	2	1	4600	1650	YES	NO	2.1%	0.8%	**YES**	NO
280 Ramps to Julian Street	0.96	AM	2	1	4600	1650	1.5	0.7	2	1	4600	1650	YES	NO	6.9%	4.4%	**YES**	NO
280 Ramps to Julian Street	0.96	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	2.7%	0.8%	NO	NO
Julian Street to Coleman Avenue	0.38	AM	2	1	4600	1650	1.4	1	2	1	4600	1650	YES	YES	7.8%	5.6%	**YES**	**YES**
Julian Street to Coleman Avenue	0.38	PM	2	1	4600	1650	0.8	0.5	2	1	4600	1650	NO	NO	4.0%	1.0%	NO	NO
Coleman Avenue to Taylor Street	0.41	AM	2	1	4600	1650	1.4	1	2	1	4600	1650	YES	YES	6.8%	4.7%	**YES**	**YES**
Coleman Avenue to Taylor Street	0.41	PM	2	1	4600	1650	0.8	0.5	2	1	4600	1650	NO	NO	4.6%	1.2%	NO	NO
Taylor Street to Skyport Drive	1.87	AM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	8.3%	5.8%	**YES**	NO
Taylor Street to Skyport Drive	1.87	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	4.4%	1.1%	NO	NO
Skyport Drive to US 101	0.67	AM	2	1	4600	1650	>1.0	>1.0	2	1	4600	1650	YES	YES	8.3%	5.9%	**YES**	**YES**
Skyport Drive to US 101	0.67	PM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	4.8%	1.1%	NO	NO
State Route 87 - Southbound (Santa Clara County)																		
US 101 to Skyport Drive	0.67	AM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	2.3%	0.7%	NO	NO
US 101 to Skyport Drive	0.67	PM	2	1	4600	1650	>1.0	0.3	2	1	4600	1650	YES	NO	3.3%	2.9%	**YES**	NO
Skyport Drive to Taylor Street	1.87	AM	2	1	4600	1650	0.7	0.3	2	1	4600	1650	NO	NO	2.2%	0.7%	NO	NO
Skyport Drive to Taylor Street	1.87	PM	2	1	4600	1650	>1.0	0.5	2	1	4600	1650	YES	NO	3.2%	2.9%	**YES**	NO
Taylor Street to Coleman Avenue	0.41	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	NO	NO	2.0%	0.7%	NO	NO
Taylor Street to Coleman Avenue	0.41	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	3.2%	2.8%	**YES**	NO
Coleman Avenue to Julian Street	0.38	AM	2	1	4600	1650	0.9	0.5	2	1	4600	1650	NO	NO	2.0%	0.7%	NO	NO
Coleman Avenue to Julian Street	0.38	PM	2	1	4600	1650	1.1	0.7	2	1	4600	1650	YES	NO	3.2%	2.8%	**YES**	NO
Julian Street to 280 Ramps	0.96	AM	2	1	4600	1650	0.8	0.6	2	1	4600	1650	NO	NO	1.5%	0.6%	NO	NO
Julian Street to 280 Ramps	0.96	PM	2	1	4600	1650	1.1	0.8	2	1	4600	1650	YES	NO	3.0%	2.6%	**YES**	NO
280 Ramps to Alma Avenue	0.90	AM	2	1	4600	1650	1	0.8	2	1	4600	1650	YES	NO	0.9%	0.5%	NO	NO
280 Ramps to Alma Avenue	0.90	PM	2	1	4600	1650	1.2	1	2	1	4600	1650	YES	YES	2.6%	2.2%	**YES**	**YES**
Alma Avenue to Almaden Road	0.69	AM	2	1	4600	1650	1	0.3	2	1	4600	1650	YES	NO	0.9%	0.2%	NO	NO
Alma Avenue to Almaden Road	0.69	PM	2	1	4600	1650	1.1	0.9	2	1	4600	1650	YES	NO	2.5%	2.0%	**YES**	NO
Almaden Road to Curtner Road	0.73	AM	2	1	4600	1650	0.9	0	2	1	4600	1650	NO	NO	0.8%	0.0%	NO	NO
Almaden Road to Curtner Road	0.73	PM	2	1	4600	1650	0.8	0.8	2	1	4600	1650	NO	NO	2.1%	1.7%	NO	NO
Curtner Road to Capitol Expressway	1.49	AM	2	1	4600	1650	1	0.3	2	1	4600	1650	NO	NO	0.7%	0.1%	NO	NO
Curtner Road to Capitol Expressway	1.49	PM	2	1	4600	1650	0.9	0.8	2	1	4600	1650	NO	NO	2.1%	1.6%	NO	NO
Capitol Expressway to 85 Ramps	1.09	AM	2	1	4600	1650	0.9	0.3	2	1	4600	1650	NO	NO	0.5%	0.1%	NO	NO
Capitol Expressway to 85 Ramps	1.09	PM	2	1	4600	1650	0.7	0.6	2	1	4600	1650	NO	NO	1.3%	1.0%	NO	NO

Notes:
1. Freeway segment length given in miles.
2. AM = morning peak hour, PM = evening peak hour.
3. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2,300 vehicles per lane per hour for mixed-flow lanes and 1,650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2,200 vehicles per hour per lane for mixed-flow lanes and 1,650 vehicles per hour per lane for HOV lanes. In Alameda County, the capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane.
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2011 (November 2011), reports the worst roadway segment operation. The CMP LOS standards for study freeway segments on US 101 in San Mateo County are LOS F for segments between Embarcadero Road and Whipple Avenue and LOS E for segments between State Route 92 and Whipple Avenue. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
**These segments are in Alameda County. The Alameda CTC monitors the average speed of traffic on the CMP network and classifies the average speed from LOS A to LOS F. The latest results are documed in the 2014 Level of Service Monitoring Report (November 2014). LOS E is the standard for all study freeway segments (page 52).
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).
Bold and highlighted indicates a significant impact (project adds >1% of segment capacity [or >3% of segment capacity in Alameda County] to segments with unacceptable operations).
Source: Monitoring & Conformance Report, VTA, 2012; 2014 LOS Monitoring Study, Alameda CTC, 2014; Congestion Management Program, C/CAG, 2011; Fehr & Peers, May 2015.

I. On-site Street Analysis for Parcels 4 and 5

Related

City Place Santa Clara

City Place Internal Intersection Traffic Impact Analysis

Draft 6 | September 21, 2015

Draft

Draft

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 239661-00

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Document Verification

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			Prepared by	Checked by	Approved by
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		Signature			
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			Prepared by	Checked by	Approved by
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		Signature			
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		Name			
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Appendices

Appendix A

Base and Variant Scheme Drawings

Appendix B

Breakdown of Trips by Block for Parcels 4 and 5

Appendix C

Base and Variant Trip Assignment

Appendix D

Base Scheme Traffix Outputs

Appendix E

Variant Scheme Traffix Outputs

Appendix F

Parking Supply Adjustments

Appendix G

Circulation Diagrams

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1 Introduction

This report provides the results and findings of the Internal Intersection Traffic Impact Analysis (ITIA) for the proposed City Place Santa Clara development, a proposed mixed use development project located in the City of Santa Clara, California.

The proposed development is divided into 5 parcels to be constructed over 8 phases. This analysis tested the *Scheme B* development program, consistent with the project Environmental Impact Report (EIR). The 9.16 million sq ft Scheme B Full Build-out program consists the following:

- 6,684,400 sq ft of Office
- 1,297,000 sq ft of Retail (includes 35,000 Grocery Store)
- 578,000 sq ft of Hotel (includes 40,000 Health Club)
- 215,000 sq ft of Restaurants
- 190,000 sq ft of Entertainment
- 200,000 sq ft (200 units) of Residential Apartments

Figure 1.1 illustrates the proposed general arrangement of the parcels and the proposed site plan for the City Place Santa Clara development.

This report provides the results of the internal intersection analysis with the Full Build-out program. The intersections studied, however, are limited to Parcels 4 and 5, as the roadway network on the other parcels is likely to be revised as part of future design efforts. The Transportation Chapter of the City Place Santa Clara EIR will include analyses of City Place site access intersections with the existing roadway network, as well as other external intersections that may be impacted by the project.

Internal intersections analysis should be updated as the design of Parcels 1, 2 and 3 are further developed, to account for changes in program, internal trip and distribution patterns.

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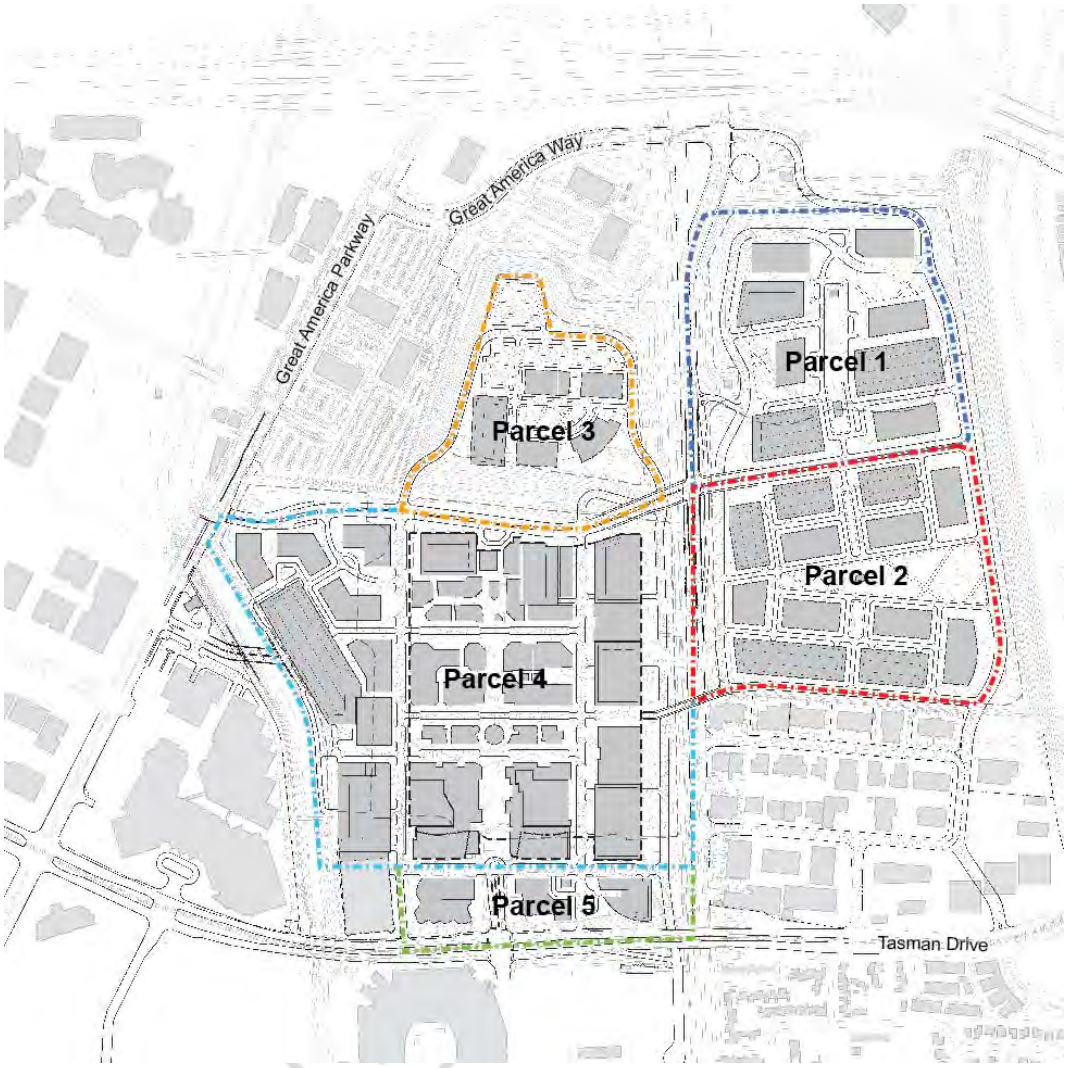
Figure 1.1 City Place Site Plan



1.1 Internal Roadway Network

This ITIA evaluates two internal intersection layouts, the *Base Scheme* and a *Variant Scheme*. The main difference between the two schemes are access from Great America Parkway, additional access to Tasman Drive, and type of interchange located on Lafayette Street. The same program, trip generation, and regional distribution patterns were used for both network configurations.

1.1.1 Base Scheme

The *Base Scheme* (Figure 1.2) would have the following features:

- Two signalized access points located on Great America Parkway. One new intersection would be located north of the San Tomas Aquino Creek, and another new intersection would be located south of the creek. The southern access would also serve the existing Santa Clara Convention Center, with a new bridge crossing the creek to provide access to City Place.
- An urban interchange to provide access from Lafayette Street, and allowing the railroad to pass below.
- Three intersections on Tasman Drive.

1.1.2 Variant Scheme

The *Variant Scheme* (Figure 1.3) would have the following features:

- Two signalized access points located on Great America Parkway, with both located north of San Tomas Aquino Creek. The northernmost access would align with the existing Old Mountain View / Great America Parkway intersection. The second access would be located just north of the creek.
- Instead of an urban interchange on Lafayette Street, two "Jug Handle" intersections provide access over the railroad.
- Besides the three proposed in the Base Scheme, one additional intersection on Tasman Drive, east of Centennial Boulevard. With the close proximity of the additional intersection and the intersection of Tasman and Avenue B, Avenue B would be a side street stop controlled intersection.

Appendix A provides additional detail on the two network configurations.

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Figure 1.2 Base Internal Intersection Layout

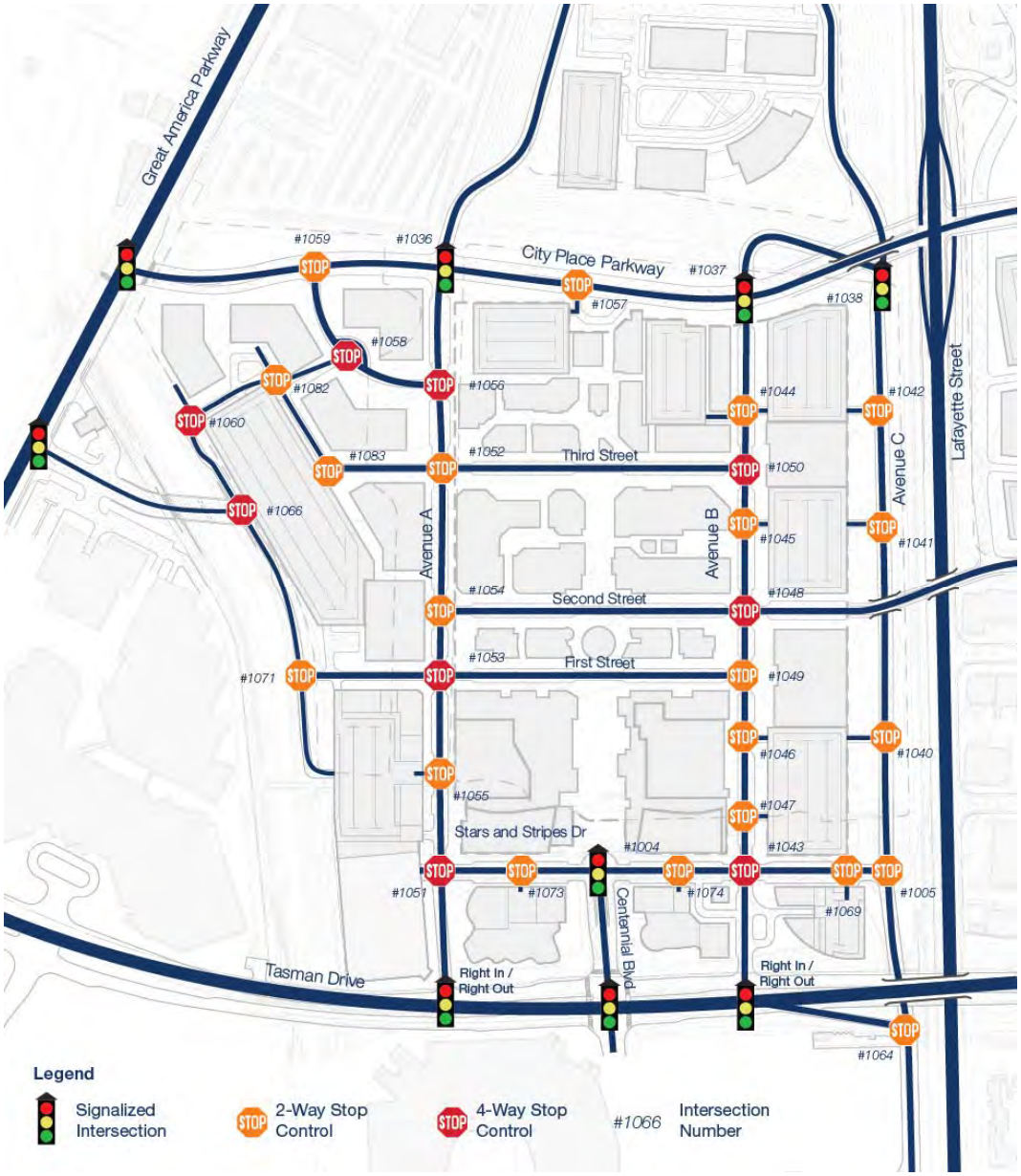
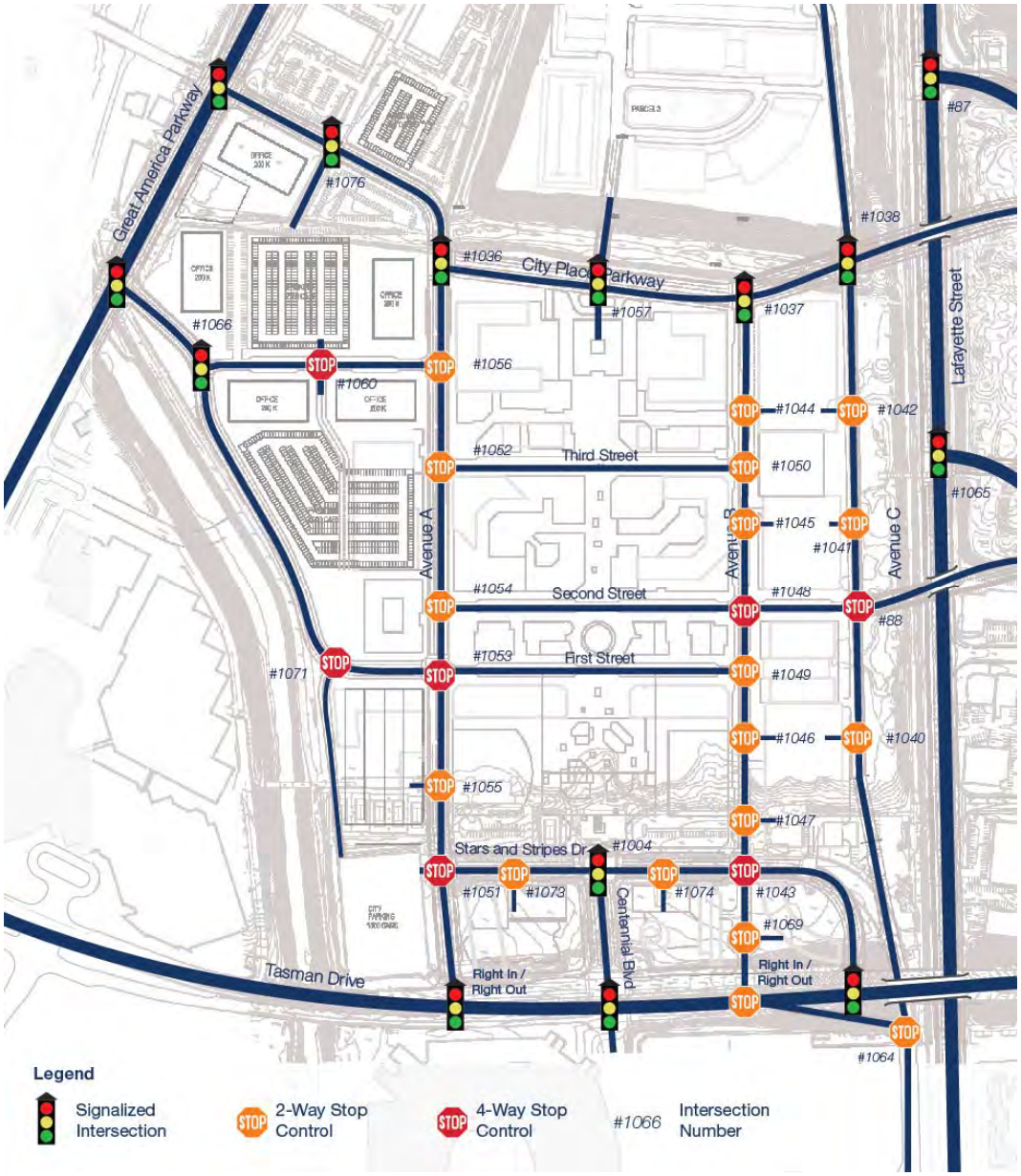


Figure 1.3 Variant Internal Intersection Layout



2 Methodology and Performance Criteria

This ITIA consists of two parts: traffic analysis at internal intersections, and capacity analysis at parking facility entrances. Overall project trip generation was provided by Fehr and Peers to ensure consistency with the EIR. In order to complete these analysis, it was necessary to assign these future peak hour trips to individual parking facilities and internal roadways. Section 3 of this report provides further information for the trip generation, distribution, and internal assignment of the City Place project trips. This analysis has been performed to identify how the internal intersections are likely to perform under future demand conditions and to identify any areas that will require improvements as part of the project, to ensure an efficient and safe design of the internal roadways.

Level of Service (LOS) analysis was completed for the major stop and signal controlled intersections planned within the site. The City of Santa Clara has defined acceptable LOS standards for signalized intersections. LOS D is the LOS standard for signalized intersections that will be used as the performance measure for identifying suitable intersection control and lane configuration. Table 2.1 provides a summary of the LOS standards and average control delay per vehicle standard.

Table 2.1 – Signalized Intersection LOS Standards

LOS	Definition	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and / or short cycle lengths	<10.0
B	Operations with low delay occurring with good progression and / or short cycle lengths	10.1 to 20.0
C	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V / C) ratios. Many vehicles stop and individual cycle failures are noticeable	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V / C ratios. Individual cycle failures are frequent occurrences	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths	> 80.0

Source: Traffic and Level of Service Guidelines, VTA CMP June 2003.

For un-signalized intersections, the performance evaluation is based upon the average control delay per vehicle (in seconds). Table 2.2 provides a summary of the LOS Standards for un-signalized intersections.

Table 2.2 – Un-signalized Intersection LOS Standards

LOS	Definition	Average Control Delay per Vehicle (seconds)
A	Little or no delay.	<10.0
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: Traffic and Level of Service Guidelines, VTA CMP June 2003.

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3 Trip Generation, Distribution, and Assignment

Overall site trip generation and regional traffic distribution for project traffic were developed by Fehr and Peers for the EIR. This analysis allocates trips to individual parking facilities, and assigns traffic to internal streets, to generate anticipated peak hour traffic volumes for the internal intersections.

3.1 City Place Program

The EIR document provides analyses of the City Place project using the *Scheme B* program. The Scheme B program results in the highest trip generation for the development, amongst the development schemes considered, and therefore it was selected for EIR analysis purposes. Table 3.1 provides a summary of the planned program by parcel for Scheme B.

Table 3.1 – City Place Scheme B Program

Parcel	Proposed Land Use	Development Size
1	Office	1,200,000 sq ft
2	Office	1,960,000 sq ft
	Retail	200,000 sq ft
3	Office	720,000 sq ft
4	Office	2,546,400 sq ft
	Hotel	258,000 sq ft
	Retail	1,075,000 sq ft
	Restaurants	190,000 sq ft
	Entertainment	190,000 sq ft
5	Office	258,000 sq ft
	Hotel	280,000 sq ft
	Retail	62,000 sq ft
	Restaurants	25,000 sq ft
	Apartments (200 units)	200,000 sq ft
	Total	**9,164,400 sq ft**

Source: Related, April 2015.

The program in the above table has been used for the development of the trip generation for City Place. It is identical for both the *Base Scheme* and *Variant Scheme* layouts.

3.2 Trip Generation

For the program identified in Section 3.1, Fehr and Peers calculated peak hour automobile trip generation using local and Institute of Transportation Engineers (ITE) trip generation rates. Adjustments were made to account for the mixed-use development and proximity to transit as appropriate for each parcel. Table 3.2 provides a summary of the total inbound and outbound trips by parcel for the AM and PM peak hours. This information was provided by Fehr and Peers and is consistent with the trip generation that has been used for the EIR.

Table 3.2 – City Place Trips by Parcel

	AM Peak Hour			PM Peak Hour		
Parcel	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Parcel 1 (Phase 6)	1,230	150	1,380	260	1,070	1,330
Parcel 2 (Phase 7)	2,040	330	2,370	840	2,130	2,970
Parcel 3 (Phase 5)	740	90	830	160	640	800
Parcel 4 (Phases 2 and 3)	2,300	1,040	3,340	2,090	2,680	4,770
Parcel 4 (Phase 4)	1,090	140	1,230	240	950	1,190
Parcel 5 (Phase 1)	610	260	870	550	700	1,250
Total	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Source: Fehr and Peers, April 2015.

In order to determine internal traffic volumes, it was necessary to allocate these trips to each parcel and for each land use. To assign trips to the internal intersections, routes between the external gateways and major parking areas were identified. For trips with multiple possible paths, traffic was allocated between the route based upon travel distance, anticipated travel time and directness of route. Table 3.3 provides a summary of the inbound and outbound trips by parcel and land use.

Table 3.3 – Breakdown of City Place Trips by Parcel and Land Use

Parcel	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1	Office	1,230	150	1,380	260	1,070	1,330
2	Office	1,900	242	2,142	410	1,658	2,068
	Retail	140	88	228	430	472	902
3	Office	740	90	830	160	640	800
4	Hotel	86	39	125	53	68	121
	Entertainment	0	0	0	96	123	219
	Retail	360	267	627	1,052	1,057	2,109
	Restaurants	649	585	1,234	658	582	1,239
	Office	2,295	289	2,585	471	1,801	2,272
5	Hotel	134	57	191	120	153	273
	Retail	20	19	39	124	85	209
	Restaurants	146	128	274	173	129	301
	Office	245	29	274	69	252	321
	Apartments	65	28	93	64	82	146
	Total	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Appendix B provides a detailed breakdown of the estimated trips by block for Parcels 4 and 5, which have been used to assign trips to the parking areas, in addition to a plan indicating the primary land use for the City Place Parcels.

3.3 Internal Trips

As part of the development of the project-generated traffic, Fehr and Peers used the mixed use development (MXD+) model to account for internal trips that would circulate within Parcels 4 and 5. For internal trips between Parcels 1 - 3 to/from Parcels 4 – 5 internal trips were identified using the ITE Trip Generation Handbook methodology.

Using this methodology, the number of peak hour trips between Parcels 1-2-3 and Parcels 4-5 during the AM Peak Hour is estimated to be 199 trips and during the PM Peak Hour it is estimated that 221 trips will be circulating to the City Center parcels. These internal trips are estimated to be in addition to the external trips, but will only circulate within the City Place project and therefore not expected to circulate through the site access intersections.

The following assumptions have been used for the purposes of assigning the trips to the internal roadways of Parcels 4 and 5.

- The internal trips were assumed to be paired between the City Center parcels 4 and 5, and the other remaining parcels (1, 2 and 3). Parcels 4 and 5 contain the retail and residential uses. No internal trips were assumed between Parcels 1, 2 and 3. These parcels are mainly office use and are not anticipated to attract a significant amount of internal trips between each other.
- The directional (in vs. out) split for the internal trips are based upon similar in and out distributions for Parcels 1, 2 and 3.
- Internal trips were allocated to Parcels 1, 2 and 3 based upon the external trip volumes.
- Internal trips were assigned to the residential and retail mixed-use areas likely to attract trips from office land uses of Parcels 1, 2 and 3. Based upon the conceptual program, trips were distributed to areas that would most likely attract trips from Parcels 1, 2 and 3. The trips are assigned to parking facilities H, J and M which are located within the core of the City Center, as these are centrally located around the major retail areas. The parking facilities are identified on Figure 3.2.

Table 3.4 provides a summary of the number of vehicles estimated to be circulating internally within the project for Parcels 1, 2 and 3.

Table 3.4 – Breakdown of Internal Trips by Parcel

Parcel	AM Peak Hour			PM Peak Hour		
	In (From City Center)	**Out** (To City Center)	**Total**	**In** (From City Center)	**Out** (To City Center)	**Total**
Parcel 1	53	7	60	11	46	58
Parcel 2	89	14	103	36	92	128
Parcel 3	32	4	36	7	28	35
Total	**174**	**25**	**199**	**55**	**166**	**221**

Table 3.5 provides a summary of the number of trips estimated to utilize each facility and the distribution percentages used to distribute the inbound and outbound vehicles to the parking facilities.

Table 3.5 – Distribution of Internal Trips to Parking Facilities

Parking Facility	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
H1	5 (20%)	35 (20%)	36 (22%)	12 (22%)
J1	10 (42%)	73 (42%)	67 (40%)	22 (40%)
M1	9 (38%)	66 (38%)	(63 (38%)	21 (38%)
Total	**25 (100%)**	**174 (100%)**	**166 (100%)**	**55 (100%)**

The internal trips were assigned to the internal street network based upon the most direct suitable route(s), and added to the external trips at each internal intersection.

3.4 Regional Distribution

Fehr and Peers provided the 2040 regional trip distribution developed for the EIR analysis using the Santa Clara Valley Transportation Authority (VTA) travel demand model *(Fehr and Peers Memo May 20, 2015)*. Figure 3.1 illustrates the regional trip distribution patterns that have been used for the internal intersection analysis.

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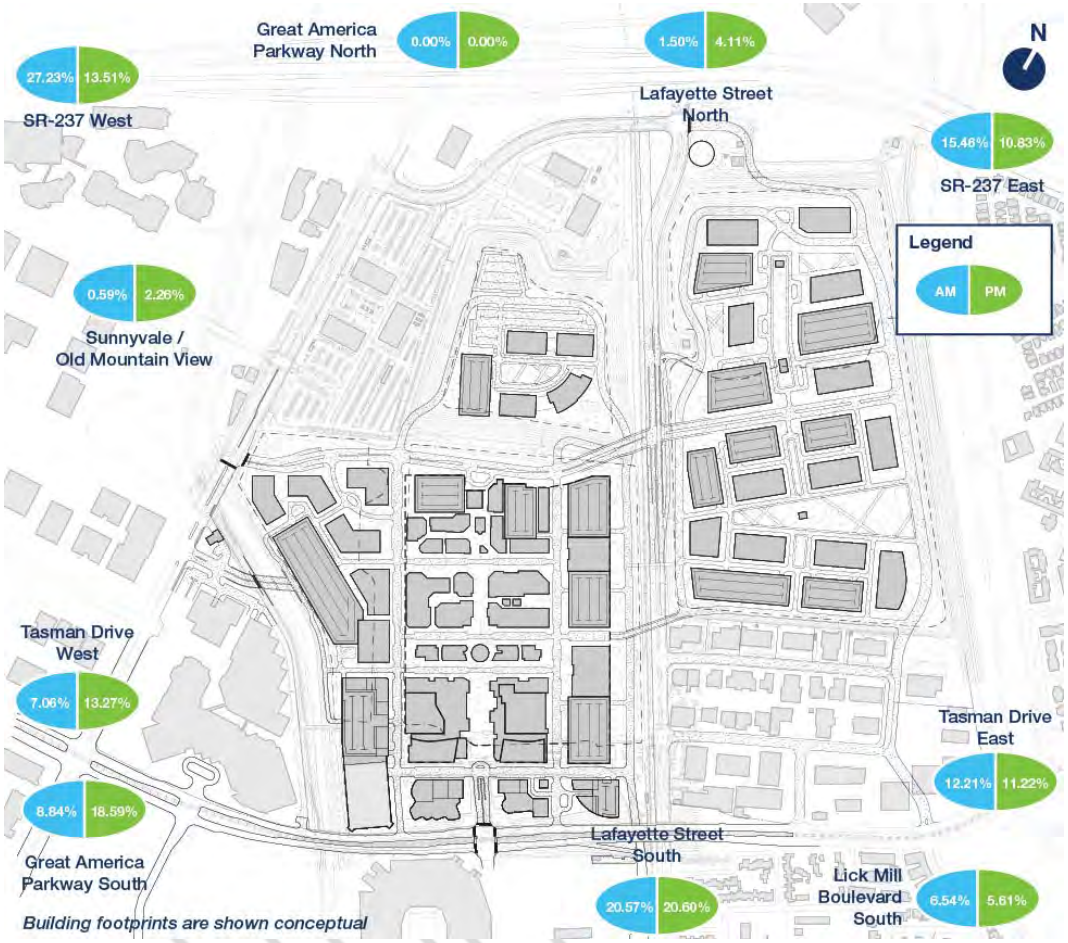
Figure 3.1 – Regional Distribution



Source: Fehr and Peers, June 2015.

3.5 Trip Allocation to Parking Facilities

The project trips for each block were assigned to specific parking facilities. Figures 3.2 and 3.3 provide a summary of the Inbound and Outbound trips for each of the parking facilities.

Trips were assigned to the parking facilities based upon their proximity to the local land uses that generate the trips. To identify the number of trips for each parking facility, the proposed land use for each block (A thru Q) was identified. Some blocks contain off-street parking facilities, others do not. For those blocks that do contain parking facilities, the peak hour trips were assigned to those facilities. For the blocks that do not contain off-street parking facilities, those trips were allocated to nearby parking facilities. If multiple nearby parking facilities are available, then the trips were distributed among them.

Figure 3.2 – Trips by Parking Facility – AM Peak Hour

Figure 3.3 – Trips by Parking Facility – PM Peak Hour

3.6 Trips at the Site Access Intersections

The following sections provide a summary of the distribution of trips to the site access intersections, based upon the trip assignments and regional distribution patterns for the *Base Scheme* and *Variant Scheme*.

The trips from each of the parking facilities as indicated in Section 3.5 were allocated based upon the regional trip distribution patterns as indicated in Section 3.4. The assignment of the trips between the parking facilities and the regional extents was based upon the most attractive routes, between each origin-destination pair. When a route between the parking facilities and the regional extents had multiple competing potential paths, trips were split proportionally between the

competing paths based upon the relative attractiveness of each path. The following sections summarize the resulting number of trips at the site access intersections.

3.6.1 Base Scheme

The peak hour trips were assigned to the external network as follows: Figures 3.4 to 3.7 present the distribution of trips to each of the main site access intersections for the AM and PM peak hours, respectively. Tables 3.3 and 3.4 present a summary of the number of trips inbound and outbound for each of the main site access locations for the AM and PM peak hours, respectively.

Figure 3.4 – Base Scheme Site Access Trip Distribution – AM Inbound

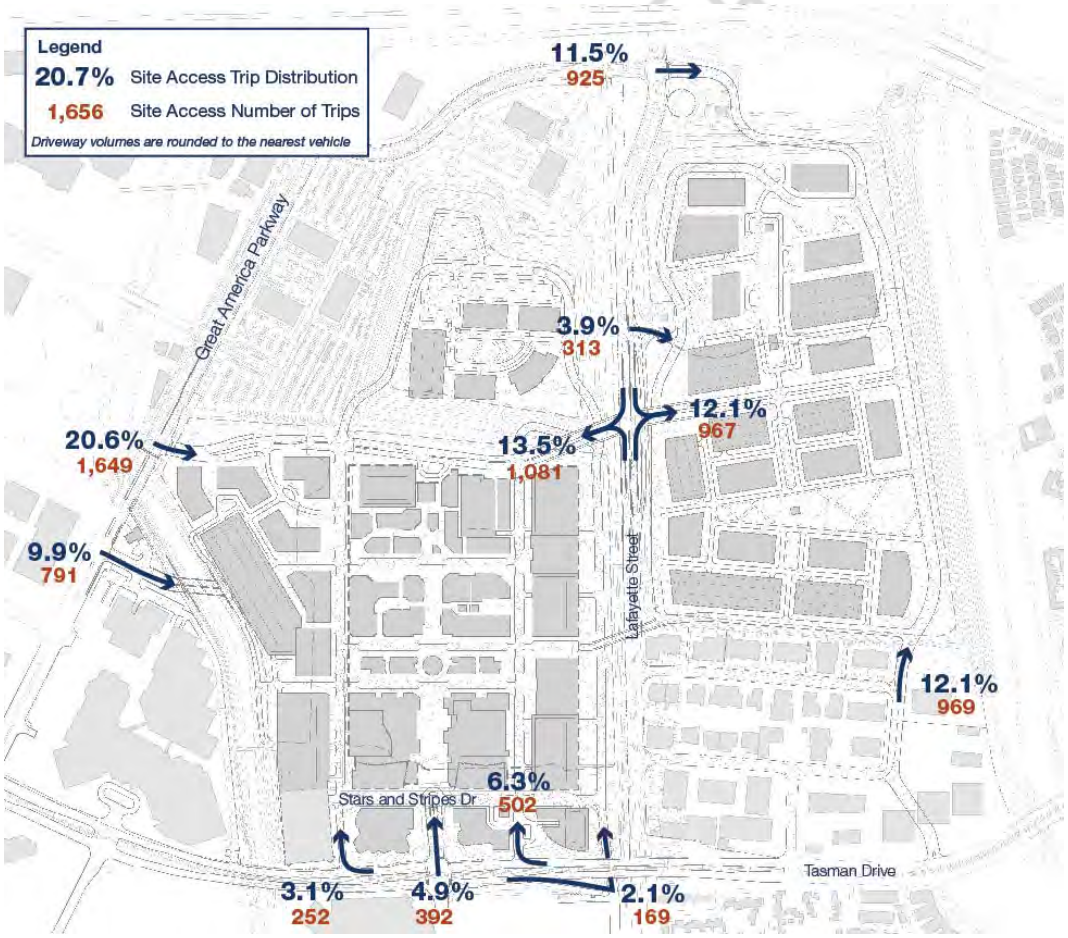


Figure 3.5 – Base Scheme Site Access Trip Distribution – AM Outbound

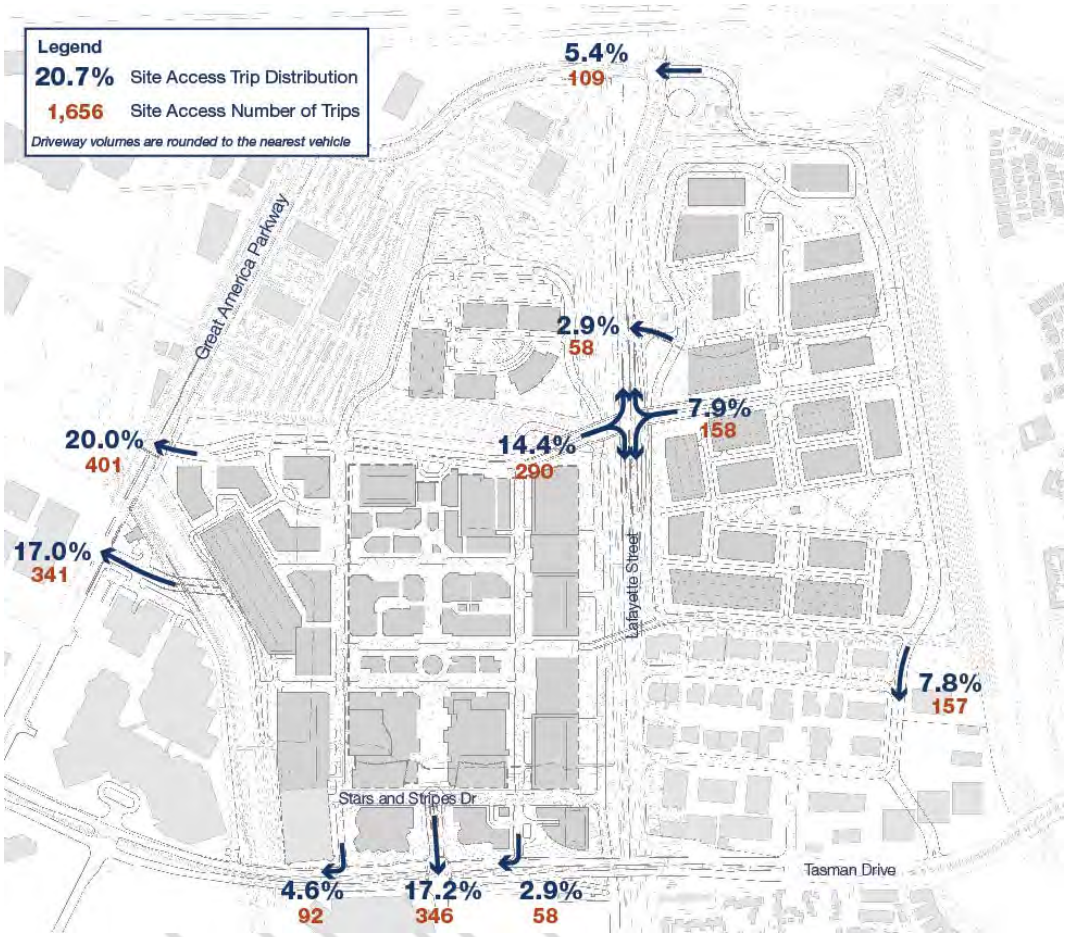


Figure 3.6 – Base Scheme Site Access Trip Distribution – PM Inbound

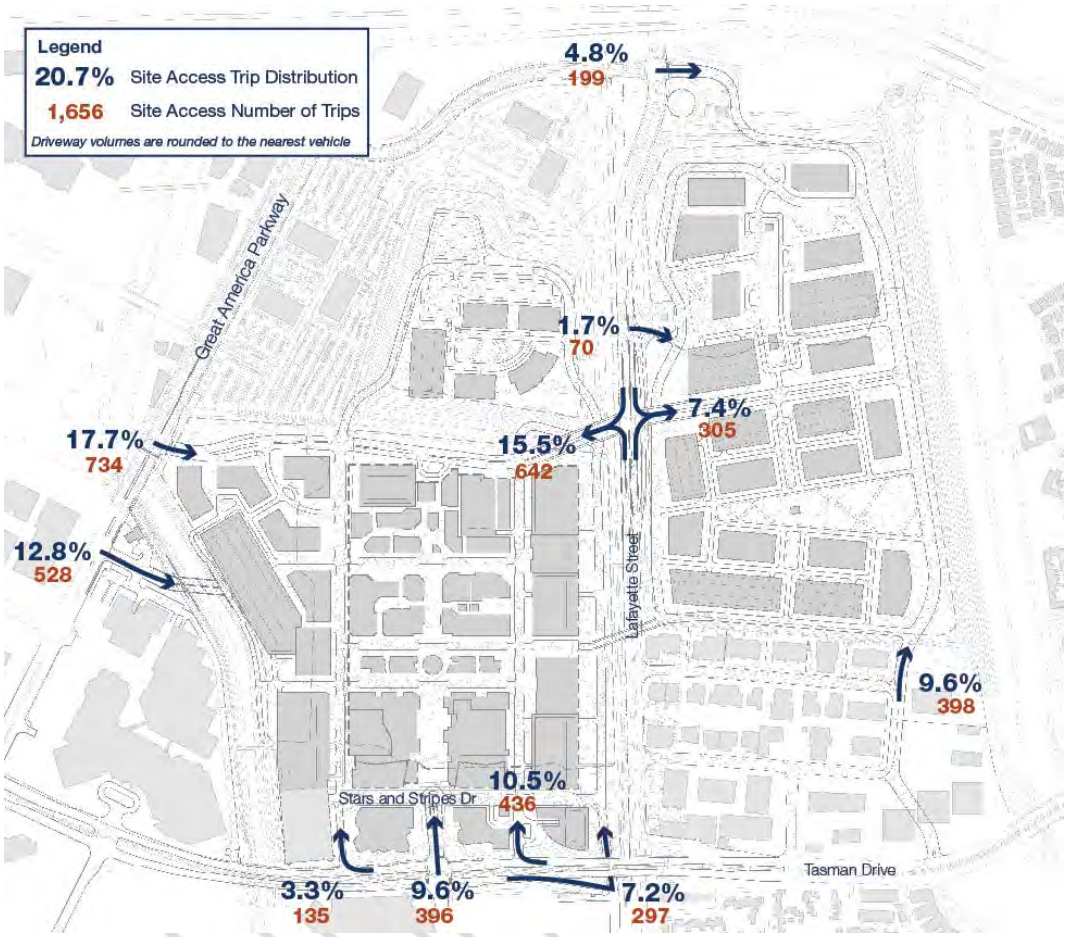


Figure 3.7 – Base Scheme Site Access Trip Distribution – PM Outbound

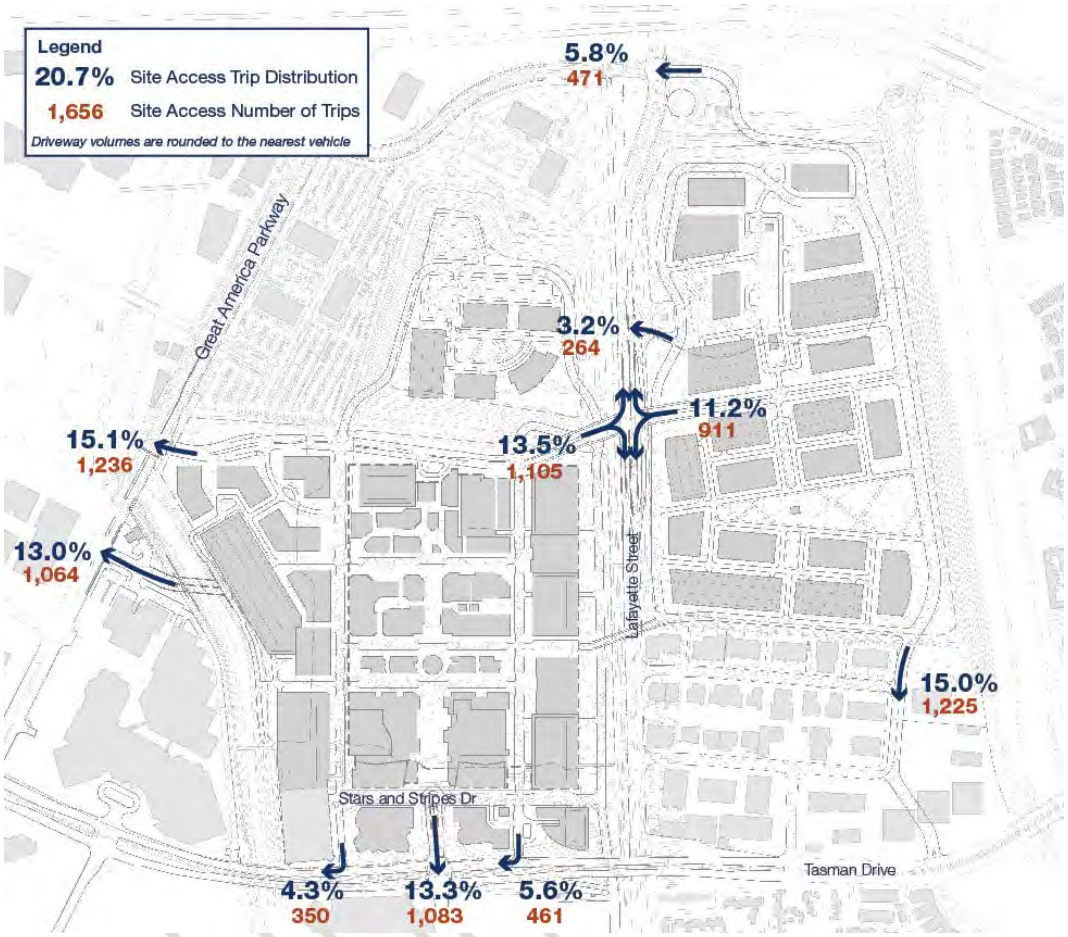


Table 3.3 – Base Scheme Trips by Site Access – AM Peak Hour

Intersection Name	Inbound		Outbound	
	Volume	%	Volume	%
Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)	1,649	20.6%	401	20.0%
Great America Parkway and Future Driveway (north of Bunker Hill Lane)	791	9.9%	341	17.0%
Future Driveway (west of Centennial Boulevard) and Tasman Drive	252	3.1%	92	4.6%
Centennial Boulevard and Tasman Drive	392	4.9%	346	17.2%
Future Driveway (east of Centennial Boulevard) and Tasman Drive	502	6.3%	58	2.9%
Future Driveway (east of Centennial Boulevard) and Tasman Drive – Slip Ramp	169	2.1%	0	0.0%
Calle Del Mundo and Lick Mill Boulevard	969	12.1%	157	7.8%
Lafayette Street and Great America Way	925	11.5%	109	5.4%
Lafayette Street and Future Driveway (south of Great America Way)	313	3.9%	58	2.9%
Lafayette Street and Future Urban Interchange – West Parcels	1,081	13.5%	290	14.4%
Lafayette Street and Future Urban Interchange – East Parcels	967	12.1%	158	7.9%
Total	**8,010**	**100.0%**	**2,010**	**100.0%**

Table 3.4 – Base Scheme Trips by Site Access – PM Peak Hour

Intersection Name	Inbound		Outbound	
	Volume	%	Volume	%
Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)	734	17.7%	1,236	15.1%
Great America Parkway and Future Driveway (north of Bunker Hill Lane)	528	12.8%	1,064	13.0%
Future Driveway (west of Centennial Boulevard) and Tasman Drive	135	3.3%	350	4.3%
Centennial Boulevard and Tasman Drive	396	9.6%	1,083	13.3%
Future Driveway (east of Centennial Boulevard) and Tasman Drive	436	10.5%	461	5.6%
Future Driveway (east of Centennial Boulevard) and Tasman Drive – Slip Ramp	297	7.2%	0	0.0%
Calle Del Mundo and Lick Mill Boulevard	398	9.6%	1,225	15.0%
Lafayette Street and Great America Way	199	4.8%	471	5.8%
Lafayette Street and Future Driveway (south of Great America Way)	70	1.7%	264	3.2%
Lafayette Street and Future Urban Interchange – West Parcels	642	15.5%	1,105	13.5%
Lafayette Street and Future Urban Interchange – East Parcels	305	7.4%	911	11.2%
Total	**4,140**	**100.0%**	**8,170**	**100.0%**

3.6.2 Variant Scheme

The peak hour trips for the *Variant Scheme* were assigned to the external network in the same manner as the Base Scheme. Figures 3.8 to 3.11 present the distribution of project trips to each of the main site access intersections for the AM and PM peak hours. Tables 3.5 and 3.6 present a summary of the number of trips inbound and outbound for each of the main site access locations for the AM and PM peak hours, for the Variant Scheme.

Figure 3.8 – Variant Scheme Site Access Trip Distribution – AM Inbound

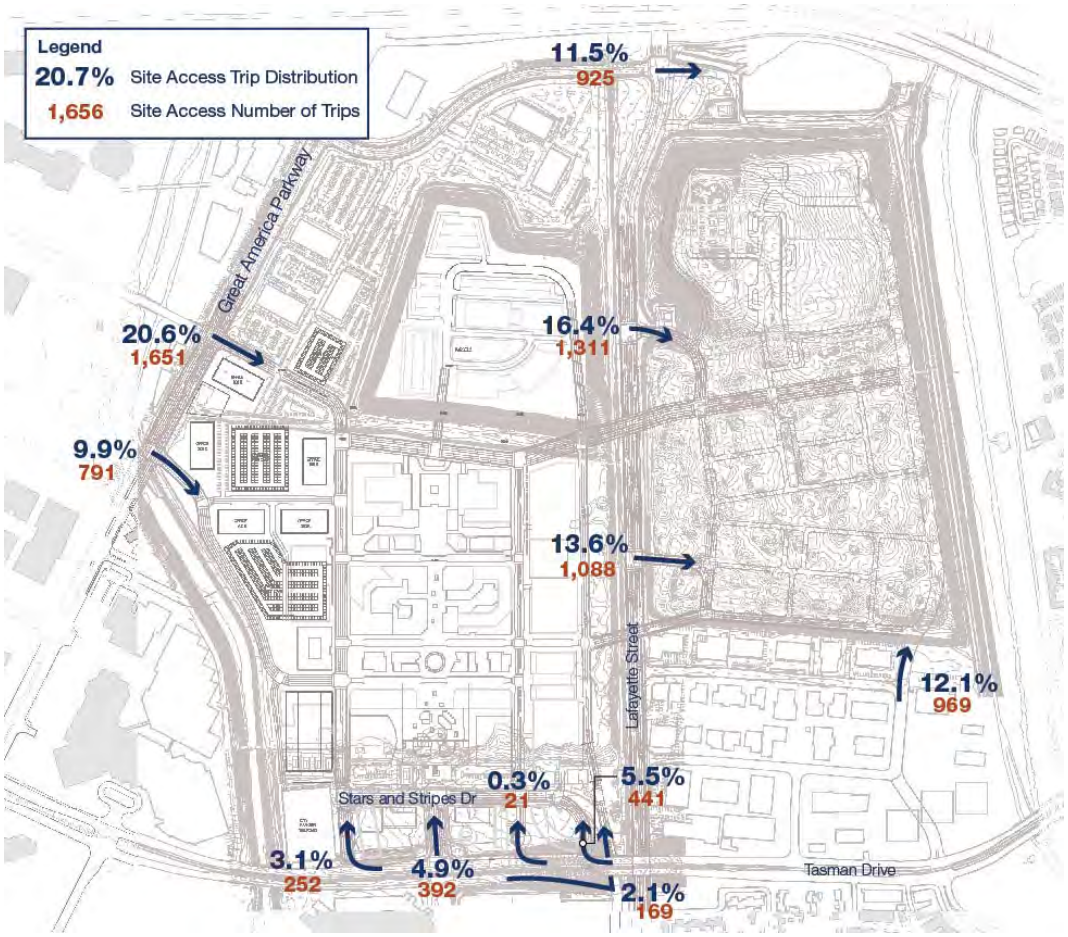


Figure 3.9 – Variant Scheme Site Access Trip Distribution – AM Outbound

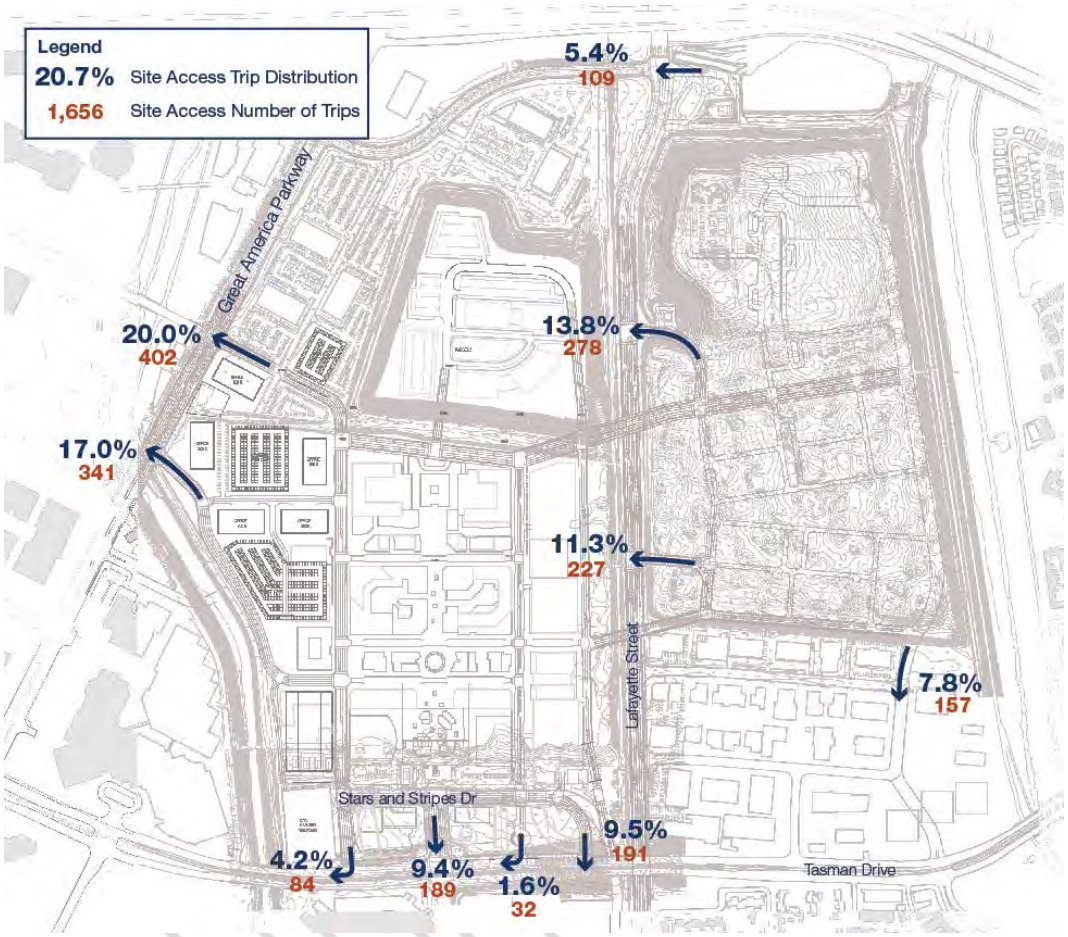


Figure 3.10 – Variant Scheme Site Access Trip Distribution – PM Inbound

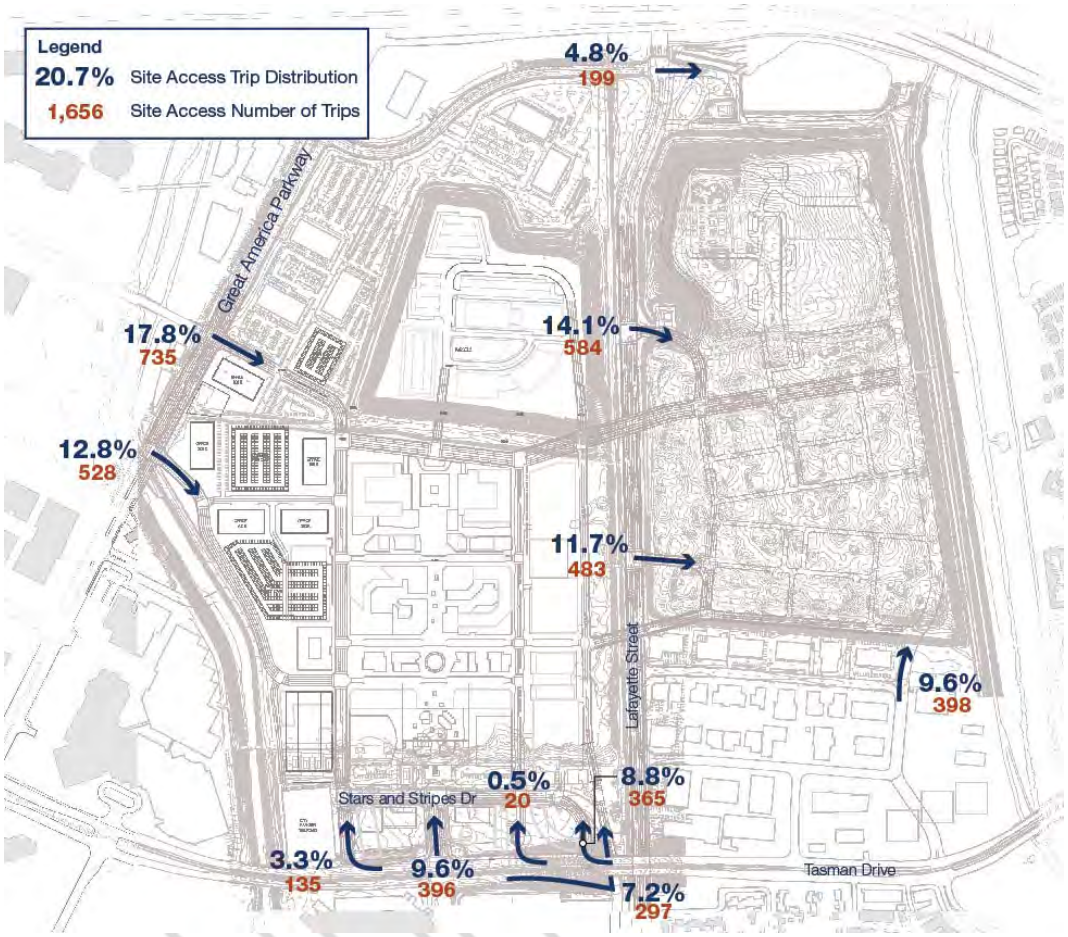


Figure 3.11 – Variant Scheme Site Access Trip Distribution – PM Outbound

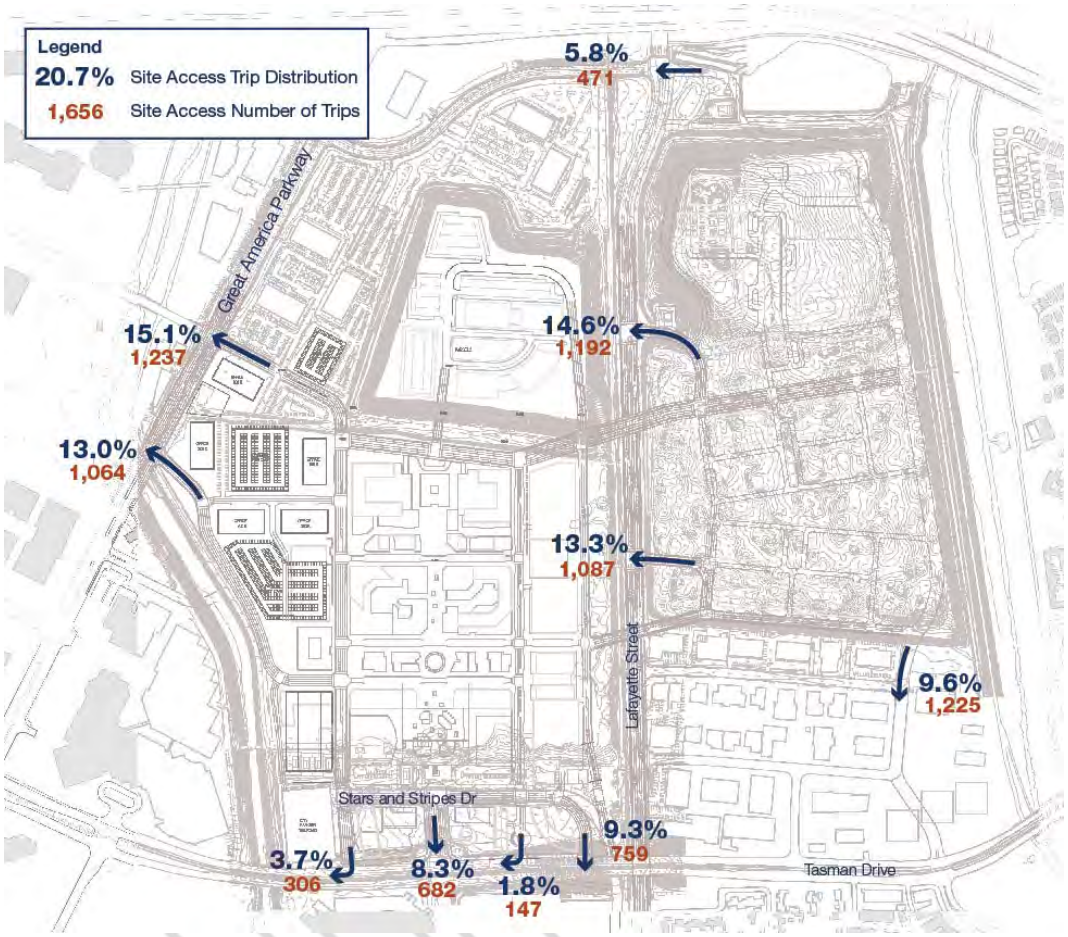


Table 3.5 – Variant Scheme Trips by Site Access – AM Peak Hour

Intersection Name	Inbound		Outbound	
	Volume	%	Volume	%
Great America Parkway Old Mountain View-Alviso Road	1,651	20.6%	402	20.0%
Great America Parkway and Future Driveway (north of Creek)	791	9.9%	341	17.0%
Future Driveway (west of Centennial Boulevard) and Tasman Drive	252	3.1%	84	4.2%
Centennial Boulevard and Tasman Drive	392	4.9%	189	9.4%
Future Driveway (east of Centennial Boulevard) and Tasman Drive	21	0.3%	32	1.6%
Future Driveway (east of Centennial Boulevard) and Tasman Drive – Slip Ramp	169	2.1%	0	0.0%
Tasman Drive / New Viaduct Access	441	5.5%	191	9.5%
Calle Del Mundo and Lick Mill Boulevard	969	12.1%	157	7.8%
Lafayette Street and Great America Way	925	11.5%	109	5.4%
Lafayette Street and Jug Handle (North)	1,311	16.4%	278	13.8%
Lafayette Street and Jug Handle (South)	1,088	13.6%	227	11.3%
Total	**8,010**	**100.0%**	**2,010**	**100.0%**

Table 3.6 – Variant Scheme Trips by Site Access – PM Peak Hour

Intersection Name	Inbound		Outbound	
	Volume	%	Volume	%
Great America Parkway Old Mountain View-Alviso Road	735	17.8%	1,237	15.1%
Great America Parkway and Future Driveway (north of Creek)	528	12.8%	1,064	13.0%
Future Driveway (west of Centennial Boulevard) and Tasman Drive	135	3.3%	306	3.7%
Centennial Boulevard and Tasman Drive	396	9.6%	682	8.3%
Future Driveway (east of Centennial Boulevard) and Tasman Drive	20	0.5%	147	1.8%
Future Driveway (east of Centennial Boulevard) and Tasman Drive – Slip Ramp	297	7.2%	0	0.0%
Tasman Drive / New Viaduct Access	365	8.8%	759	9.3%
Calle Del Mundo and Lick Mill Boulevard	398	9.6%	1,225	15.0%
Lafayette Street and Great America Way	199	4.8%	471	5.8%
Lafayette Street and Jug Handle (North)	584	14.1%	1,192	14.6%
Lafayette Street and Jug Handle (South)	483	11.7%	1,087	13.3%
Total	**4,140**	**100.0%**	**8,170**	**100.0%**

3.7 Intersection Configuration

3.7.1 Base Scheme

Figure 3.12 illustrates the intersection configuration that was used for evaluation of the internal intersections for the *Base Scheme*.

The configuration of the City Place Parkway and Parcel N intersection (#1059) is proposed as a Right-In / Right-Out configuration due to its close proximity to the City Place Parkway and Great America intersection and to maximize the queue storage capacity for westbound vehicles. Traffic would access westbound City Place Parkway via the Avenue A and City Place Parkway intersection.

The northbound left movement from Parking A onto City Place Parkway (#1057) is assumed to be prohibited to avoid the need to signalize the intersection. Traffic would access westbound City Place Parkway by using a second exit onto Avenue A, then turn left onto City Place Parkway at the intersection at Avenue A and City Place Parkway. This will help to maintain traffic flow along City Place Parkway and maximize the amount of queue storage.

3.7.2 Variant Scheme

Figure 3.13 illustrates the intersection configuration that was used for the evaluation of the internal intersections for the *Variant Scheme.*

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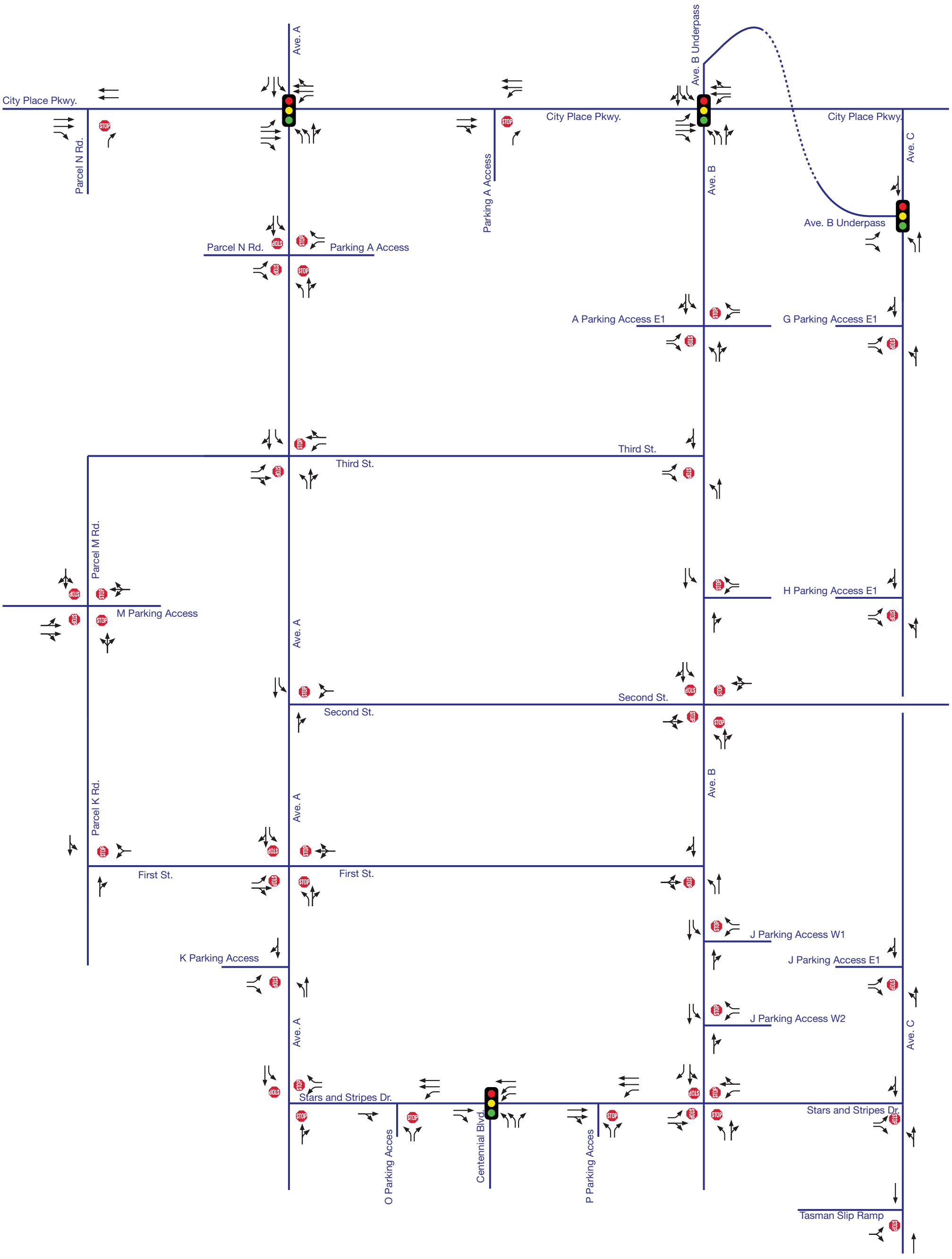
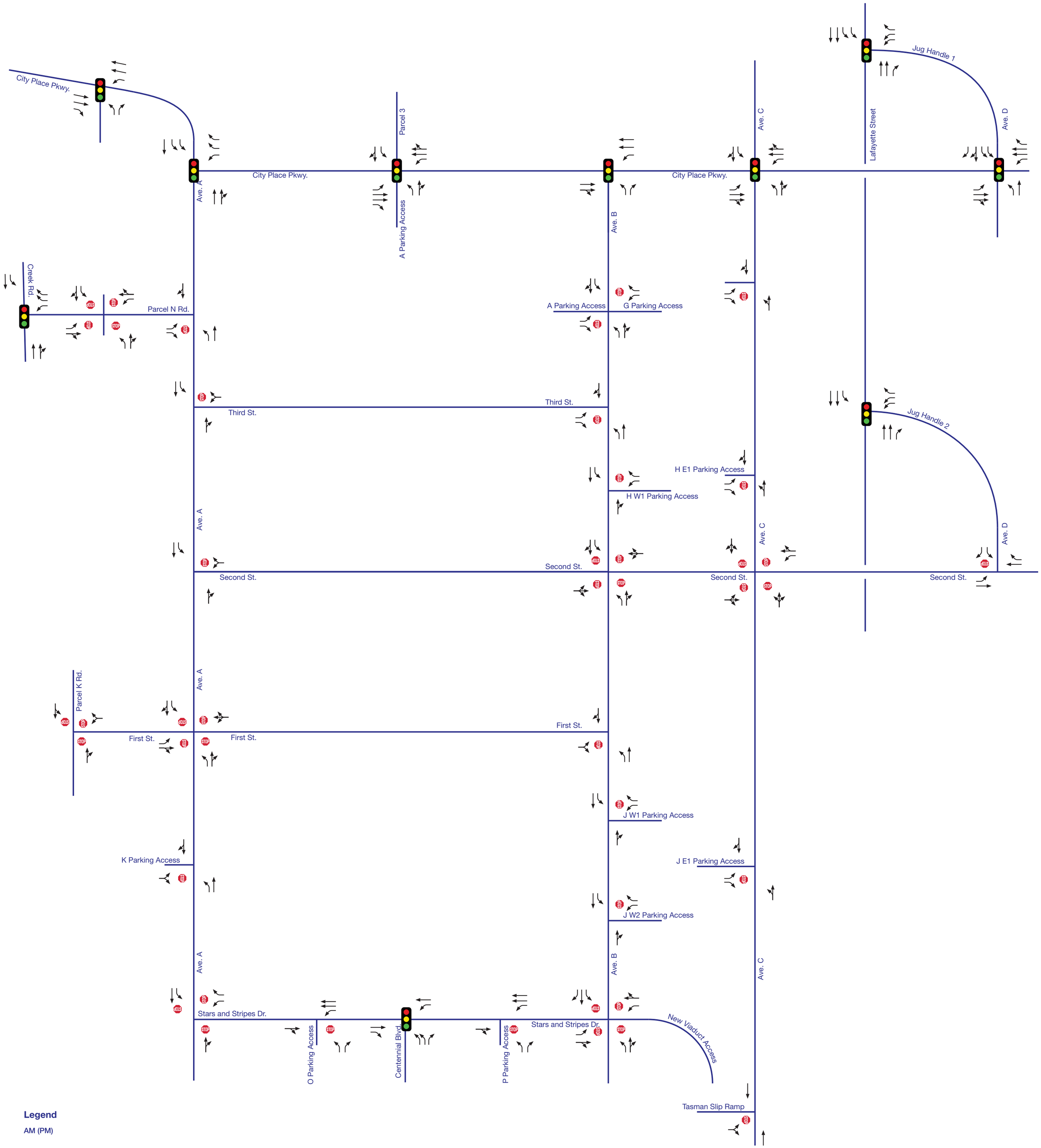


Figure 3.12
Base Scheme Layout
Intersection Configuration



Legend

AM (PM)

July 2015

Figure 3.13
Variant Scheme Layout
AM and PM Peak Hour Project Trips

3.8 Trip Assignment

The trips were assigned to the internal network based upon reasonable routes considering distance of travel and anticipated travel time. Internal trips were assigned to the network as described in Section 3.3, and added to the external trips.

Figure 3.14 illustrates the resulting peak hour traffic volumes at each of the internal intersections within Parcels 4 and 5 for the *Base Scheme*, and Figure 13.5 illustrates the traffic volumes for the *Variant Scheme*.

Appendix C contains trip assignment diagrams for all the internal and site access intersections.

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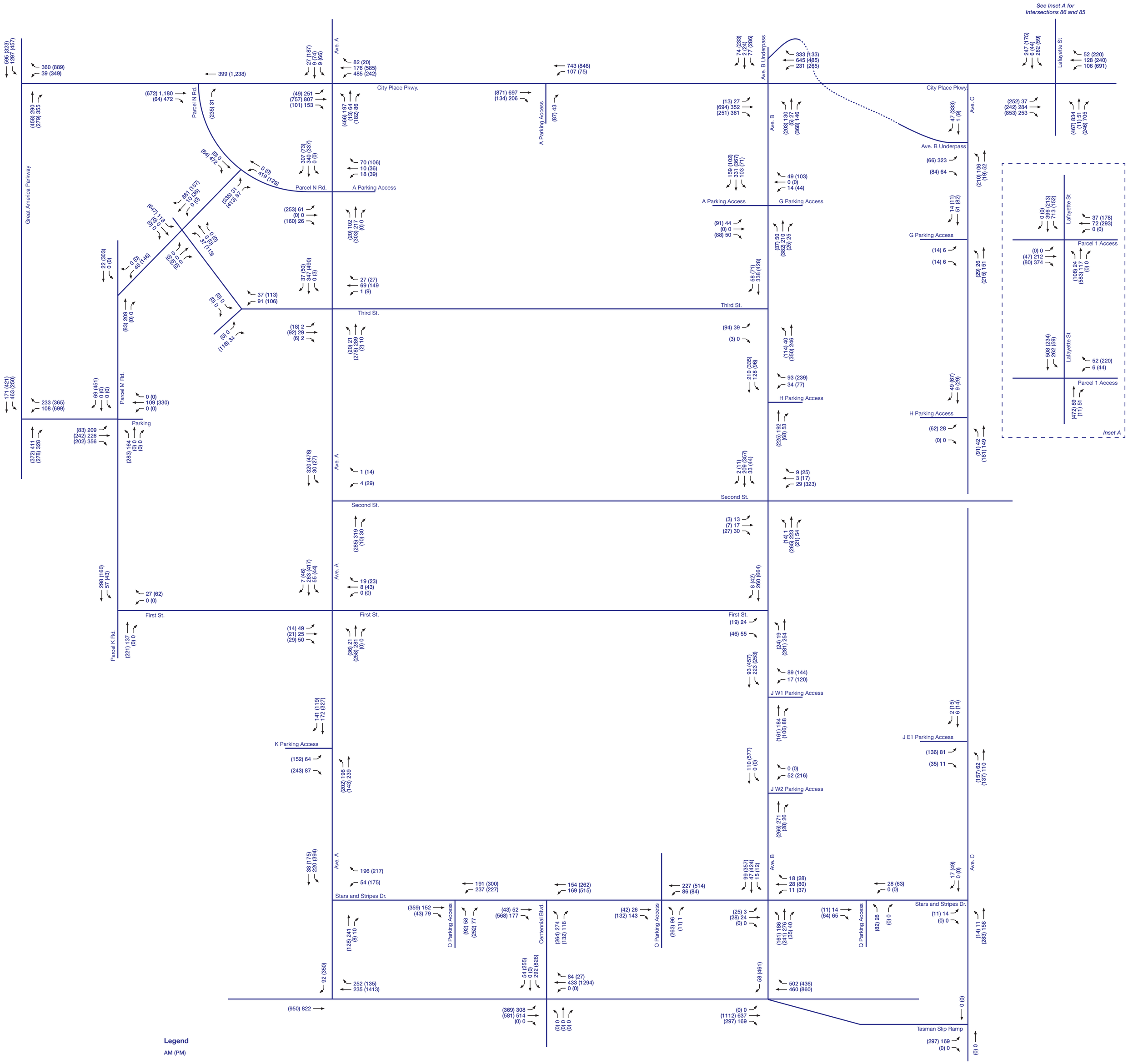
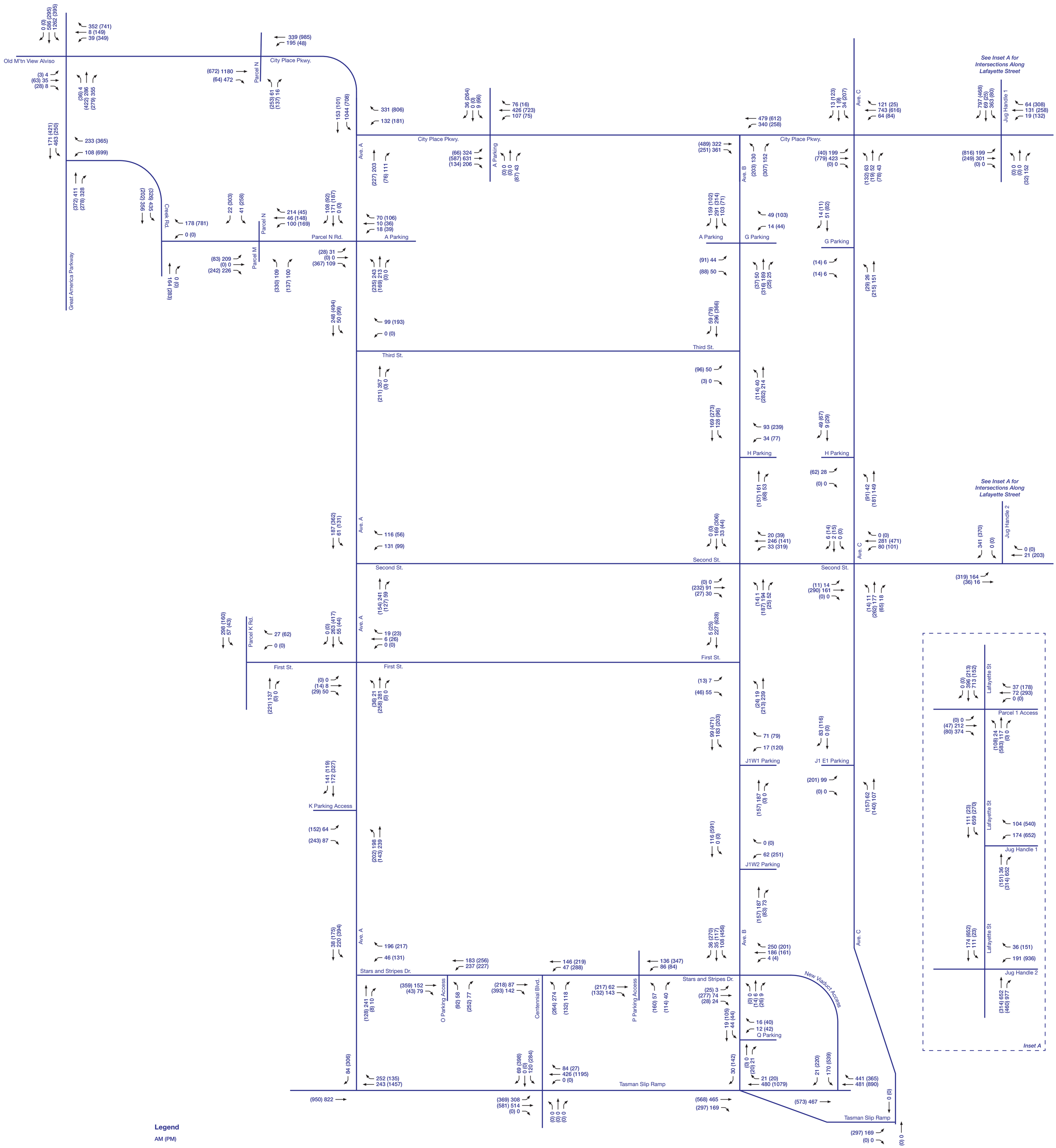


April 2015

Figure 3.14
Base Scheme Layout
AM and PM Peak Hour Internal Traffic Volumes



June 2015

Figure 3.15
Variant Scheme Layout
AM and PM Peak Hour Internal Traffic Volumes

4 Cumulative 2040 Plus Project Traffic Evaluation

The internal intersections for the *Base Scheme* and *Variant Scheme* have been analyzed for the Cumulative 2040 Plus Project scenario using TRAFFIX software, applying the methodology defined in the 2000 Highway Capacity Manual (HCM) (Special Report 209, Transportation Research Board), utilizing the methodology described in prior sections.

4.1 Base Scheme Results

The results for the *Base Scheme* presented in Table 4.1 provide the intersection LOS and average intersection delay per vehicle for signalized intersections. For un-signalized intersections, the average delay per vehicle for the critical movement and LOS are provided. Figures 4.1 and 4.2 provide a summary of the intersection LOS results for the *Base Scheme*.

Table 4.1 – Cumulative 2040 Plus Project Base Scheme Intersection LOS and Average Delay Results

Int. #	Intersection Name	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Avg. Delay (sec)[1]	LOS	Avg. Delay (sec)[1]
10[2]	Future Driveway (west of Centennial Boulevard) / Tasman Drive	Signalized[3]	B	13.7	C	29.1
11[2]	Centennial Boulevard / Tasman Drive	Signalized	F	163.1	F	194.7
12[2]	Future Driveway (east of Centennial Boulevard) / Tasman Drive	Signalized[3]	C	22.4	C	20.4
61[2]	Great America Parkway / Future Driveway (south of Old Mountain View Alviso)	Signalized	C	22.3	C	24.9
62[2]	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	Signalized	C	23.9	C	27.7
87[2]	Lafayette Street / Future Urban Interchange	Signalized	C	31.9	C	30.9
1004	Stars and Stripes Drive / Centennial Boulevard	Signalized	A	9.5	B	10.4
1005	Stars and Stripes Drive / Avenue C	SSSC	A	7.2	A	7.3
1036	City Place Parkway / Avenue A	Signalized	C	34.2	C	24.9
1037	City Place Parkway / Avenue B	Signalized	B	19.3	C	27.1
1038	Avenue B / Avenue C	Signalized	B	18.7	C	25.2
1040	J Parking Access East 1 / Avenue C	SSSC	B	10.3	B	13.4
1041	H Parking Access East 1 / Avenue C	SSSC	B	10.3	B	12.2

Int. #	Intersection Name	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Avg. Delay (sec)[1]	LOS	Avg. Delay (sec)[1]
1042	G Parking Access East 1 / Avenue C	SSSC	A	9.3	A	9.8
1043	Stars and Stripes Drive / Avenue B	AWSC	A	9.9	C	15.1
1044	A2 Parking Access / G Parking Access / Avenue B	SSSC	C	18.8	D	34.6
1045	H Parking Access West 1 / Avenue B	SSSC	B	11.3	B	13.3
1046	J Parking Access West 1 / Avenue B	SSSC	B	11.0	D	31.4
1047	J Parking Access West 2 / Avenue B	SSSC	B	11.4	C	34.3
1048	Second Street / Avenue B	AWSC	A	9.7	C	16.9
1049	First Street / Avenue B	SSSC	B	11.2	C	16.7
1050	Third Street / Avenue B	AWSC	B	14.9	D	29.4
1051	Stars and Stripes Drive / Avenue A	AWSC	B	10.8	C	15.1
1052	Third Street / Avenue A	SSSC	C	16.4	D	29.2
1053	First Street / Avenue A	AWSC	B	10.7	B	13.8
1054	Second Street / Avenue A	SSSC	B	13.4	B	14.7
1055	K Parking Access / Avenue A	SSSC	B	14.9	C	22.7
1056	Avenue A / Parcel N	AWSC	D	27.5	C	21.0
1057	A1 Parking Access / City Place Parkway	SSSC	B	12.0	B	13.3
1058	South of City Place Parkway / West of Avenue A	AWSC	B	12.5	C	15.8
1059	City Place Parkway / Parcel N	SSSC	B	13.5	B	13.3
1060	Creek and Parcel N Parking	AWSC	A	8.8	B	10.7
1064	Tasman Slip Ramp / Avenue C	SSSC	A	9.2	A	9.9
1066	Convention Center / Parcel M	AWSC	B	13.1	D	26.7
1069	Q Parking Access / Stars and Stripes	SSSC	A	9.0	A	9.4
1071	First Street / Parcel K	SSSC	A	9.0	A	9.7
1073	O Parking Access / Stars and Stripes	SSSC	B	13.4	C	17.9
1074	P Parking Access / Stars and Stripes	SSSC	B	12.6	C	22.2
1082	Parcel N Parking	SSSC	B	13.9	C	20.3
1083	3rd Street and M Parking	SSSC	A	8.4	A	8.7

[1] Average delay for SSSC is delay on the worst approach, all others are average intersection delay.

[2] External intersections were analyzed under Scenario 6 conditions (Cumulative 2040 with Project) using background traffic volumes provided by Fehr and Peers *(2040NP_2040P_Volumes.xlsx, April 23, 2015)*.

[3] The westbound and southbound approaches are signalized, the eastbound approach is un-signalized, free-flow.

Abbreviations

AWSC – All Way Stop Control

SSSC – Side Street Stop Control

Figure 4.1 – Cumulative 2040 Plus Project Base Scheme LOS Results – AM Peak Hour

Figure 4.2 – Cumulative 2040 Plus Project Base Scheme LOS Results – PM Peak Hour

During both the AM and PM peak hours all internal intersections operate within the defined performance criteria for the Level of Service at the intersections. Site Access Intersections # 11 and #12 do not perform within the performance criteria and the mitigation measures discussed in the EIR Transportation Section should be considered to improve intersection performance.

4.2 Base Scheme Queue Analysis

In addition to the LOS Results, a review of queuing for each intersection approach has been completed. The queue lengths follow the methodology outlined in the Santa Clara County Transportation Authority Congestion Management Program, Traffic Level of Service Guidelines, June 2003. The results presented represent the 95th percentile queue lengths per lane. Table 4.2 presents a summary of the queue length for each movement for the AM or PM peak hours. Table 4.3 provides a comparison of the queue lengths and available storage capacity. Numbers shown in **Red** indicate that insufficient storage capacity is available, and therefore the project will need to increase the storage capacity to meet the expected demand.

For the offsite approaches with queues that exceed the available storage capacity, the project should investigate opportunities for increasing the available storage capacity, or reducing the demand and queue lengths. Internal intersections that show insufficient storage capacity, the final design should maximize storage capacity to ensure that queues do not extend back into the upstream intersection.

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Table 4.2 - Base Scheme 95th Percentile Queue Lengths by Approach

			AM Peak Hour												PM Peak Hour											
Intersection Number	Intersection Name	Control Type	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
10	Future Driveway (west of Centennial Boulevard) and Tasman Drive	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	42.0 (1050)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	25.0 (625)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	46.0 (1150)	3.1 (78)
11	Centennial Boulevard and Tasman Drive	Signalized	3.1 (78)	0.0 (0)	3.1 (78)	14.0 (350)	9.2 (230)	9.2 (230)	28.0 (700)	24.0 (600)	24.0 (600)	0.0 (0)	119.0 (2975)	4.1 (103)	0.0 (0)	3.1 (78)	3.1 (78)	47.0 (1175)	26.0 (650)	26.0 (650)	31.0 (775)	71.0 (1775)	0.0 (0)	0.0 (0)	100.0 (2500)	3.1 (78)
12	Future Driveway (east of Centennial Boulevard) and Tasman Drive - includes slip ramp	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	2.0 (50)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	44.0 (1100)	3.0 (75)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	16.0 (400)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	22.0 (550)	6.0 (150)
61	Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)	Signalized	0.0 (0)	27.0 (675)	19.0 (475)	32.0 (800)	16.0 (400)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	0.0 (0)	6.2 (155)	0.0 (0)	28.0 (700)	12.0 (300)	16.0 (400)	19.0 (475)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	15.0 (375)	0.0 (0)	25.0 (625)
62	Great America Parkway and Future Driveway (north of Bunker Hill Lane)	Signalized	0.0 (0)	28.0 (700)	27.0 (675)	15.0 (375)	17.0 (425)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	16.0 (400)	0.0 (0)	33.0 (825)	32.0 (800)	9.2 (230)	24.0 (600)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	21.0 (525)	0.0 (0)	21.0 (525)
85	Lafayette Street and Great America Way	Signalized	15.0 (375)	21.0 (525)	0.0 (0)	32.0 (800)	15.0 (375)	15.0 (375)	0.0 (0)	12.0 (300)	24.0 (600)	0.0 (0)	4.1 (103)	3.1 (78)	7.2 (180)	21.0 (525)	0.0 (0)	9.2 (230)	20.0 (500)	20.0 (500)	6.2 (155)	3.1 (78)	33.0 (825)	0.0 (0)	12.0 (300)	7.2 (180)
86	Lafayette Street and Future Driveway (south of Great America Way)	Signalized	0.0 (0)	22.0 (550)	3.1 (78)	16.0 (400)	9.2 (230)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	14.0 (350)	0.0 (0)	4.1 (103)	17.0 (425)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	0.0 (0)	14.0 (350)
87	Lafayette Street and Future Urban Interchange	Signalized	21.0 (525)	0.0 (0)	31.0 (775)	9.2 (230)	0.0 (0)	16.0 (400)	3.1 (78)	17.0 (425)	4.1 (103)	6.2 (155)	6.2 (155)	6.2 (155)	16.0 (400)	0.0 (0)	9.2 (230)	3.1 (78)	0.0 (0)	7.2 (180)	14.0 (350)	14.0 (350)	21.0 (525)	21.0 (525)	14.0 (350)	12.0 (300)
1000	Calle Del Mundo and Lick Mill Boulevard	Signalized	3.1 (78)	25.0 (625)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	4.1 (103)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	9.2 (230)	0.0 (0)	0.0 (0)	12.0 (300)	12.0 (300)	3.1 (78)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)
1004	Stars and Stripes and Centennial Boulevard	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	0.0 (0)	4.1 (103)	6.2 (155)	0.0 (0)	4.1 (103)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	14.0 (350)	12.0 (300)	7.2 (180)	0.0 (0)
1005	Stars and Stripes and Avenue C	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1036	City Place Parkway and Avenue A	Signalized	6.2 (155)	6.2 (155)	6.2 (155)	0.0 (0)	0.0 (0)	3.1 (78)	9.2 (230)	17.0 (425)	6.2 (155)	19.0 (475)	4.1 (103)	4.1 (103)	14.0 (350)	7.2 (180)	7.2 (180)	3.1 (78)	3.1 (78)	9.2 (230)	3.1 (78)	14.0 (350)	4.1 (103)	9.2 (230)	9.2 (230)	9.2 (230)
1037	City Place Parkway and Avenue B	Signalized	4.1 (103)	7.2 (180)	7.2 (180)	3.1 (78)	4.1 (103)	4.1 (103)	0.0 (0)	4.1 (103)	12.0 (300)	7.2 (180)	15.0 (375)	15.0 (375)	6.2 (155)	16.0 (400)	16.0 (400)	9.2 (230)	12.0 (300)	12.0 (300)	0.0 (0)	12.0 (300)	7.2 (180)	9.2 (230)	9.2 (230)	9.2 (230)
1038	Avenue B Underpass and Avenue C	Signalized	6.2 (155)	3.1 (78)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	9.2 (230)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	12.0 (300)	0.0 (0)	0.0 (0)	0.0 (0)	14.0 (350)	14.0 (350)	4.1 (103)	0.0 (0)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)
1040	J Parking Access East 1 and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.1 (28)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)
1041	H Parking Access East 1 and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1042	G Parking Access East and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1043	Stars and Stripes and Avenue B	AWSC	2.1 (53)	2.1 (53)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	2.1 (53)	2.1 (53)	2.1 (53)	5.2 (130)	5.2 (130)	3.1 (78)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)
1044	A2 / G Parking Access and Avenue B	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.8 (20)	0.0 (0)	0.3 (8)	0.2 (5)	0.0 (0)	0.2 (5)	0.1 (3)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	3.1 (78)	0.0 (0)	0.5 (13)	1.1 (28)	0.0 (0)	0.6 (15)
1045	H Parking Access and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.8 (20)	0.0 (0)	1.3 (33)
1046	J Parking Access West 1 and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.9 (98)	0.0 (0)	0.6 (15)
1047	J Parking Access West 2 and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.3 (108)	0.0 (0)	0.0 (0)
1048	Second Street and Avenue B	AWSC	0.0 (0)	2.1 (53)	2.1 (53)	1.2 (30)	2.1 (53)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	3.1 (78)	3.1 (78)	1.2 (30)	4.1 (103)	4.1 (103)	1.2 (30)	1.2 (30)	1.2 (30)	3.1 (78)	3.1 (78)	3.1 (78)
1049	First Street and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1050	Third Street and Avenue B	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.8 (45)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1051	Stars and Stripes and Avenue A	AWSC	2.1 (53)	2.1 (53)	2.1 (53)	2.1 (53)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	4.1 (103)	2.1 (53)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	2.1 (53)	0.0 (0)	2.1 (53)
1052	Third Street and Avenue A	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)
1053	First Street and Avenue A	AWSC	0.0 (0)	2.1 (53)	2.1 (53)	1.2 (30)	2.1 (53)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	2.1 (53)	2.1 (53)	1.2 (30)	4.1 (103)	4.1 (103)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)
1054	Second Street and Avenue A	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1055	K Parking Access and Avenue A	SSSC	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.9 (23)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.4 (85)	0.0 (0)	1.7 (43)	0.0 (0)	0.0 (0)	0.0 (0)
1056	Avenue A and Parcel N	AWSC	1.2 (30)	2.1 (53)	2.1 (53)	0.0 (0)	13.0 (325)	13.0 (325)	1.2 (30)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	3.1 (78)	3.1 (78)	0.0 (0)	6.2 (155)	6.2 (155)	3.1 (78)	0.0 (0)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)
1057	A1 Parking Access and City Place Parkway	SSSC	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)
1058	South of City Place Pkwy/West of Avenue A	AWSC	3.1 (78)	3.1 (78)	3.1 (78)	3.1 (78)	3.1 (78)	3.1 (78)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	5.2 (130)	5.2 (130)	5.2 (130)	0.0 (0)	0.0 (0)	0.0 (0)
1059	City Place Parkway and Parcel N	SSSC	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.6 (40)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1060	Creek and Parcel N Parking	AWSC	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	2.1 (53)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	0.0 (0)
1064	Slip Ramp and Avenue C	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1066	Convention Center and Parcel M	AWSC	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	4.1 (103)	3.1 (78)	3.1 (78)	1.2 (30)	1.2 (30)	1.2 (30)	3.1 (78)	3.1 (78)	3.1 (78)	7.2 (180)	7.2 (180)	7.2 (180)	3.1 (78)	3.1 (78)	3.1 (78)	4.1 (103)	4.1 (103)	4.1 (103)
1069	Q Parking Access and Stars and Stripes	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1071	First Street and Avenue A	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)
1073	O Parking Access and Stars and Stripes	SSSC	0.7 (18)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	2.3 (58)	0.0 (0)	1.7 (43)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)
1074	P Parking Access and Stars and Stripes	SSSC	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	3.5 (88)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)
1082	Parcel N Parking	SSSC	0.2 (5)	0.0 (0)	0.0 (0)	0.9 (23)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	7.0 (175)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1083	3rd Street and M Parking	SSSC	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)

Note: The above table shows the 95th percentile number of vehicles in the queue, numbers in parenthesis are the approximate queue lengths in feet based upon 25ft per vehicle queuing space

Table 4.3 - Base Scheme Queue Length and Storage Capacity Summary

			AM Peak Hour (Queue Length ft / Storage Length ft)												PM Peak Hour (Queue Length ft / Storage Length ft)											
Intersection Number	Intersection Name	Control Type	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
10	Future Driveway (west of Centennial Boulevard) and Tasman Drive	Signalized	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	155 / 300	0 / 0	0 / 0	0 / 0	0 / 0	1050 / 350	78 / 150	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	625 / 300	0 / 0	0 / 0	0 / 0	0 / 0	1150 / 350	78 / 150
11	Centennial Boulevard and Tasman Drive	Signalized	78 / 300	0 / 300	78 / 300	350 / 250	230 / 250	230 / 250	700 / 200	600 / 1650	600 / 1650	0 / 175	2975 / 325	103 / 150	0 / 300	78 / 300	78 / 300	1175 / 250	650 / 250	650 / 250	775 / 200	1775 / 1650	0 / 1650	0 / 175	2500 / 325	78 / 150
12	Future Driveway (east of Centennial Boulevard) and Tasman Drive - includes slip ramp	Signalized	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	50 / 250	0 / 0	0 / 0	0 / 0	0 / 0	1100 / 1275	75 / 200	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	400 / 250	0 / 0	0 / 0	0 / 0	0 / 0	550 / 1275	150 / 200
61	Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)	Signalized	0 / 0	675 / 600	475 / 200	800 / 150	400 / 450	0 / 0	0 / 0	0 / 0	0 / 0	78 / 450	0 / 0	155 / 675	0 / 0	700 / 600	300 / 200	400 / 150	475 / 450	0 / 0	0 / 0	0 / 0	0 / 0	375 / 450	0 / 0	625 / 675
62	Great America Parkway and Future Driveway (north of Bunker Hill Lane)	Signalized	0 / 0	700 / 350	675 / 275	375 / 400	425 / 700	0 / 0	0 / 0	0 / 0	0 / 0	103 / 575	0 / 0	400 / 575	0 / 0	825 / 350	800 / 275	230 / 400	600 / 700	0 / 0	0 / 0	0 / 0	0 / 0	525 / 575	0 / 0	525 / 575
85	Lafayette Street and Great America Way	Signalized	375 / 425	525 / 750	0 / 150	800 / 75	375 / 475	375 / 475	0 / 100	300 / 1000	600 / 1000	0 / 250	103 / 350	78 / 250	180 / 425	525 / 750	0 / 150	230 / 75	500 / 475	500 / 475	155 / 100	78 / 1000	825 / 1000	0 / 250	300 / 350	180 / 250
86	Lafayette Street and Future Driveway (south of Great America Way)	Signalized	0 / 0	550 / 875	78 / 100	400 / 450	230 / 500	0 / 0	0 / 0	0 / 0	0 / 0	0 / 100	0 / 0	103 / 225	0 / 0	350 / 875	0 / 100	103 / 450	425 / 500	0 / 0	0 / 0	0 / 0	0 / 0	78 / 100	0 / 0	350 / 225
87	Lafayette Street and Future Urban Interchange	Signalized	525 / 550	0 / 0	775 / 500	230 / 350	0 / 0	400 / 425	78 / 300	425 / 500	103 / 300	155 / 650	155 / 400	155 / 400	400 / 550	0 / 0	230 / 500	78 / 350	0 / 0	180 / 425	350 / 300	350 / 500	525 / 300	525 / 650	350 / 400	300 / 400
1000	Calle Del Mundo and Lick Mill Boulevard	Signalized	78 / 200	625 / 700	0 / 0	0 / 0	78 / 500	78 / 500	103 / 150	0 / 0	78 / 1200	0 / 0	0 / 0	0 / 0	78 / 200	230 / 700	0 / 0	0 / 0	300 / 500	300 / 500	78 / 150	0 / 0	78 / 1200	0 / 0	0 / 0	0 / 0
1004	Stars and Stripes and Centennial Boulevard	Signalized	0 / 250	0 / 0	0 / 250	0 / 0	0 / 0	0 / 0	0 / 0	78 / 400	0 / 400	103 / 350	155 / 350	0 / 0	103 / 250	0 / 0	78 / 250	0 / 0	0 / 0	0 / 0	0 / 0	78 / 400	350 / 400	300 / 350	180 / 350	0 / 0
1005	Stars and Stripes and Avenue C	SSSC	0 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 300	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 300	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1036	City Place Parkway and Avenue A	Signalized	155 / 250	155 / 300	155 / 300	0 / 150	0 / 350	78 / 350	230 / 300	425 / 800	155 / 250	475 / 250	103 / 800	103 / 250	350 / 250	180 / 300	180 / 300	78 / 150	78 / 350	230 / 350	78 / 300	350 / 800	103 / 250	230 / 250	230 / 800	230 / 250
1037	City Place Parkway and Avenue B	Signalized	103 / 200	180 / 275	180 / 275	78 / 450	103 / 300	103 / 300	0 / 150	103 / 450	300 / 350	180 / 275	375 / 475	375 / 400	155 / 200	400 / 275	400 / 275	230 / 450	300 / 300	300 / 300	0 / 150	300 / 450	180 / 350	230 / 275	230 / 475	230 / 400
1038	Avenue B Underpass and Avenue C	Signalized	155 / 325	78 / 325	0 / 0	0 / 0	78 / 400	78 / 400	230 / 250	0 / 400	78 / 400	0 / 0	0 / 0	0 / 0	300 / 325	0 / 325	0 / 0	0 / 0	350 / 400	350 / 400	103 / 250	0 / 400	155 / 400	0 / 0	0 / 0	0 / 0
1040	J Parking Access East 1 and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 50	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0	8 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	28 / 50	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0
1041	H Parking Access East 1 and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1042	G Parking Access East and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 25	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0
1043	Stars and Stripes and Avenue B	AWSC	53 / 75	53 / 150	53 / 150	30 / 150	30 / 150	30 / 150	0 / 75	0 / 325	0 / 325	0 / 75	30 / 350	30 / 350	53 / 75	53 / 150	53 / 150	130 / 150	130 / 150	78 / 150	30 / 75	30 / 325	30 / 325	30 / 75	30 / 350	30 / 350
1044	A2 / G Parking Access and Avenue B	SSSC	3 / 50	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	20 / 100	0 / 0	8 / 25	5 / 50	0 / 0	5 / 50	3 / 50	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	78 / 100	0 / 0	13 / 25	28 / 50	0 / 0	15 / 50
1045	H Parking Access and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	20 / 50	0 / 0	33 / 50
1046	J Parking Access West 1 and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	15 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 125	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	98 / 125	0 / 0	15 / 50
1047	J Parking Access West 2 and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 125	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	108 / 125	0 / 0	0 / 0
1048	Second Street and Avenue B	AWSC	0 / 50	53 / 125	53 / 125	30 / 50	53 / 400	53 / 400	30 / 50	30 / 350	30 / 350	30 / 100	30 / 350	30 / 350	0 / 50	78 / 125	78 / 125	30 / 50	103 / 400	103 / 400	30 / 50	30 / 350	30 / 350	78 / 100	78 / 350	78 / 350
1049	First Street and Avenue B	SSSC	0 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1050	Third Street and Avenue B	SSSC	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	45 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1051	Stars and Stripes and Avenue A	AWSC	53 / 300	53 / 300	53 / 300	53 / 125	30 / 125	0 / 0	0 / 0	0 / 0	0 / 0	30 / 400	0 / 0	53 / 400	30 / 300	30 / 300	30 / 300	103 / 125	53 / 125	0 / 0	0 / 0	0 / 0	0 / 0	53 / 400	0 / 0	53 / 400
1052	Third Street and Avenue A	SSSC	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 50	0 / 0	0 / 0	0 / 50	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 50	0 / 0	0 / 0	10 / 50	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0
1053	First Street and Avenue A	AWSC	0 / 50	53 / 250	53 / 250	30 / 50	53 / 125	53 / 125	30 / 50	30 / 250	30 / 250	0 / 50	0 / 350	0 / 350	30 / 50	53 / 250	53 / 250	30 / 50	103 / 125	103 / 125	0 / 50	30 / 250	30 / 250	30 / 50	30 / 350	30 / 350
1054	Second Street and Avenue A	SSSC	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1055	K Parking Access and Avenue A	SSSC	15 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	23 / 100	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	85 / 100	0 / 0	43 / 50	0 / 0	0 / 0	0 / 0
1056	Avenue A and Parcel N	AWSC	30 / 50	53 / 225	53 / 225	0 / 50	325 / 325	325 / 325	30 / 125	0 / 250	0 / 250	30 / 75	30 / 50	30 / 50	0 / 50	78 / 225	78 / 225	0 / 50	155 / 325	155 / 325	78 / 125	0 / 250	53 / 250	30 / 75	30 / 50	30 / 50
1057	A1 Parking Access and City Place Parkway	SSSC	0 / 0	0 / 0	5 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	13 / 50	0 / 0	0 / 0	0 / 0	0 / 0	15 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 50	0 / 0	0 / 0
1058	South of City Place Pkwy/West of Avenue A	AWSC	78 / 250	78 / 250	78 / 250	78 / 200	78 / 200	78 / 200	30 / 200	30 / 200	30 / 200	0 / 0	0 / 0	0 / 0	30 / 250	30 / 250	30 / 250	30 / 200	30 / 200	30 / 200	130 / 200	130 / 200	130 / 200	0 / 0	0 / 0	0 / 0
1059	City Place Parkway and Parcel N	SSSC	0 / 0	0 / 0	5 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	40 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1060	Creek and Parcel N Parking	AWSC	30 / 225	30 / 225	30 / 225	0 / 225	0 / 225	0 / 0	0 / 0	0 / 0	0 / 0	30 / 225	0 / 0	0 / 225	30 / 225	30 / 225	30 / 225	0 / 225	53 / 225	0 / 0	0 / 0	0 / 0	0 / 0	30 / 225	0 / 0	0 / 225
1064	Slip Ramp and Avenue C	SSSC	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	30 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1066	Convention Center and Parcel M	AWSC	30 / 450	30 / 450	30 / 450	30 / 225	30 / 225	30 / 225	103 / 150	78 / 550	78 / 550	30 / 125	30 / 125	30 / 125	78 / 450	78 / 450	78 / 450	180 / 225	180 / 225	180 / 225	78 / 150	78 / 550	78 / 550	103 / 125	103 / 125	103 / 125
1069	Q Parking Access and Stars and Stripes	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1071	First Street and Avenue A	SSSC	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 75	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 75
1073	O Parking Access and Stars and Stripes	SSSC	18 / 75	0 / 0	8 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 50	0 / 0	0 / 0	58 / 75	0 / 0	43 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0
1074	P Parking Access and Stars and Stripes	SSSC	15 / 100	0 / 0	0 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	88 / 100	0 / 0	0 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0
1082	Parcel N Parking	SSSC	5 / 25	0 / 0	0 / 0	23 / 200	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 25	0 / 0	0 / 0	175 / 200	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1083	3rd Street and M Parking	SSSC	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	0 / 0	0 / 0	10 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0

Values shown in red are areas where queue lengths exceed available capacity

4.3 Variant Scheme Results

The results for the *Variant Scheme* are presented in Table 4.4, which provides the estimated intersection LOS and average intersection delay per vehicle for signalized intersections. For un-signalized intersections, the average delay per vehicle for the critical movement and LOS are provided. Figures 4.3 and 4.4 provide a summary of the intersection LOS results for the *Variant Scheme*.

Table 4.4 – Cumulative 2040 Plus Project Variant Scheme Intersection LOS and Average Delay Results

Int. #	Intersection Name	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Avg. Delay (sec)[1]	LOS	Avg. Delay (sec)[1]
10[2]	Future Driveway (west of Centennial Boulevard) / Tasman Drive	Signalized[3]	B	13.9	C	24.8
11[2]	Centennial Boulevard / Tasman Drive	Signalized	F	164.4	F	>180
12[2]	Future Driveway (east of Centennial Boulevard) / Tasman Drive	SSSC	F	55.8	F	63.6
60[2]	Great America Parkway / Future Driveway (south of Old Mountain View Alviso)	Signalized	C	33.1	D	52.2
61[2]	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	Signalized	C	20.3	C	27.4
87[2]	Lafayette Street / Jug Handle 1	Signalized	B	17.9	B	15.5
88[2]	Second Street / Avenue C	AWSC	B	10.4	C	19.9
1004	Stars and Stripes Drive / Centennial Boulevard	Signalized	B	13.1	C	21.1
1012	Second Street / Avenue D	SSSC	A	8.5	B	7.9
1036	City Place Parkway / Avenue A	Signalized	B	17.2	B	19.2
1037	City Place Parkway / Avenue B	Signalized	B	17.0	B	18.5
1038	City Place Parkway / Avenue C	Signalized	B	19.6	C	21.1
1040	J Parking Access East 1 / Avenue C	SSSC	B	10.6	C	16.3
1041	H Parking Access East 1 / Avenue C	SSSC	B	10.3	B	12.2
1042	G Parking Access East / Avenue C	SSSC	A	9.3	A	9.8
1043	Stars and Stripes Drive / Avenue B	AWSC	B	12.0	D	31.8

Int. #	Intersection Name	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Avg. Delay (sec)[1]	LOS	Avg. Delay (sec)[1]
1044	A2 / G Parking Access / Avenue B	SSSC	C	17.4	D	25.9
1045	Parking H Access / Avenue B	SSSC	B	10.9	B	12.0
1046	J Parking Access West 1 / Avenue B	SSSC	B	10.5	D	25.6
1047	J Parking Access West 2 / Avenue B	SSSC	B	11.0	D	34.6
1048	Second Street / Avenue B	AWSC	B	11.6	D	28.1
1049	First Street / Avenue B	SSSC	B	10.1	B	14.8
1050	Third Street / Avenue B	SSSC	B	14.1	C	23.9
1051	Stars and Stripes Drive / Avenue A	AWSC	B	10.8	B	14.5
1052	Third Street / Avenue A	SSSC	B	11.1	B	10.6
1053	First Street / Avenue A	AWSC	B	10.2	B	12.3
1054	Second Street / Avenue A	SSSC	C	16.1	C	19.5
1055	K Parking Access / Avenue A	SSSC	B	14.9	C	22.7
1056	Avenue A / Parcel N	SSSC	C	16.1	D	31.3
1057	Parcel 3 / A1 Parking Access / City Place Parkway	Signalized	B	19.8	C	20.2
1060	Parcel M / Parcel N Parking Access	AWSC	B	10.9	C	20.9
1064	Tasman Slip Ramp / Avenue C	SSSC	A	9.2	A	9.9
1065[2]	Lafayette Street / Jug Handle 2	Signalized	B	16.1	C	31.0
1066	Creek Road / Parcel N	Signalized	B	14.5	B	18.6
1069	Stars and Stripes and Q Parking	SSSC	A	8.7	A	9.2
1071	First Street / Parcel K	AWSC	A	9.3	A	8.5
1073	O Parking Access / Stars and Stripes	SSSC	B	13.4	C	17.6
1074	P Parking Access / Stars and Stripes	SSSC	B	10.6	C	15.1
1076	City Place Parkway / Parcel N	Signalized	B	13.0	C	34.2
1078	City Place Parkway / Avenue D	Signalized	C	21.0	C	27.1
1081[2]	Tasman Drive / New Viaduct	Signalized	D	46.2	C	20.9

[1] Average delay for SSSC is delay on the worst approach, all others are average intersection delay.

[2] External intersections were analyzed under Scenario 6 conditions (Cumulative 2040 with Project) using background traffic volumes provided by Fehr and Peers *(2040NP_2040P_Volumes.xlsx, April 23, 2015)*.

[3] The westbound and southbound approaches are signalized, the eastbound approach is un-signalized, free-flow.

Abbreviations

AWSC – All Way Stop Control

SSSC – Side Street Stop Control

Figure 4.3 – Cumulative 2040 Plus Project Variant Scheme LOS Results – AM Peak Hour

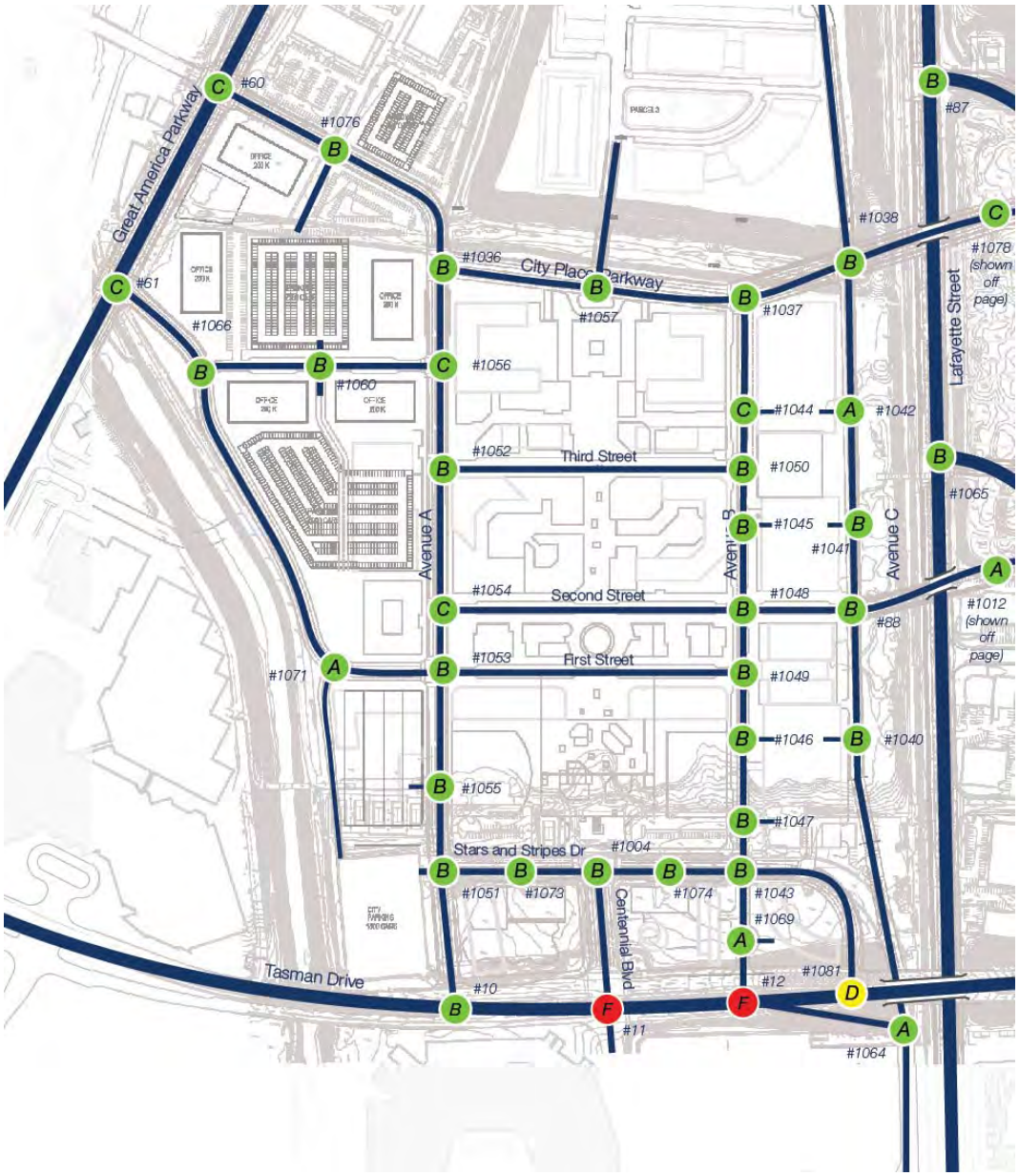
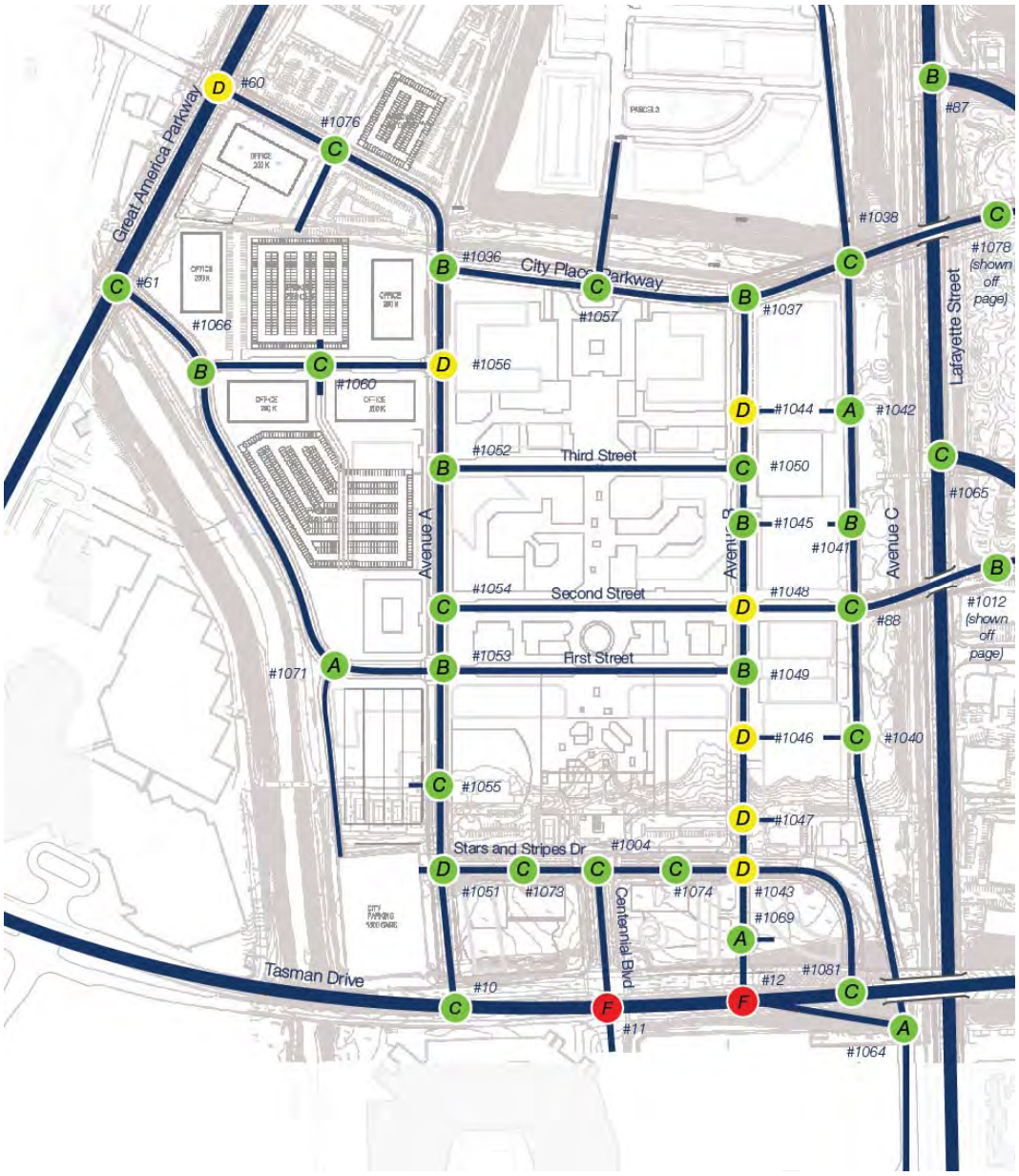


Figure 4.4 – Cumulative 2040 Plus Project Variant Scheme LOS Results – PM Peak Hour



4.4 Variants Scheme Queue Analysis

In addition to the LOS Results, a review of queuing for each intersection approach has been completed for the *Variant Scheme*. The queue lengths are developed using the methodology outlined in the Santa Clara County Transportation Authority Congestion Management Program, Traffic Level of Service Guidelines, June 2003. The results presented, represent the 95th percentile queue lengths per lane. Table 4.4 presents a summary of the queue length for each movement for the

AM or PM peak hours. Table 4.5 provides a comparison of the queue lengths and available storage capacity. Numbers shown in **Red** indicate that insufficient storage capacity is available, and the project will need to increase the storage capacity to meet the expected demand.

For the offsite approaches with queues that exceed the available storage capacity, the project should investigate opportunities for increasing the available storage capacity, or reducing the demand and queue lengths. Internal intersections that show insufficient storage capacity, the final design should maximize storage capacity to ensure that queues do not extend back into the upstream intersection.

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Table 4.5 - Variant Scheme 95th Percentile Queue Lengths by Approach

			AM Peak Hour												PM Peak Hour											
Intersection Number	Intersection Name	Control Type	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
10	Future Driveway (west of Centennial Boulevard) and Tasman Drive	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	44.0 (1100)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	22.0 (550)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	45.0 (1125)	3.1 (78)
11	Centennial Boulevard and Tasman Drive	Signalized	3.1 (78)	0.0 (0)	3.1 (78)	4.1 (103)	12.0 (300)	12.0 (300)	28.0 (700)	24.0 (600)	24.0 (600)	0.0 (0)	119.0 (2975)	4.1 (103)	0.0 (0)	3.1 (78)	3.1 (78)	9.2 (230)	48.0 (1200)	48.0 (1200)	30.0 (750)	73.0 (1825)	0.0 (0)	0.0 (0)	95.0 (2375)	3.1 (78)
12	Future Driveway (east of Centennial Boulevard) and Tasman Drive - includes slip ramp	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.1 (28)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.8 (120)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
60	Great America Parkway and Future Driveway with Old Mountain View-Alviso Road	Signalized	17.0 (425)	20.0 (500)	31.0 (775)	37.0 (925)	25.0 (625)	19.0 (475)	9.2 (230)	6.2 (155)	6.2 (155)	3.1 (78)	3.1 (78)	7.2 (180)	7.2 (180)	38.0 (950)	16.0 (400)	20.0 (500)	21.0 (525)	4.1 (103)	37.0 (925)	17.0 (425)	17.0 (425)	16.0 (400)	9.2 (230)	27.0 (675)
61	Great America Parkway and Future Driveway (north of Bunker Hill Lane)	Signalized	0.0 (0)	26.0 (650)	26.0 (650)	16.0 (400)	15.0 (375)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	9.2 (230)	0.0 (0)	33.0 (825)	33.0 (825)	12.0 (300)	22.0 (550)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	24.0 (600)	0.0 (0)	14.0 (350)
85	Lafayette Street and Great America Way	Signalized	17.0 (425)	24.0 (600)	0.0 (0)	35.0 (875)	16.0 (400)	16.0 (400)	0.0 (0)	14.0 (350)	26.0 (650)	0.0 (0)	4.1 (103)	3.1 (78)	6.2 (155)	24.0 (600)	0.0 (0)	12.0 (300)	21.0 (525)	21.0 (525)	6.2 (155)	3.1 (78)	38.0 (950)	0.0 (0)	14.0 (350)	7.2 (180)
87	Lafayette Street and Jug Handle 1	Signalized	0.0 (0)	17.0 (425)	17.0 (425)	14.0 (350)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	3.1 (78)	0.0 (0)	6.2 (155)	6.2 (155)	6.2 (155)	12.0 (300)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	14.0 (350)	0.0 (0)	15.0 (375)
88	Second Street and Avenue C	AWSC	2.1 (53)	2.1 (53)	2.1 (53)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	2.1 (53)	2.1 (53)	3.1 (78)	3.1 (78)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	3.1 (78)	1.2 (30)	6.2 (155)	6.2 (155)
1000	Calle Del Mundo and Lick Mill Boulevard	Signalized	3.1 (78)	25.0 (625)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	4.1 (103)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	3.1 (78)	9.2 (230)	0.0 (0)	0.0 (0)	12.0 (300)	12.0 (300)	3.1 (78)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)
1004	Stars and Stripes and Centennial Boulevard	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	6.2 (155)	3.1 (78)	6.2 (155)	0.0 (0)	7.2 (180)	0.0 (0)	4.1 (103)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	6.2 (155)	16.0 (400)	14.0 (350)	6.2 (155)	0.0 (0)
1012	Avenue D and Second Street	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.4 (35)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	2.3 (58)	0.9 (23)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1036	City Place Parkway and Avenue A	Signalized	0.0 (0)	6.2 (155)	6.2 (155)	19.0 (475)	4.1 (103)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	6.2 (155)	0.0 (0)	6.2 (155)	6.2 (155)	15.0 (375)	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	15.0 (375)
1037	City Place Parkway and Avenue B	Signalized	6.2 (155)	0.0 (0)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	9.2 (230)	12.0 (300)	12.0 (300)	6.2 (155)	0.0 (0)	7.2 (180)	0.0 (0)	12.0 (300)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	12.0 (300)	12.0 (300)	9.2 (230)	7.2 (180)	0.0 (0)
1038	City Place Parkway and Avenue C	Signalized	3.1 (78)	4.1 (103)	4.1 (103)	3.1 (78)	0.0 (0)	0.0 (0)	7.2 (180)	6.2 (155)	0.0 (0)	3.1 (78)	14.0 (350)	14.0 (350)	6.2 (155)	4.1 (103)	4.1 (103)	7.2 (180)	4.1 (103)	4.1 (103)	3.1 (78)	12.0 (300)	0.0 (0)	4.1 (103)	9.2 (230)	9.2 (230)
1040	J Parking Access East 1 and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.8 (45)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1041	H Parking Access East 1 and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1042	G Parking Access East and Avenue C	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1043	Stars and Stripes and Avenue B	AWSC	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	1.2 (30)	1.2 (30)	0.0 (0)	3.1 (78)	3.1 (78)	0.0 (0)	1.2 (30)	1.2 (30)	13.0 (325)	1.2 (30)	3.1 (78)	1.2 (30)	4.1 (103)	4.1 (103)	0.0 (0)	5.2 (130)	5.2 (130)
1044	A2 / G Parking Access and Avenue B	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.2 (5)	0.2 (5)	0.0 (0)	0.2 (5)	0.1 (3)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	2.3 (58)	0.0 (0)	0.4 (10)	0.8 (20)	0.0 (0)	0.5 (13)
1045	H Parking Access and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	1.1 (28)
1046	J Parking Access West 1 and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	2.7 (68)	0.0 (0)	0.3 (8)
1047	J Parking Access West 2 and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	5.0 (125)	0.0 (0)	0.0 (0)
1048	Second Street and Avenue B	AWSC	0.0 (0)	2.1 (53)	2.1 (53)	1.2 (30)	2.1 (53)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	2.1 (53)	2.1 (53)	2.1 (53)	0.0 (0)	2.1 (53)	2.1 (53)	1.2 (30)	4.1 (103)	4.1 (103)	3.1 (78)	3.1 (78)	3.1 (78)	9.2 (230)	9.2 (230)	9.2 (230)
1049	First Street and Avenue B	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1050	Third Street and Avenue B	SSSC	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.5 (38)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1051	Stars and Stripes and Avenue A	AWSC	2.1 (53)	2.1 (53)	2.1 (53)	2.1 (53)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	2.1 (53)	1.2 (30)	1.2 (30)	1.2 (30)	4.1 (103)	2.1 (53)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	2.1 (53)
1052	Third Street and Avenue A	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.9 (23)
1053	First Street and Avenue A	AWSC	0.0 (0)	2.1 (53)	2.1 (53)	1.2 (30)	2.1 (53)	2.1 (53)	0.0 (0)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	2.1 (53)	2.1 (53)	1.2 (30)	3.1 (78)	3.1 (78)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)
1054	Second Street and Avenue A	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1055	K Parking Access and Avenue A	SSSC	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.9 (23)	0.0 (0)	0.4 (10)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	3.4 (85)	0.0 (0)	1.7 (43)	0.0 (0)	0.0 (0)	0.0 (0)
1056	Avenue A btwn City Place and Third Street	SSSC	0.7 (18)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	2.4 (60)	0.0 (0)	0.0 (0)	0.0 (0)
1057	A1 Parking Access and City Place Parkway	Signalized	0.0 (0)	0.0 (0)	3.1 (78)	0.0 (0)	0.0 (0)	3.1 (78)	12.0 (300)	9.2 (230)	6.2 (155)	4.1 (103)	7.2 (180)	7.2 (180)	0.0 (0)	0.0 (0)	4.1 (103)	3.1 (78)	0.0 (0)	12.0 (300)	3.1 (78)	9.2 (230)	4.1 (103)	3.1 (78)	12.0 (300)	12.0 (300)
1060	Creek and Parcel N Parking	AWSC	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	2.1 (53)	2.1 (53)	2.1 (53)	1.2 (30)	2.1 (53)	2.1 (53)	5.2 (130)	2.1 (53)	2.1 (53)	3.1 (78)	3.1 (78)	3.1 (78)	1.2 (30)	3.1 (78)	3.1 (78)	2.1 (53)	2.1 (53)	2.1 (53)
1064	Slip Ramp and Avenue C	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)
1065	Lafayette and Jug Handle 2	Signalized	0.0 (0)	26.0 (650)	34.0 (850)	9.2 (230)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	12.0 (300)	0.0 (0)	3.1 (78)	0.0 (0)	12.0 (300)	22.0 (550)	3.1 (78)	33.0 (825)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	30.0 (750)	0.0 (0)	9.2 (230)
1066	Creek Road and Parcel N	Signalized	0.0 (0)	4.1 (103)	0.0 (0)	12.0 (300)	9.2 (230)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	4.1 (103)	0.0 (0)	6.2 (155)	0.0 (0)	12.0 (300)	6.2 (155)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	15.0 (375)
1069	Q Parking Access and Stars and Stripes	SSSC	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.1 (3)
1071	First Street and Avenue A	AWSC	1.2 (30)	1.2 (30)	1.2 (30)	2.1 (53)	2.1 (53)	2.1 (53)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	1.2 (30)	0.0 (0)	0.0 (0)	0.0 (0)	1.2 (30)	1.2 (30)	1.2 (30)
1073	O Parking Access and Stars and Stripes	SSSC	0.7 (18)	0.0 (0)	0.3 (8)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.6 (15)	0.0 (0)	0.0 (0)	2.1 (53)	0.0 (0)	1.7 (43)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.7 (18)	0.0 (0)	0.0 (0)
1074	P Parking Access and Stars and Stripes	SSSC	0.3 (8)	0.0 (0)	0.1 (3)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)	1.7 (43)	0.0 (0)	0.5 (13)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.2 (5)	0.0 (0)	0.0 (0)
1076	City Place Parkway and Parcel N	Signalized	3.1 (78)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	15.0 (375)	12.0 (300)	9.2 (230)	4.1 (103)	0.0 (0)	6.2 (155)	0.0 (0)	4.1 (103)	0.0 (0)	0.0 (0)	0.0 (0)	0.0 (0)	12.0 (300)	3.1 (78)	3.1 (78)	25.0 (625)	0.0 (0)
1078	City Place Parkway and Avenue D	Signalized	0.0 (0)	0.0 (0)	9.2 (230)	7.2 (180)	15.0 (375)	15.0 (375)	4.1 (103)	4.1 (103)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	0.0 (0)	0.0 (0)	3.1 (78)	3.1 (78)	14.0 (350)	14.0 (350)	16.0 (400)	4.1 (103)	0.0 (0)	6.2 (155)	4.1 (103)	16.0 (400)
1081	Future Viaduct and Tasman Drive	Signalized	0.0 (0)	0.0 (0)	0.0 (0)	6.2 (155)	0.0 (0)	3.1 (78)	0.0 (0)	17.0 (425)	0.0 (0)	0.0 (0)	76.0 (1900)	7.2 (180)	0.0 (0)	0.0 (0)	0.0 (0)	21.0 (525)	0.0 (0)	14.0 (350)	0.0 (0)	35.0 (875)	0.0 (0)	0.0 (0)	31.0 (775)	7.2 (180)

Note: The above table shows the 95th percentile number of vehicles in the queue, numbers in parenthesis are the approximate queue lengths in feet based upon 25ft per vehicle queuing space

Table 4.6 - Variant Scheme Queue Length and Storage Capacity Summary

			AM Peak Hour (Queue Length ft / Storage Length ft)												PM Peak Hour (Queue Length ft / Storage Length ft)											
Intersection Number	Intersection Name	Control Type	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
10	Future Driveway (west of Centennial Boulevard) and Tasman Drive	Signalized	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	155 / 300	0 / 0	0 / 0	0 / 0	0 / 0	1100 / 350	78 / 150	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	550 / 300	0 / 0	0 / 0	0 / 0	0 / 0	1125 / 350	78 / 150
11	Centennial Boulevard and Tasman Drive	Signalized	78 / 300	0 / 300	78 / 300	103 / 250	300 / 250	300 / 250	700 / 200	600 / 1650	600 / 1650	0 / 175	2975 / 325	103 / 150	0 / 300	78 / 300	78 / 300	230 / 250	1200 / 250	1200 / 250	750 / 200	1825 / 1650	0 / 1650	0 / 175	2375 / 325	78 / 150
12	Future Driveway (east of Centennial Boulevard) and Tasman Drive - includes slip ramp	Signalized	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	28 / 250	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	120 / 250	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
60	Great America Parkway and Future Driveway with Old Mountain View-Alviso Road	Signalized	425 / 200	500 / 550	775 / 400	925 / 350	625 / 1050	475 / 1050	230 / 900	155 / 1150	155 / 1150	78 / 150	78 / 275	180 / 275	180 / 200	950 / 550	400 / 400	500 / 350	525 / 1050	103 / 1050	925 / 900	425 / 1150	425 / 1150	400 / 150	230 / 275	675 / 275
61	Great America Parkway and Future Driveway (north of Bunker Hill Lane)	Signalized	0 / 0	650 / 450	650 / 450	400 / 250	375 / 550	0 / 0	0 / 0	0 / 0	0 / 0	103 / 275	0 / 0	230 / 300	0 / 0	825 / 450	825 / 450	300 / 250	550 / 550	0 / 0	0 / 0	0 / 0	0 / 0	600 / 275	0 / 0	350 / 300
85	Lafayette Street and Great America Way	Signalized	425 / 425	600 / 750	0 / 150	875 / 75	400 / 475	400 / 475	0 / 100	350 / 1000	650 / 1000	0 / 250	103 / 350	78 / 250	155 / 425	600 / 750	0 / 150	300 / 75	525 / 475	525 / 475	155 / 100	78 / 1000	950 / 1000	0 / 250	350 / 350	180 / 250
87	Lafayette Street and Jug Handle 1	Signalized	0 / 0	425 / 1050	425 / 500	350 / 450	78 / 1000	0 / 0	0 / 0	0 / 0	0 / 0	103 / 550	0 / 0	78 / 275	0 / 0	155 / 1050	155 / 500	155 / 450	300 / 1000	0 / 0	0 / 0	0 / 0	0 / 0	350 / 550	0 / 0	375 / 275
88	Second Street and Avenue C	AWSC	53 / 100	53 / 200	53 / 200	0 / 75	0 / 275	0 / 275	30 / 125	30 / 350	30 / 350	30 / 75	53 / 500	53 / 500	78 / 100	78 / 200	78 / 200	0 / 75	0 / 275	0 / 275	78 / 125	78 / 350	78 / 350	30 / 75	155 / 500	155 / 500
1000	Calle Del Mundo and Lick Mill Boulevard	Signalized	78 / 200	625 / 700	0 / 0	0 / 0	78 / 500	78 / 500	103 / 150	0 / 0	78 / 1200	0 / 0	0 / 0	0 / 0	78 / 200	230 / 700	0 / 0	0 / 0	300 / 500	300 / 500	78 / 150	0 / 0	78 / 1200	0 / 0	0 / 0	0 / 0
1004	Stars and Stripes and Centennial Boulevard	Signalized	0 / 250	0 / 0	0 / 250	0 / 0	0 / 0	0 / 0	0 / 0	103 / 400	155 / 400	78 / 350	155 / 350	0 / 0	180 / 250	0 / 0	103 / 250	0 / 0	0 / 0	0 / 0	0 / 0	155 / 400	400 / 400	350 / 350	155 / 350	0 / 0
1012	Avenue D and Second Street	SSSC	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	35 / 125	8 / 250	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	58 / 125	23 / 250	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1036	City Place Parkway and Avenue A	Signalized	0 / 0	155 / 225	155 / 225	475 / 325	103 / 425	0 / 0	0 / 0	0 / 0	0 / 0	103 / 125	0 / 0	155 / 400	0 / 0	155 / 225	155 / 225	375 / 325	78 / 425	0 / 0	0 / 0	0 / 0	0 / 0	103 / 125	0 / 0	375 / 400
1037	City Place Parkway and Avenue B	Signalized	155 / 175	0 / 0	155 / 275	0 / 0	0 / 0	0 / 0	0 / 0	230 / 350	300 / 350	300 / 250	155 / 250	0 / 0	180 / 175	0 / 0	300 / 275	0 / 0	0 / 0	0 / 0	0 / 0	300 / 350	300 / 350	230 / 250	180 / 250	0 / 0
1038	City Place Parkway and Avenue C	Signalized	78 / 325	103 / 325	103 / 325	78 / 200	0 / 400	0 / 400	180 / 200	155 / 250	0 / 250	78 / 250	350 / 550	350 / 550	155 / 325	103 / 325	103 / 325	180 / 200	103 / 400	103 / 400	78 / 200	300 / 250	0 / 250	103 / 250	230 / 550	230 / 550
1040	J Parking Access East 1 and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	13 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	45 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1041	H Parking Access East 1 and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1042	G Parking Access East and Avenue C	SSSC	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 25	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0
1043	Stars and Stripes and Avenue B	AWSC	0 / 75	0 / 150	0 / 150	30 / 150	30 / 150	30 / 150	0 / 75	30 / 325	30 / 325	0 / 75	78 / 350	78 / 350	0 / 75	30 / 150	30 / 150	325 / 150	30 / 150	78 / 150	30 / 75	103 / 325	103 / 325	0 / 75	130 / 350	130 / 350
1044	A2 / G Parking Access and Avenue B	SSSC	3 / 50	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	18 / 75	0 / 0	5 / 25	5 / 25	0 / 0	5 / 25	3 / 50	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	58 / 75	0 / 0	10 / 25	20 / 25	0 / 0	13 / 25
1045	H Parking Access and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 25	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	18 / 25	0 / 0	28 / 50
1046	J Parking Access West 1 and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 75	0 / 0	8 / 25	0 / 0	0 / 0	0 / 0	13 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	68 / 75	0 / 0	8 / 25
1047	J Parking Access West 2 and Avenue B	SSSC	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 150	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	125 / 150	0 / 0	0 / 0
1048	Second Street and Avenue B	AWSC	0 / 50	53 / 125	53 / 125	30 / 50	53 / 400	53 / 400	30 / 100	30 / 350	30 / 350	53 / 250	53 / 350	53 / 350	0 / 50	53 / 125	53 / 125	30 / 50	103 / 400	103 / 400	78 / 100	78 / 350	78 / 350	230 / 250	230 / 350	230 / 350
1049	First Street and Avenue B	SSSC	0 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1050	Third Street and Avenue B	SSSC	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	38 / 50	0 / 0	0 / 350	0 / 0	0 / 0	0 / 0
1051	Stars and Stripes and Avenue A	AWSC	53 / 300	53 / 300	53 / 300	53 / 125	30 / 125	0 / 0	0 / 0	0 / 0	0 / 0	30 / 400	0 / 0	53 / 400	30 / 300	30 / 300	30 / 300	103 / 125	53 / 125	0 / 0	0 / 0	0 / 0	0 / 0	30 / 400	0 / 0	53 / 400
1052	Third Street and Avenue A	SSSC	0 / 0	0 / 0	0 / 0	3 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	13 / 350	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	23 / 350
1053	First Street and Avenue A	AWSC	0 / 50	53 / 250	53 / 250	30 / 50	53 / 125	53 / 125	0 / 50	30 / 250	30 / 250	0 / 50	0 / 350	0 / 350	30 / 50	53 / 250	53 / 250	30 / 50	78 / 125	78 / 125	0 / 50	30 / 250	30 / 250	30 / 50	30 / 350	30 / 350
1054	Second Street and Avenue A	SSSC	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	8 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1055	K Parking Access and Avenue A	SSSC	15 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	23 / 100	0 / 0	10 / 50	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	85 / 100	0 / 0	43 / 50	0 / 0	0 / 0	0 / 0
1056	Avenue A btwn City Place and Third Street	SSSC	18 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 125	0 / 0	13 / 250	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 125	0 / 0	60 / 250	0 / 0	0 / 0	0 / 0
1057	A1 Parking Access and City Place Parkway	Signalized	0 / 0	0 / 0	78 / 125	0 / 100	0 / 0	78 / 375	300 / 275	230 / 400	155 / 200	103 / 125	180 / 350	180 / 350	0 / 0	0 / 0	103 / 125	78 / 100	0 / 0	300 / 375	78 / 275	230 / 400	103 / 200	78 / 125	300 / 350	300 / 350
1060	Creek and Parcel N Parking	AWSC	30 / 150	30 / 200	30 / 200	30 / 100	0 / 100	0 / 100	53 / 75	53 / 100	53 / 100	30 / 75	53 / 275	53 / 275	130 / 150	53 / 200	53 / 200	78 / 100	78 / 100	78 / 100	30 / 75	78 / 100	78 / 100	53 / 75	53 / 275	53 / 275
1064	Slip Ramp and Avenue C	SSSC	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	30 / 225	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
1065	Lafayette and Jug Handle 2	Signalized	0 / 0	650 / 450	850 / 450	230 / 325	155 / 1050	0 / 0	0 / 0	0 / 0	0 / 0	300 / 275	0 / 0	78 / 275	0 / 0	300 / 450	550 / 450	78 / 325	825 / 1050	0 / 0	0 / 0	0 / 0	0 / 0	750 / 275	0 / 0	230 / 275
1066	Creek Road and Parcel N	Signalized	0 / 0	103 / 925	0 / 150	300 / 300	230 / 300	0 / 0	0 / 0	0 / 0	0 / 0	0 / 75	0 / 0	103 / 300	0 / 0	155 / 925	0 / 150	300 / 300	155 / 300	0 / 0	0 / 0	0 / 0	0 / 0	0 / 75	0 / 0	375 / 300
1069	Q Parking Access and Stars and Stripes	SSSC	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 25	0 / 0	0 / 25	0 / 0	0 / 0	0 / 0	3 / 25	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 25	0 / 0	3 / 25
1071	First Street and Avenue A	AWSC	30 / 50	30 / 50	30 / 50	53 / 75	53 / 900	53 / 900	0 / 0	0 / 0	0 / 0	0 / 75	0 / 200	0 / 200	30 / 50	30 / 50	30 / 50	30 / 75	30 / 900	30 / 900	0 / 0	0 / 0	0 / 0	30 / 75	30 / 200	30 / 200
1073	O Parking Access and Stars and Stripes	SSSC	18 / 75	0 / 0	8 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	15 / 50	0 / 0	0 / 0	53 / 75	0 / 0	43 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	18 / 50	0 / 0	0 / 0
1074	P Parking Access and Stars and Stripes	SSSC	8 / 100	0 / 0	3 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0	43 / 100	0 / 0	13 / 75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	5 / 50	0 / 0	0 / 0
1076	City Place Parkway and Parcel N	Signalized	78 / 200	0 / 0	0 / 200	0 / 150	0 / 150	0 / 150	0 / 150	375 / 275	300 / 275	230 / 250	103 / 475	0 / 475	155 / 200	0 / 0	103 / 200	0 / 150	0 / 150	0 / 150	0 / 150	300 / 275	78 / 275	78 / 250	625 / 475	0 / 475
1078	City Place Parkway and Avenue D	Signalized	0 / 250	0 / 250	230 / 250	180 / 200	375 / 525	375 / 525	103 / 275	103 / 550	0 / 150	0 / 175	78 / 300	78 / 300	0 / 250	0 / 250	78 / 250	78 / 200	350 / 525	350 / 525	400 / 275	103 / 550	0 / 150	155 / 175	103 / 300	400 / 300
1081	Future Viaduct and Tasman Drive	Signalized	0 / 0	0 / 0	0 / 0	155 / 500	0 / 0	78 / 500	0 / 0	425 / 625	0 / 0	0 / 0	1900 / 1000	180 / 175	0 / 0	0 / 0	0 / 0	525 / 500	0 / 0	350 / 500	0 / 0	875 / 625	0 / 0	0 / 0	775 / 1000	180 / 175

Values shown in red are areas where queue lengths exceed available capacity

5 Parking Supply and Demand

5.1 City Place Parking Supply

Parking at City Place will include both on-street and off-street parking facilities. An assessment of the parking supply and demand has been completed to ensure that sufficient parking is provided. To align with the trip generation that has been used in the EIR, the parking supply and demand have been developed for the Scheme B program (as summarized in Table 3.1). The Scheme B program would require the greatest parking demand.

As part of the Master Community Plan (MCP), a set of parking supply rates have been developed and are summarized in Table 5.1. The MCP parking supply rates are informed by the city code parking supply rates, with adjustments for the shared use nature of a mixed use development like City Place, and the City of Santa Clara code parking supply rates have been included for information.

Table 5.1 – City Place Parking Supply Code

Land Use	City of Santa Clara Code Parking Supply	Parking Supply Rate (MCP Recommended)
Residential	1.5 per unit	1.5 per unit
Retail	5.0 per 1,000 sq.ft	4.5 per 1,000 sq.ft*
Office	3.3 per 1,000 sq.ft	3.0 per 1,000 sq.ft
Restaurants	5.0 per 1,000 sq.ft	1.5 per 1,000 sq.ft*
Entertainment	5.0 per 1,000 sq.ft	2.5 per 1,000 sq.ft*
Hotel	1.0 per room	1.0 per room

* Additional parking spaces would be shared with adjacent land uses

Source: Related MCP Parking Supply Rates

For Parcels 1, 2 and 3 parking would be provided in off-street parking facilities. For Parcels 4 and 5, on-street parking will be provided along Avenue A, Avenue B, Avenue C, First Street, Second Street, Third Street, and Stars and Stripes Drive. The on-street parking will be provided for short-term parking. Off-street parking facilities will be distributed across the parcels to ensure that parking supply is provided close to the demand locations. Parking facilities would be distributed across the parcels based upon the program and parking demands to ensure that convenient accessible parking is provided. Parking facilities would be designed to city standards and will have sufficient access to limit the amount of on-street circulation required to access parking.

Table 5.2 provides a summary of the proposed parking supply for City Place and is summarized by parcel. A total of 27,867 parking spaces would be provided at City Place.

Table 5.2 – Parking Supply for Parcels 1 thru 5 (Scheme B)

Parcel	Land Use	Quantity (sq.ft / units)	MCP Parking Supply Rate	Parking Spaces
1	Office	1,200,000	3.0	3,600
2	Office	1,960,000	3.0	5,880
	Retail	200,000	4.5	900
3	Office	720,000	3.0	2,160
4/5	Residential	200 units	1.5	300
	Retail	1,137,000	4.5	5,117
	Office	2,804,400	3.0	8,413
	Restaurants	215,000	1.5	323
	Entertainment	190,000	2.5	475
	Hotel	700 rooms	1.0	700
			Total	**27,867**

5.2 City Place Parking Demand

An assessment of the potential parking demand at City Place has been conducted to ensure that demand will not exceed supply. Parking demand has been developed using parking demand rates as specified in the ITE Parking Generation, 4th Edition rates. The parking demand includes adjustments to account for the shared use parking as part of the mixed-use development. Two adjustments have been applied to adjust parking demand to account for shared use:

1. **Temporal -** Peak demand for parking at different times during the day (i.e. peak demand for office will be around 2pm while peak demand for entertainment would be around 8pm); and

2. **Non-Captive -** Non-captive parking demands to account for shared use (i.e. if a retail shopper also visits a restaurant, they will only require one parking space), which will reduce the overall parking demand.

A shared parking analysis was completed to identify suitable reductions in parking demand, adjusting for both the temporal (time of day) and non-captive demands. For the purposes of the parking demand analysis, and to maximize the shared parking between different land-uses, it is assumed that parking would be available for all available land-uses and that Residential parking is not gated or controlled. If residential parking is required to be controlled, then adjustments to the parking supply will be required to ensure that sufficient parking supply is provided to meet the anticipated demands.

For the temporal adjustments, Urban Land Institute (ULI) Weekday adjustments were applied to the various land uses *(ULI Shared Parking Second Edition)*. Appendix F provides further information of the weekday adjustments used for each time period throughout the day and land use.

Non-captive adjustments account for shared use trips that occur with multiple land uses in a mixed use development. For the purposes of the parking supply reductions, the following was assumed based upon the mix of program and anticipated use:

- 75% of the Restaurant trips originated from outside of the City Center (25% from internal trips, for example offices or retail users)
- 95% of the Entertainment trips originate from outside of the City Center (5% from internal trips, for example offices or retail users)

Table 5.3 provides a summary of the parking demand with the adjustments for shared parking and time of day peak demand.

Table 5.3 – City Place Peak Parking Demand

Parcel	Land Use	Parking Demand (No adjustment)	% of Peak Parking Demand	% of Non-Captive Demand	Adjusted Peak Parking Demand
1	Office	2,964	100%	100%	2,964
2	Office	4,841	100%	100%	4,841
	Retail	792	95%	100%	752
3	Office	1,778	100%	100%	1,778
4/5	Residential	240	70%	100%	168
	Retail	4,503	95%	100%	4,277
	Office	6,927	100%	100%	6,927
	Restaurants	2,167	65%	75%	1,057
	Entertainment	1,332	55%	95%	696
	Hotel	518	60%	100%	311
				Total	**23,771**

Table 5.4 provides a comparison of the parking demand per parcel versus the parking supply. Figure 5-1 illustrates the peak parking demand for each land use and the overall parking supply throughout the day.

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Figure 5.1 – Parking Demand Profile and Parking Supply

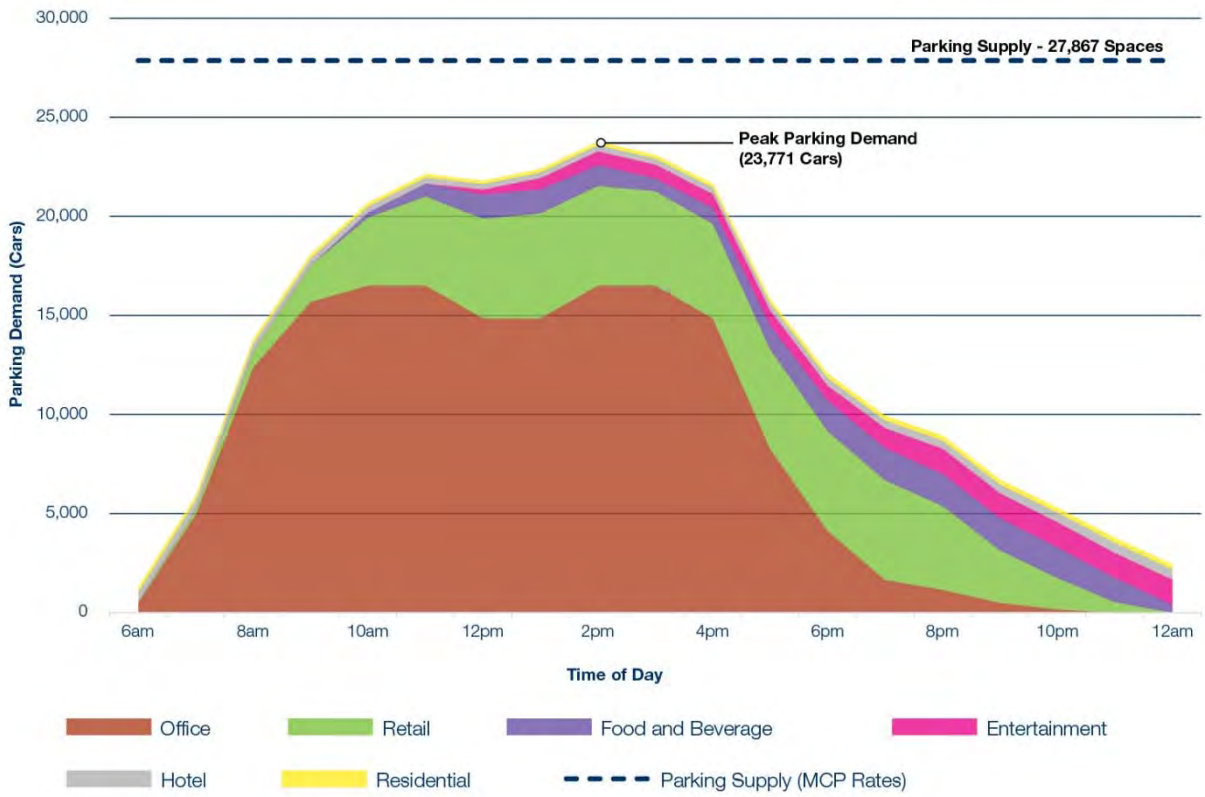

Table 5.4 – Parking Demand vs. Supply

Parcel	MCP Parking Supply (spaces)	Peak Parking Demand (vehicles)	Demand % of parking supply
1	3,600	2,964	82%
2	6,780	5,594	83%
3	2,160	1,778	82%
4 and 5	15,327	13,435	88%
Total	**27,867**	**23,771**	**85%**

5.3 Bicycle Parking

Bicycle parking will provide at a minimum, bicycle parking facilities at the main entrances to the City Center and in highly visible and accessible locations. The number of bicycle parking spaces provided is based upon the VTA Bicycle Technical Guidelines, December 2012. Table 5.5 provides a summary of the minimum numb5er of bicycle parking spaces required for each land-use.

Table 5.5 – Bicycle Parking Supply

Parcel	Land Use	Area (sq.ft) / Employees	Rate	Class I Bike Lockers	Class II Bicycle Racks
1	Office	1,200,000 / 4,440	1 per 6,000sq.ft (75% Class I, 25% Class II)	150	50
2	Office	1,960,000 / 7,260	1 per 6,000sq.ft (75% Class I, 25% Class II)	245	82
	Retail	200,000 / 440	1 Class I per 30 employees + 1 Class II per 6,000sq.ft	15	34
3	Office	720,000 / 2,670	1 per 6,000sq.ft (75% Class I, 25% Class II)	90	30
4	Office	2,546,400 / 9,420	1 per 6,000sq.ft (75% Class I, 25% Class II)	319	107
	Hotel	298,000 / 360	1 Class I per 30 rooms + 1 Class II per 30 employees	10	12
	Retail	1,035,000 / 2,300	1 Class I per 30 employees + 1 Class II per 6,000sq.ft	77	173
	Restaurants	190,000 / 420	1 Class I per 30 employees + 1 Class II per 3,000sq.ft	14	64
	Entertainment	190,000 / 420	1 Class I per 30 employees + 1 Class II per 1,500sq.ft	14	127
5	Office	258,000 / 960	1 per 6,000sq.ft (75% Class I, 25% Class II)	33	11
	Hotel	280,000 / 340	1 Class I per 30 rooms + 1 Class II per 30 employees	14	12
	Retail	62,000 / 140	1 Class I per 30 employees + 1 Class II per 6,000sq.ft	5	11
	Restaurants	25,000 / 60	1 Class I per 30 employees + 1 Class II per 3,000sq.ft	2	9
	Residential	200,000 / 10	1 Class I per 3 units + 1 Class II per 15 units	67	14
	Total	**9,164,400 / 29,240**		**1055**	**736**

6 Parking Access Volume Capacity Analysis

Tables 4.2 and 4.5 presented the 95th percentile queues lengths for the inbound and outbound vehicles at the parking facilities. The parking facility access points should provide sufficient storage capacity to meet the minimum length of queues as presented in Tables 4.2 and 4.5.

In addition to the queue length analysis for the parking facilities, an analysis of the minimum number of access lanes required for entry into the facility has been completed. Sufficient access control, will help to prevent the potential impacts of vehicles queuing back from parking access control equipment into the public streets. A cursory analysis has been completed to identify the minimum number of access lanes that will be required to be provided at the parking entrances. No specific access control criteria is available, therefore a volume / capacity analysis has been completed. For the purpose of evaluation, a performance criteria has been assumed. The criteria for evaluation assumes the following:

- Parking access control equipment with a minimum capacity of 450 vehicles per hour per lane (auto spit ticket service rate)
- V/C ratio not to exceed 0.50

For each access at the parking facility, the minimum number of inbound access lanes have been recommended. Table 6.1 provides a summary of the analysis to identify the minimum number of access lanes that should be provided to limit queues impacting traffic circulation on the adjacent streets. In addition to the minimum number of access lanes required, parking facility designs should accommodate queuing capacity within the parking facility, sufficient to meet peak demands.

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Table 6.1 – Parking Areas – Inbound Queue Analysis

Parking Facility	Number of Parking Spaces	Entry Location	AM Inbound	PM Inbound	Min. Number of Access Lanes	Capacity per Lane (veh/hr)	AM V/C Ratio	PM V/C Ratio
A1	1265	North 1	313	209	2	450	0.35	0.23
		West 1	0	0	1	450	0.00	0.00
A2	1260	East 1	209	139	1	450	0.46	0.31
G1	1,421	West 1	128	96	1	450	0.28	0.21
		East 1	40	40	1	450	0.09	0.09
H1	1,347	West 1	181	164	1	450	0.40	0.36
		East 1	91	158	1	450	0.20	0.35
J1	1,619	West 1	311	359	2	450	0.35	0.40
		West 2	26	28	1	450	0.06	0.06
		East 1	64	172	1	450	0.14	0.38
K1	2,746	West 1	298	160	2	450	0.33	0.18
		East 1	339	321	2	450	0.38	0.36
M1	480	West 1	226	242	2	450	0.25	0.27
		East 1	37	113	1	450	0.08	0.25
N1	4,520	Access 1	881	157	4	450	0.49	0.09
		Access 2	209	83	3	450	0.15	0.06
O1	686	North 1	316	270	2	450	0.35	0.30
P1	288	North 1	229	216	2	450	0.25	0.24
Q1	200	North 1	65	64	1	450	0.14	0.14

Note: The parking facility numbers are referenced on Figure 3.2

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7 Internal Circulation

The following sections provide a narrative on the various internal circulation components for both the *Base Scheme* and *Variant Scheme* layouts. Appendix G contains full-size images of the circulation diagrams.

7.1 Base Scheme

Figure 7.1 presents the illustrative site plan and roadway network for the *Base Scheme*.

The *Base Scheme* would create two new signalized intersections along Great America Parkway providing access to City Place, one located north of the San Tomas Aquino Creek, and the other one located south of the creek.

Access along the southern edge of the project along Tasman Drive would utilize the existing signalized intersection of Tasman Drive and Centennial Boulevard. In addition, two right-in and right-out intersections are proposed. One would be Avenue A, located west of Centennial Boulevard, and the other would be Avenue B located east of Centennial Boulevard.

Lick Mill Boulevard would be extended to provide a direct connection with the project, and would provide connection between Parcel 2 and Tasman Drive.

Access to the project from Lafayette Street would be via a new signalized urban interchange, providing a grade-separated crossing of the railroad running north-south. The urban interchange would provide access to Parcels 3, 4 and 5 to the west of the interchange and Parcels 1 and 2 to the east of the interchange.

Access to Parcels 1 and 2 would be provided from the current Lafayette Street and Great America Way intersection. The intersection would be upgraded to a signalized intersection.

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Table 7.1 – Illustrative Site Plan

Source: City Place Santa Clara, Master Community Plan

7.1.1 Vehicular Circulation

The current project site is comprised primarily of a golf course, without an internal roadway network. As a result, the project would need to develop a new roadway network to access parcels and provide new connections to the external roadways. As described in Section 7.1, several new site access intersections will be created to provide access to City Place. The new roadways that will be created within the project boundaries will need to be able to accommodate the anticipated levels of traffic and multiple uses. The roadways will consist of the following roadway types that would be designed to accommodate future traffic demands and all applicable engineering criteria and public safety standards.

Minor Arterial Spine: A minor arterial roadway will serve as the backbone for on-site vehicular circulation, linking the entrance at Great America Parkway with the urban interchange along Lafayette Street. This roadway will connect to the collector streets serving Parcels 3 and 4, and connect into Parcel 2 east of the urban interchange.

Collector Streets: These streets will typically serve the periphery of each development parcel, channeling traffic from surrounding arterials to on-site parking facilities and local streets.

Local Streets: These typically serve the interior of development parcels, and are therefore designed to calm traffic and give pedestrians priority in terms of scale and amenity.

Figure 7.2 illustrates the proposed street hierarchy for the site and surroundings, including the conceptual on-site roadway alignments.

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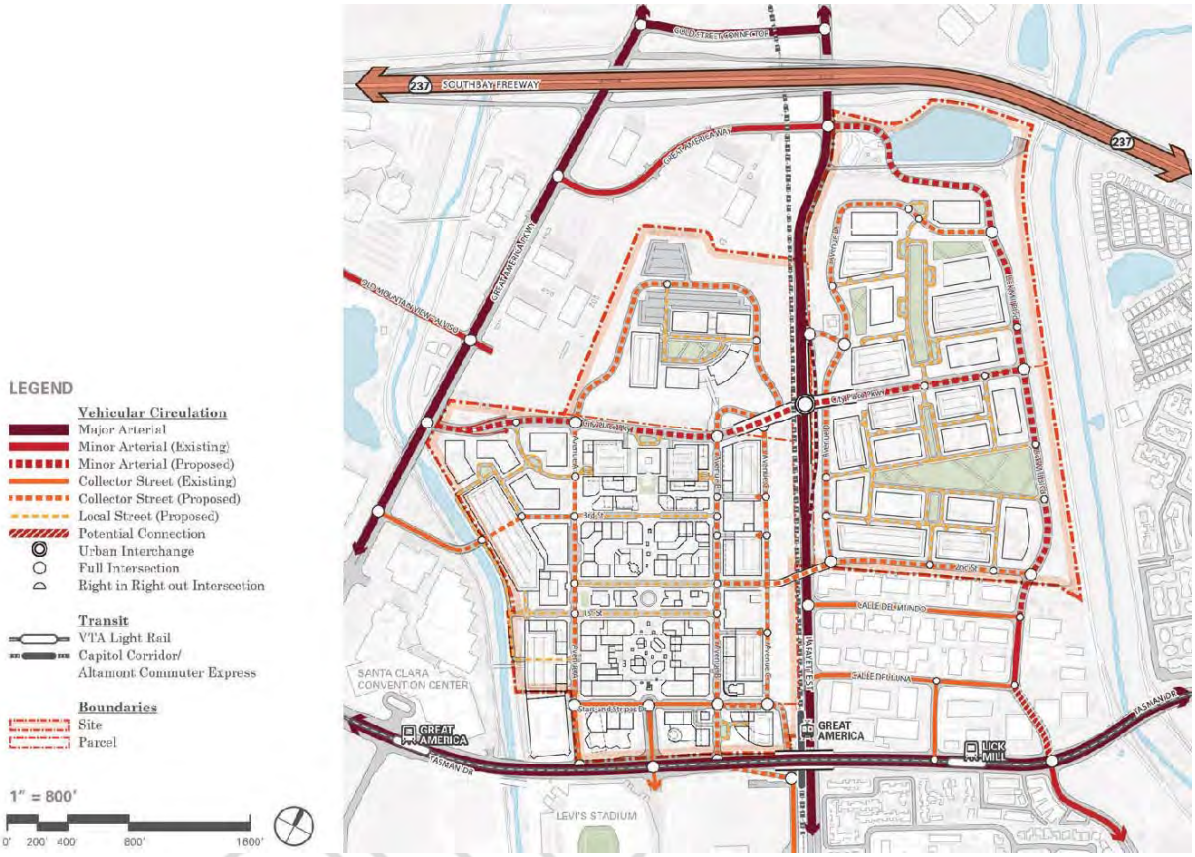
Figure 7.2 – Street Hierarchy and Vehicular Circulation Routes



Source: City Place Santa Clara, Master Community Plan

7.1.2 Transit Circulation

Much of project site is located within a ten-minute walk to one or more existing nearby transit stops. There is also potential for the project to be served by private employer-operated commuter buses and/or internal shuttle service for internal circulation, as well as a “last mile” link to existing public transit that is further from the site.

The existing Great America Station on the Amtrak line along Lafayette Street will continue to serve as an important intermodal transit center. External shuttle services that currently access the Great America Station would continue to be able to access the station with the proposed roadway network. Access to the station for external shuttles from the east will access the station by turning right off Tasman Drive onto Centennial Boulevard, right onto Stars and Stripes and using the turnaround located south of the station. External shuttle services from the west will be able to directly access the station by using the proposed eastbound slip ramp connection located east of Centennial Boulevard.

Shuttle services leaving the station will turn left onto Stars and Stripes, left onto Centennial Boulevard then turn onto Tasman Drive to access both East and West destinations.

The potential City Place internal shuttle would provide a convenient service around City Place linking Great America Station with Parcels 1, 2, 3, 4 and 5. Curbside bus stops would be provided at several locations within the project site to provide convenient access to building entrances.

Figure 7.3 illustrates the potential transit and shuttle circulation routes and bus stop locations.

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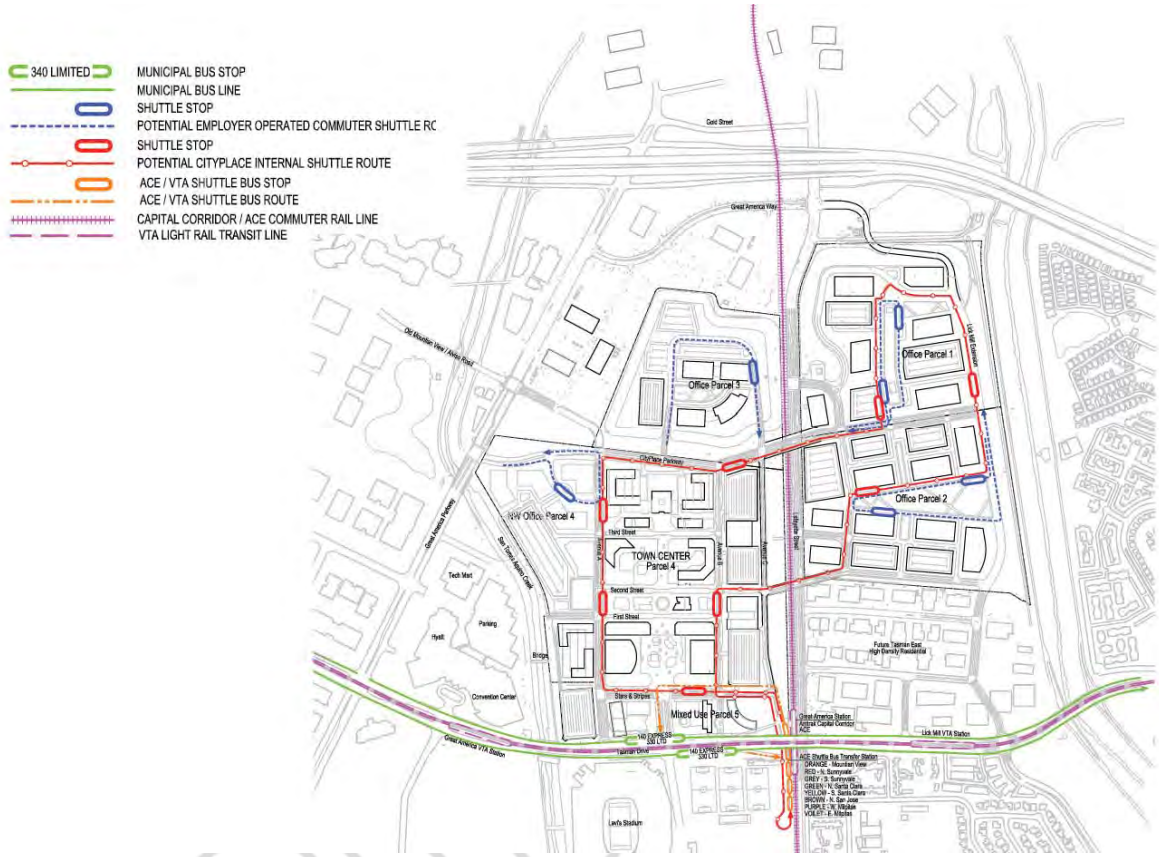
Figure 7.3 – Potential Transit and Shuttle Network



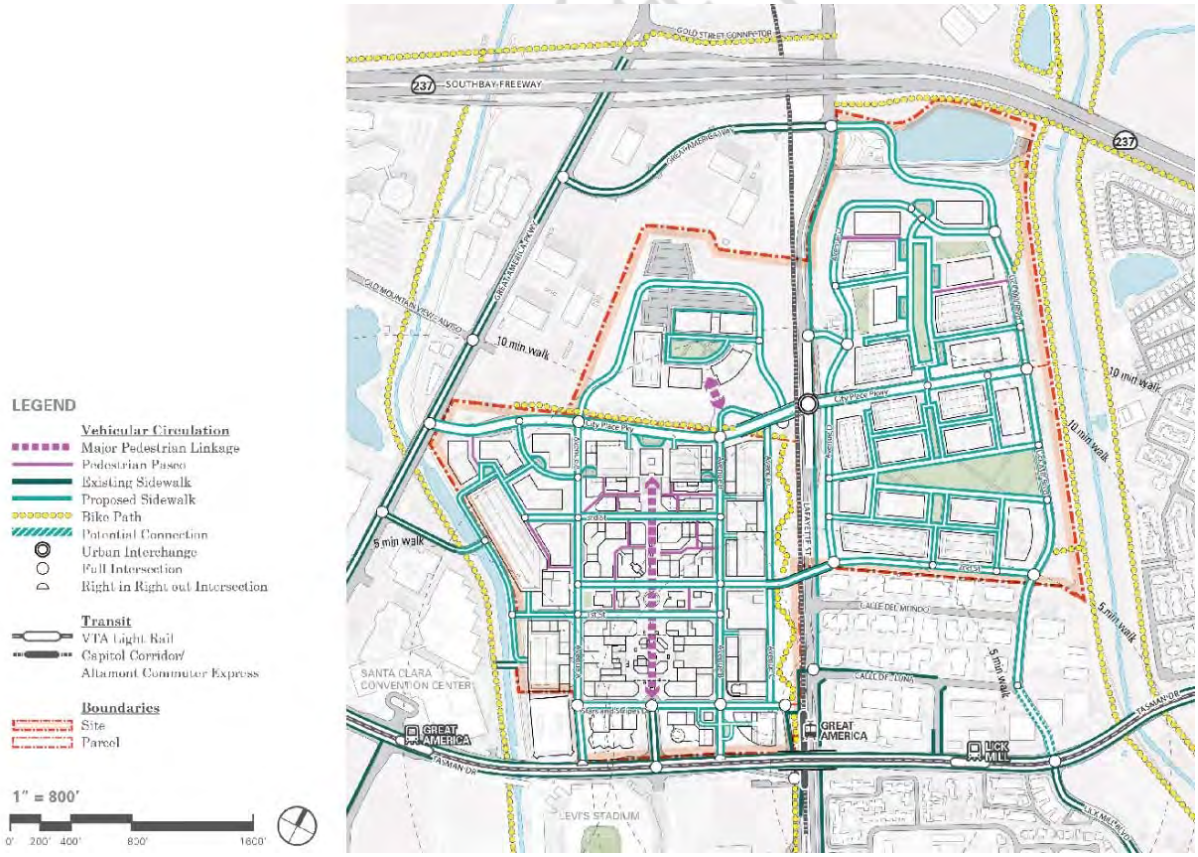
Source: Related, June 2015

7.1.3 Pedestrian and Bicycle Circulation

The project includes a network of on-site pedestrian and bicycle paths with off-site connections to accommodate and encourage internal circulation, external trips to and from the site, as well as trips utilizing new regional connections through the site.

A continuous network of pathways will facilitate pedestrian movement throughout the site, securing safe and convenient connections between transit stops, parking facilities, building entrances, and shared open spaces. Sidewalks are incorporated along both sides of on-site roadways, public or private, while off-street routes include both shared perimeter trails and internal paths and paseos. The central pedestrian linkage through Parcel 4 will include crosswalks where it intersects the new east-west roadway.

Figure 7.4 – Pedestrian Network

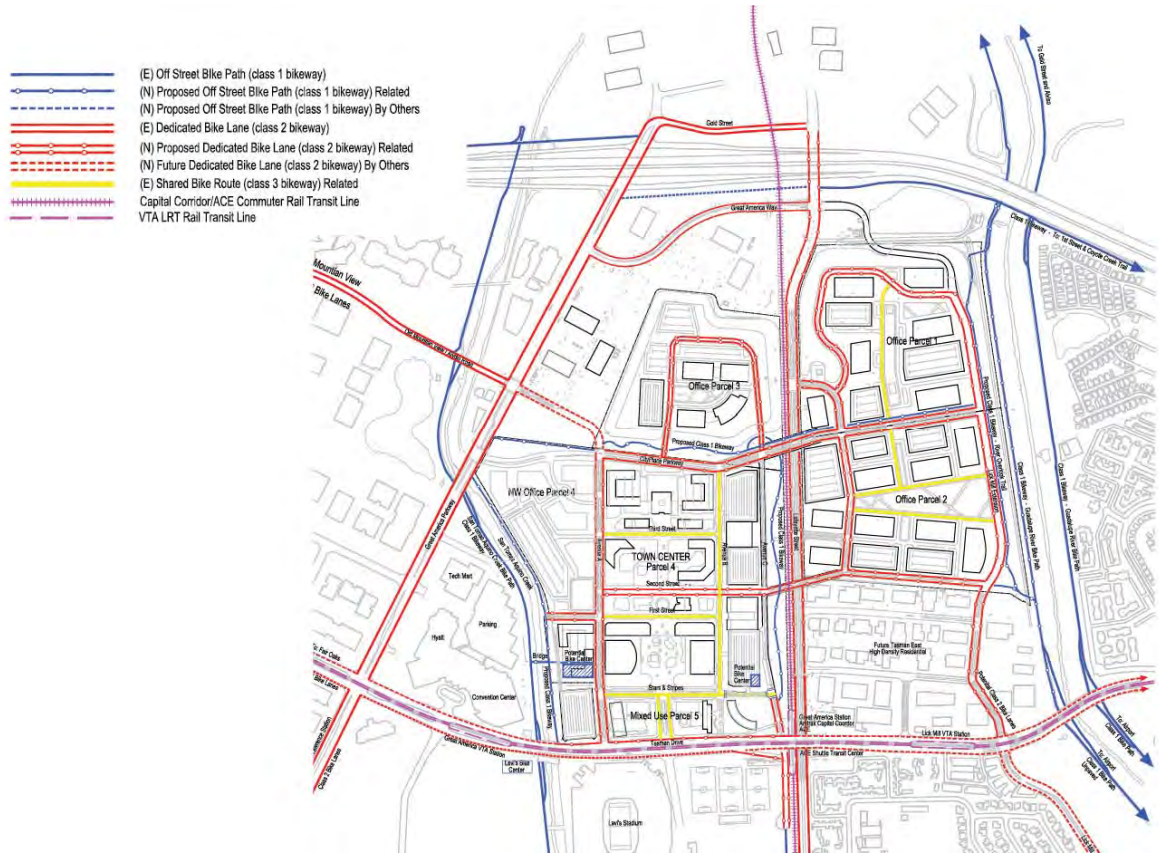


Source: City Place Santa Clara, Master Community Plan

The existing bicycle circulation network adjacent to the site will be extended onto the project site, with ties to the trails along San Tomas Aquino Creek and the Guadalupe River, as well as to existing and City-proposed on-street bicycle lanes along Great America Parkway, Lafayette Street, and Tasman Drive. On-site

facilities will include shared use trails (i.e., “hike and bike”) along the landscape perimeter of development parcels, as well as marked bicycle lanes on several internal roadways. Figure 7-.5 illustrates the bicycle network and depicts a conceptual plan for the routing of bicycle facilities, including connections to the existing and proposed City network. Bicycle parking (i.e., storage lockers and racks) and amenities will be provided as required by the City of Santa Clara and will be placed at highly visible and accessible locations. Additionally, a bicycle station with secure parking and maintenance facilities is planned adjacent to the connection to the San Thomas Aquino Creek Trail.

Figure 7.5 – Bicycle Network



Source: City Place Santa Clara, Master Community Plan

7.1.4 Emergency Vehicle Circulation

A fire station is currently located at the intersection of Stars and Stripes Drive and the proposed Avenue B, as depicted in Figure 7-6. The fire station is proposed for relocation as part of the development of Parcel 5. Two possible relocation options are proposed. Both options would relocate the fire station along Great America

Parkway to allow greater access and maneuverability for fire trucks. Relocation of the fire station along Great America Parkway would improve response times to areas north, west and south of the project Site. Locations to the east of the project site would see a small increase in the response times. A review of travel times based upon distance and average speeds has been completed to understand the change in representative response times with the relocation of the fire station. The methodology used to evaluate the response times is based upon the ISO Response Time Calculation, using the formula:

$$T=0.65+1.7D$$

T = Estimated Response Time in Minutes
D= Travel Distance

Source: https://firechief.iso.com/FCWWeb/mitigation/ppc/3000/ppc3015.jsp

Table 7.1 and Table 7.2 summarize the change in response times and travel distances from the existing and proposed locations and external locations. The external locations were chosen as these intersections are located along the primary routes from the fire stations to access the local service area.

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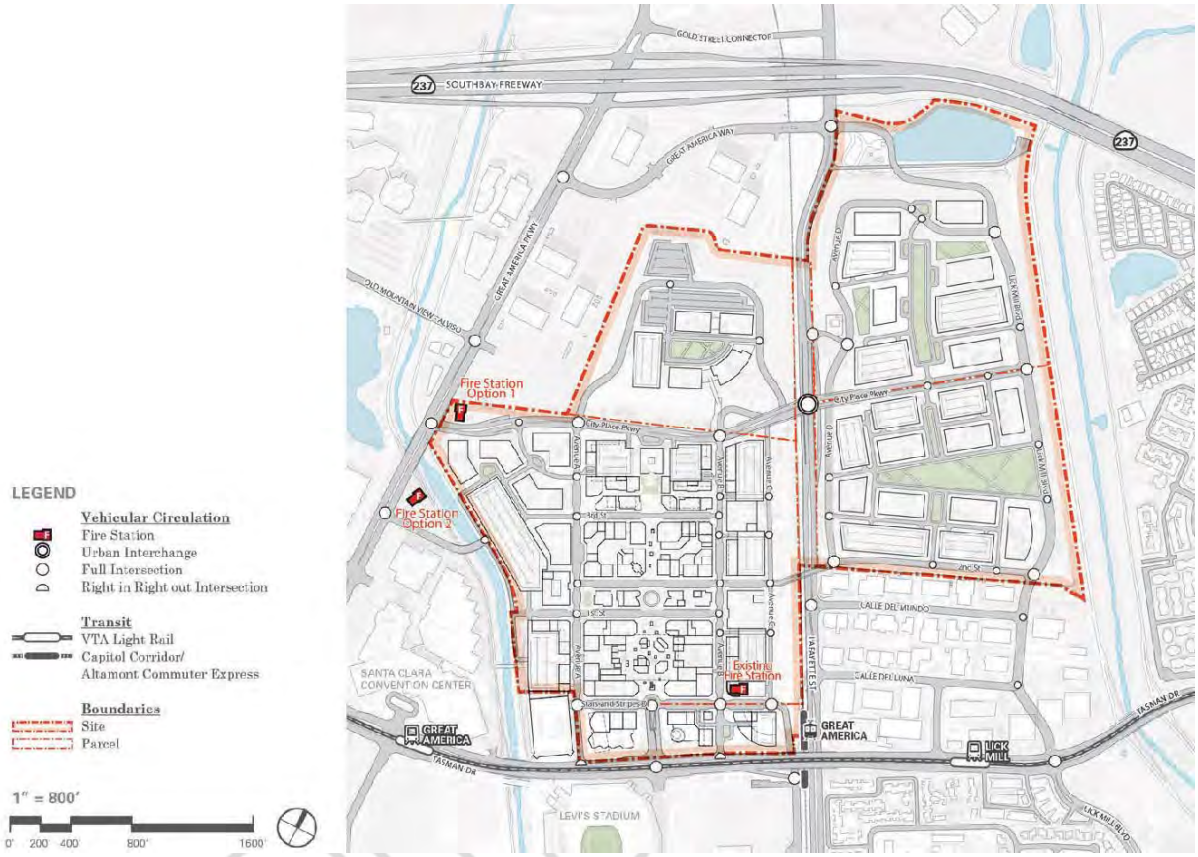
Figure 7.6 – Fire Station Relocation Options



Source: City Place Santa Clara, Master Community Plan

Table 7.1 – Change in Emergency Response Times – Option 1

Destination	Route Length (miles)			Estimated Travel Time (minutes)[1]		
	Ex.	Opt. 1	Change	Ex.	Opt. 1	Change
SR-237 and Great America Way	1.5	0.4	-1.1	3.2	1.3	-1.9
Old Mountain View Alviso and Great America Parkway	1.1	0.1	-1.0	2.5	0.8	-1.7
Great America Parkway and Tasman Drive	0.6	0.4	-0.2	1.7	1.3	-0.4
Tasman Drive and Lick Mill Boulevard	0.7	1.4	0.7	1.8	3.0	1.2

[1] https://firechief.iso.com/FCWWeb/mitigation/ppc/3000/ppc3015.jsp

Table 7.2 – Change in Emergency Response Times – Option 2

Destination	Route Length (miles)			Estimated Travel Time (minutes)[1]		
	Ex.	Opt. 2	Change	Ex.	Opt. 2	Change
SR-237 and Great America Way	1.5	0.6	-0.9	3.2	1.7	-1.5
Old Mountain View Alviso and Great America Parkway	1.1	0.2	-0.9	2.5	1.0	-1.5
Great America Parkway and Tasman Drive	0.6	0.3	-0.3	1.7	1.2	-0.5
Tasman Drive and Lick Mill Boulevard	0.7	1.3	0.6	1.8	2.9	1.1

[1] https://firechief.iso.com/FCWWeb/mitigation/ppc/3000/ppc3015.jsp

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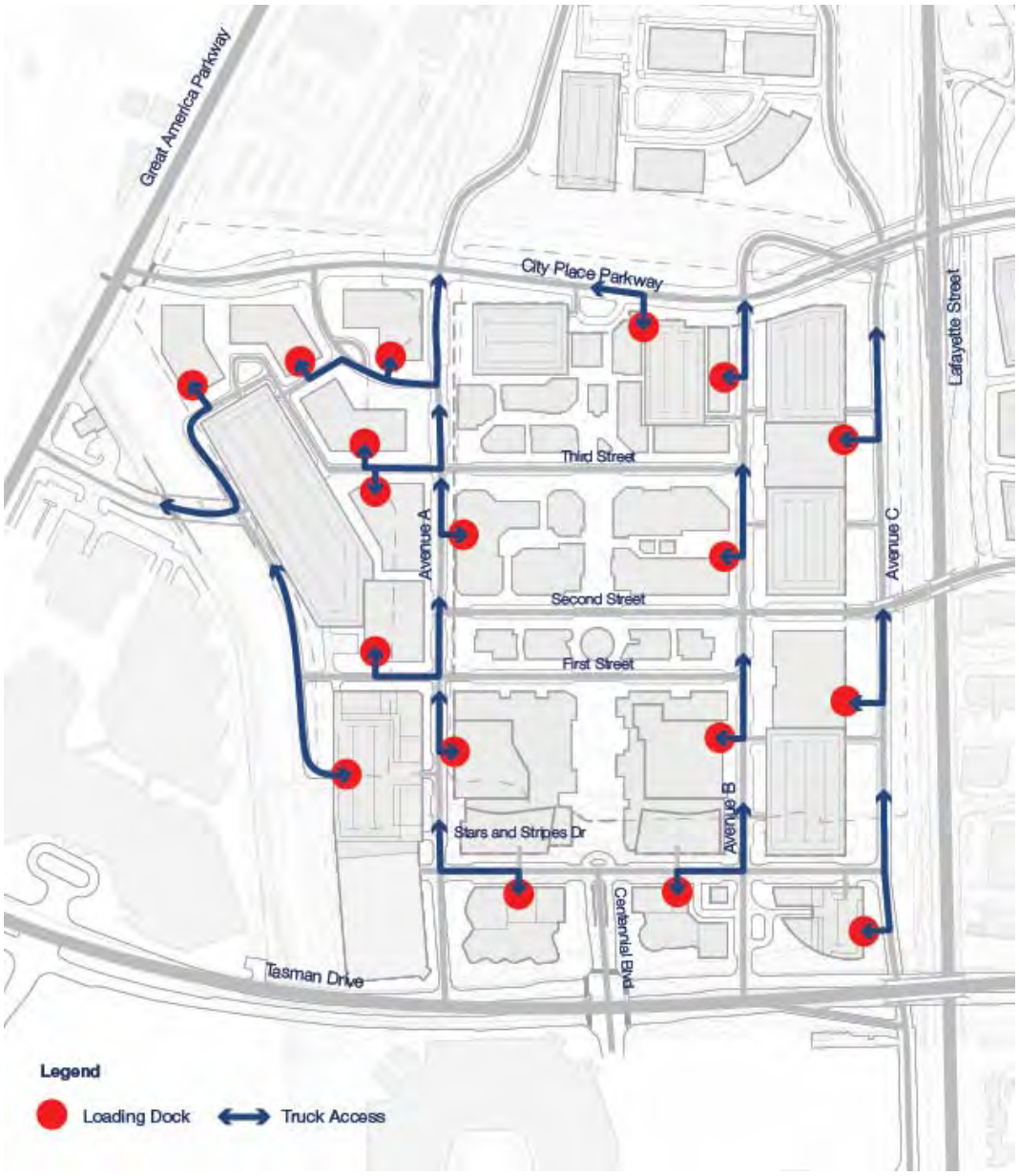
7.1.5 Service Vehicle Circulation

Figure 7.7 illustrates the primary service access routes and building loading areas within the City Center building locations. Each major building will include a loading dock accessed from the internal roadway network.

Figure 7.7 – Service Vehicle Access



7.2 Variant Scheme

As indicated in Section 1, the *Variant Scheme* has a different site access configuration to the *Base Scheme*. The major differences for this layout are summarized below.

Access to Great America Parkway: The two site access intersections connecting to Great America Parkway would be moved north (relative to the *Base Scheme*). The northernmost site access intersection would connect with the existing signalized intersection at Great America Parkway / Old Mountain View - Alviso Road. The southern site access intersection would be located immediately north of the San Tomas Aquino Creek.

Additional Access off Tasman Drive: A new signalized intersection will be provided along Tasman Drive, and will be located between the right-in right-out east of Centennial Boulevard and west of the bridge crossing over the railroad and Lafayette Street. The intersection will be signalized; however, the eastbound left turn movement from Tasman into the project site will not be allowed. Left turn out from the site will be provided, and will cross the LRT tracks.

Urban Interchange: Under this scheme the urban interchange is replaced with two "Jug Handle" access roads providing access between Lafayette Street and City Place Parkway (Jug Handle 1) and Lafayette Street and Second Street (Jug Handle 2).

The majority of the internal roadways are similar to the *Base Scheme*, and the pedestrian, bicycle, transit, service and emergency circulation patterns would be identical, with the exception of the following differences.

Figure 7.8 presents the proposed internal roadway network for the *Variant Scheme*.

Draft

Table 7.8 – Variant Scheme Roadway Layout

Appendix A – Base Scheme and Variant Drawings

Appendix B – Breakdown of trips by Block for Parcels 4 and 5

Appendix C – Base and Variant Trip Assignment

Appendix D – Base Scheme Traffix Outputs

Appendix E – Variant Scheme Traffix Outputs

Appendix F – Parking Supply Adjustments

Appendix G – Circulation Diagrams

Draft

Appendix A

Base and Variant Scheme Drawings

Draft

GRADING LEGEND

EXISTING ELEVATION	28'(E)
PROPOSED ELEVATION	28'(FG)
APPROXIMATE LOCATION OF EXPLORATORY BORING	B-#/EB-#/EEB-#
APPROXIMATE LOCATION OF TEST PIT	TP-#
APPROXIMATE LOCATION OF CONE PENETRATION TEST	CPT-#
APPROXIMATE LOCATION OF WENNER 4-PIN IN SITU CORROSION TEST	W-#
APPROXIMATE LOCATION OF SOIL VAPOR SAMPLE WELL	SV-#

ABBREVIATIONS

E	–	EXISTING
FF	–	FINISHED FLOOR
FG	–	FINISHED GRADE
PG	–	PAD GRADE
PS	–	PARKING SURFACE
VAR.	–	VARIES

Base Scheme

200 0 100 200
SCALE IN FEET

Date	Description	No.
REVISIONS		

LANGAN
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NEW JERSEY NEW YORK VIRGINIA CALIFORNIA
PENNSYLVANIA CONNECTICUT FLORIDA
ABU DHABI ATHENS DOHA
DUBAI ISTANBUL
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CS, Inc.
Langan International LLC
Collectively known as Langan

Project
SANTA CLARA LANDFILL
SANTA CLARA CA

Drawing Title
OVERALL PRELIMINARY GRADING PLAN

Project No. 770611601	Drawing No. CG1.01
Date 3/27/2015	
Scale AS SHOWN	
Drawn By JJM / Checked By DJH	
Submission Date 3/27/2015	Sheet 1 of 5

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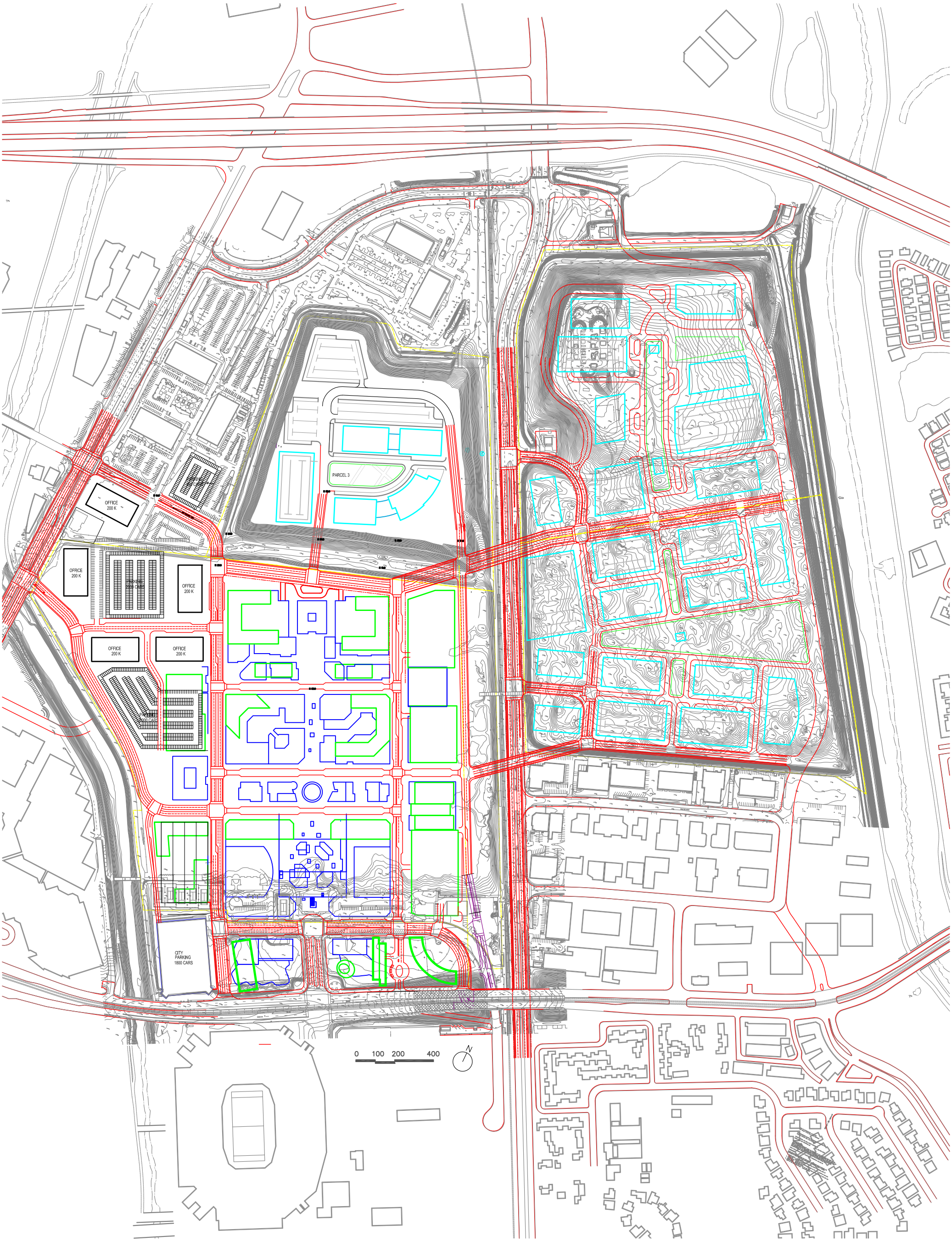

Variant Scheme

Appendix B

Breakdown of Trips by Block for Parcels 4 and 5

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Appendix B - Detailed Breakdown of Trips by Block, Parcel and Land Use

AM Peak Hour Inbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	65
Retail	19	26	21	10	44	40	4	71	63	0	62	0	10	10	0	0	140	0	520
Office	472	0	98	0	98	98	0	0	0	440	0	1,090	245	0	0	1,230	1,900	740	6,410
Food and Beverage	30	58	127	103	56	107	16	0	82	0	71	0	61	85	0	0	0	0	795
Hotel	0	86	0	0	0	0	0	0	0	0	0	0	0	134	0	0	0	0	220
Entertainment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**521**	**169**	**246**	**113**	**198**	**245**	**20**	**71**	**145**	**439**	**132**	**1,090**	**316**	**229**	**65**	**1,230**	**2,040**	**740**	**8,010**

AM Peak Hour Outbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28
Retail	68	12	14	5	34	27	2	32	29	17	28	0	15	4	0	0	88	0	374
Office	59	0	12	0	12	12	0	0	0	55	0	140	29	0	0	150	242	90	800
Food and Beverage	109	26	85	47	58	72	7	0	37	113	32	0	91	36	0	0	0	0	713
Hotel	0	39	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	0	95
Entertainment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**236**	**76**	**111**	**51**	**103**	**111**	**9**	**32**	**66**	**185**	**60**	**140**	**135**	**97**	**28**	**150**	**330**	**90**	**2,010**

AM Peak Hour Combined Inbound and Outbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	0	0	0	93
Retail	87	37	36	15	78	67	6	103	92	17	90	0	25	14	0	0	228	0	894
Office	531	0	110	0	110	110	0	0	0	494	0	1,230	274	0	0	1,380	2,142	830	7,210
Food and Beverage	139	84	212	149	113	179	23	0	119	113	103	0	152	122	0	0	0	0	1,508
Hotel	0	125	0	0	0	0	0	0	0	0	0	0	0	191	0	0	0	0	316
Entertainment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**757**	**246**	**357**	**164**	**301**	**356**	**29**	**103**	**211**	**624**	**192**	**1,230**	**451**	**326**	**93**	**1,380**	**2,370**	**830**	**10,020**

PM Peak Hour Inbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	64
Retail	177	61	65	25	142	117	10	111	152	45	148	0	91	34	0	0	430	0	1,607
Office	91	0	19	0	19	19	0	0	0	84	0	240	69	0	0	260	410	160	1,370
Food and Beverage	80	40	109	71	70	90	11	0	56	82	49	0	111	62	0	0	0	0	830
Hotel	0	53	0	0	0	0	0	0	0	0	0	0	0	120	0	0	0	0	173
Entertainment	0	0	0	0	38	58	0	0	0	0	0	0	0	0	0	0	0	0	96
Total	**348**	**154**	**192**	**95**	**269**	**284**	**21**	**111**	**208**	**211**	**197**	**240**	**270**	**216**	**64**	**260**	**840**	**160**	**4,140**

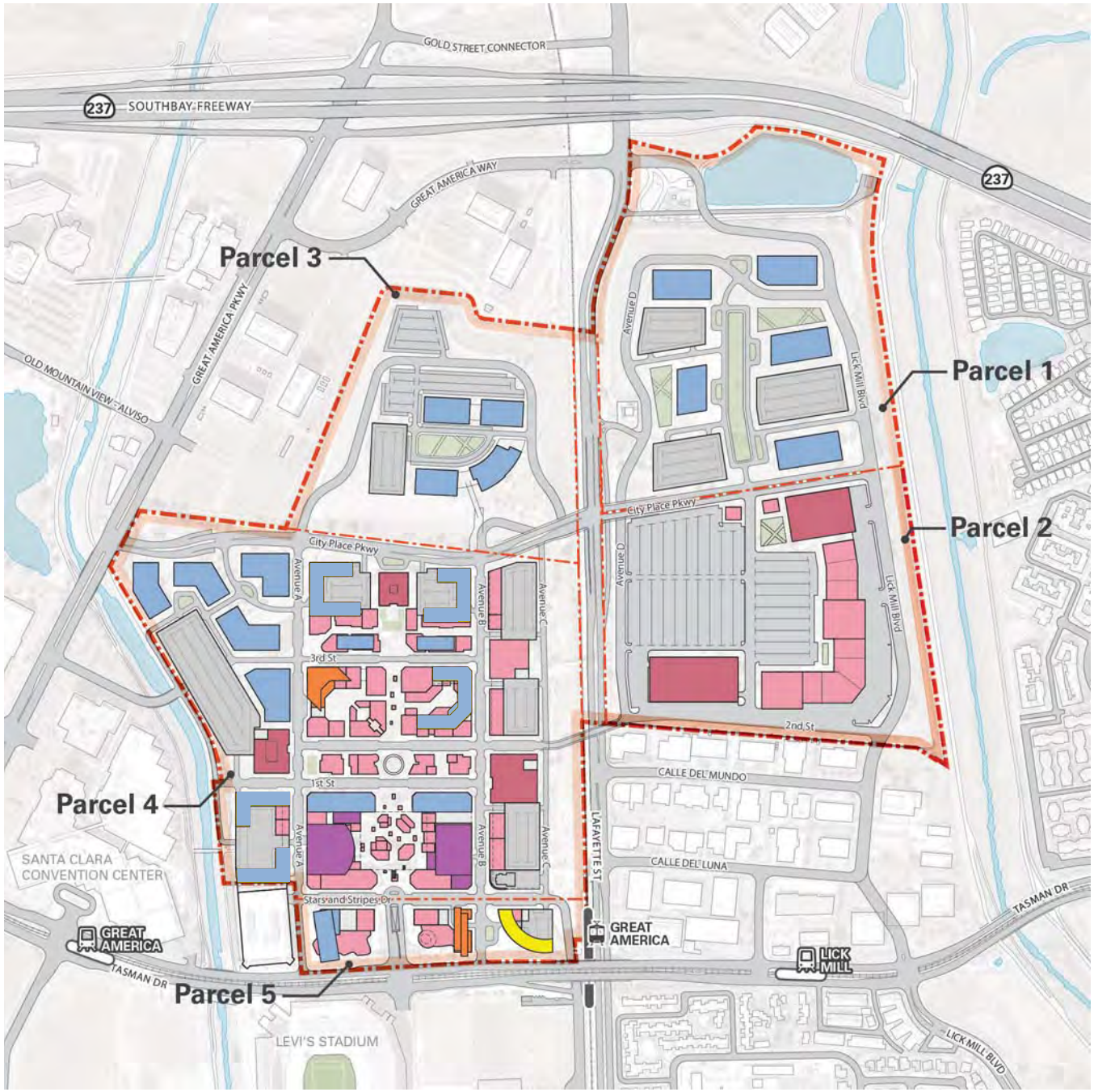
PM Peak Hour Outbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	82
Retail	78	79	66	31	139	125	12	143	194	0	190	0	42	43	0	0	472	0	1,614
Office	333	0	69	0	69	69	0	0	0	310	0	950	252	0	0	1,070	1,658	640	5,420
Food and Beverage	35	51	111	91	49	96	14	0	72	0	62	0	50	78	0	0	0	0	711
Hotel	0	68	0	0	0	0	0	0	0	0	0	0	0	153	0	0	0	0	220
Entertainment	0	0	0	0	48	74	0	0	0	0	0	0	0	0	0	0	0	0	123
Total	**447**	**197**	**247**	**122**	**305**	**364**	**27**	**143**	**267**	**310**	**252**	**950**	**344**	**274**	**82**	**1,070**	**2,130**	**640**	**8,170**

PM Peak Hour Combined Inbound and Outbound Trips by Landuse and Block

LU Type	Parcel 4												Parcel 5			Parcel1	Parcel2	Parcel3	Total
	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q				
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	0	0	0	146
Retail	255	140	131	56	281	242	22	254	346	45	338	0	132	77	0	0	902	0	3,221
Office	424	0	88	0	88	88	0	0	0	395	0	1,190	321	0	0	1,330	2,068	800	6,790
Food and Beverage	116	91	220	161	119	186	25	0	128	82	111	0	161	140	0	0	0	0	1,541
Hotel	0	121	0	0	0	0	0	0	0	0	0	0	0	273	0	0	0	0	393
Entertainment	0	0	0	0	86	132	0	0	0	0	0	0	0	0	0	0	0	0	219
Total	**795**	**351**	**439**	**217**	**574**	**648**	**47**	**254**	**474**	**522**	**449**	**1,190**	**614**	**490**	**146**	**1,330**	**2,970**	**800**	**12,310**

CONCEPTUAL LAND USE PLAN PRIMARY USE - SCHEME B



LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

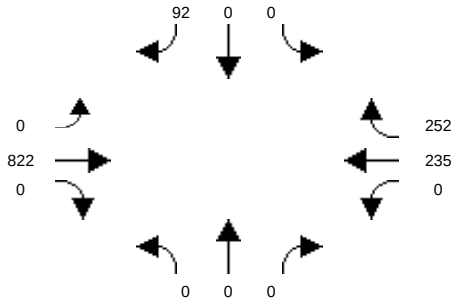
Appendix C

Base and Variant Trip Assignment

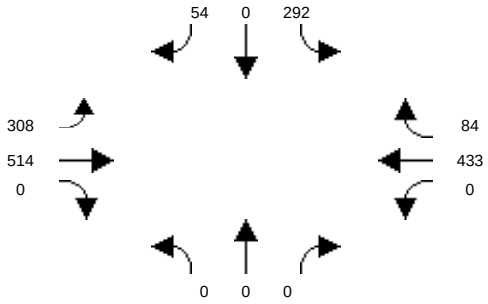
Draft

Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base AM

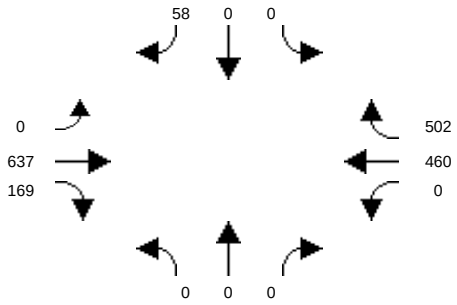
Intersection #10: Future Driveway (west of Centennial Boulevard)



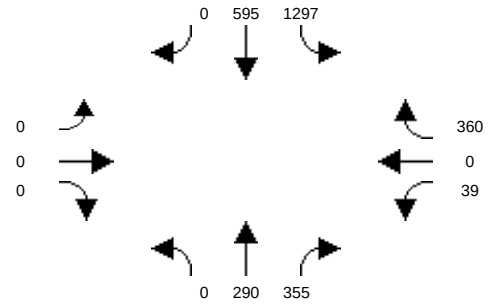
Intersection #11: Centennial Boulevard and Tasman Drive



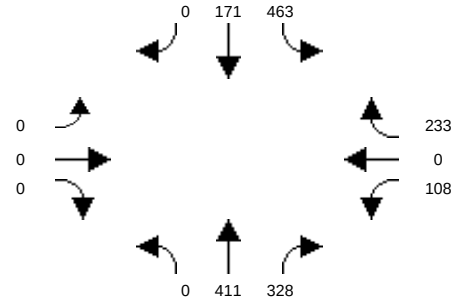
Intersection #12: Future Driveway (east of Centennial Boulevard) and



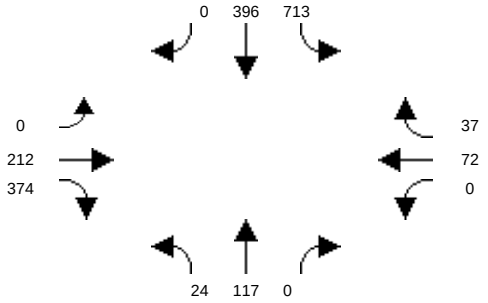
Intersection #61: Great America Parkway and Future Driveway (south of Old



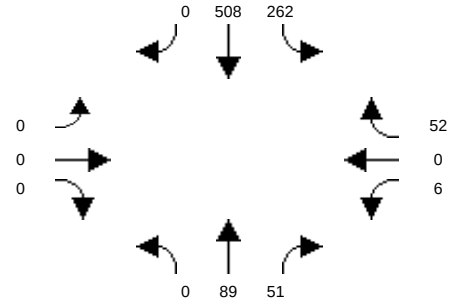
Intersection #62: Great America Parkway and Future Driveway (north



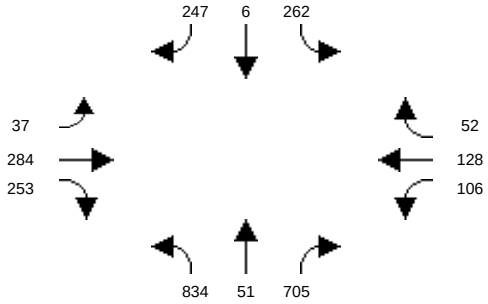
Intersection #85: Lafayette Street and Great America Way



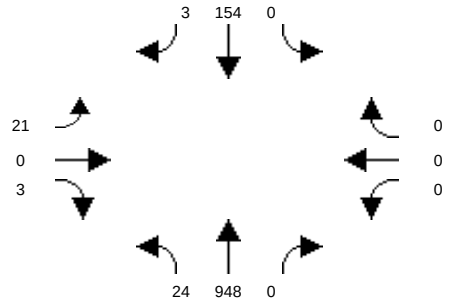
Intersection #86: Lafayette Street and Future Driveway (south of



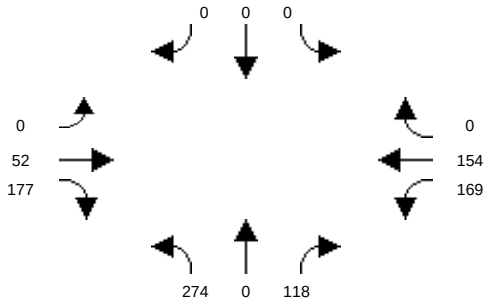
Intersection #87: Lafayette Street and Future Urban Interchange



Intersection #1000: Lick Mill / Calle del Mundo



Intersection #1004: Stars and Stripes and Centennial



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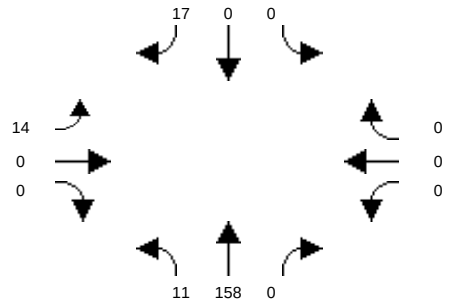
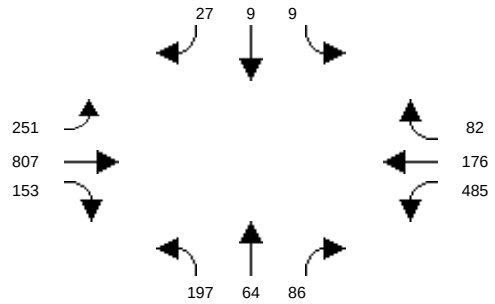
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base AM

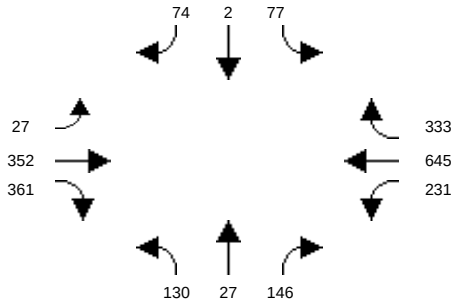
Intersection #1005: Stars and Stripes and Avenue C



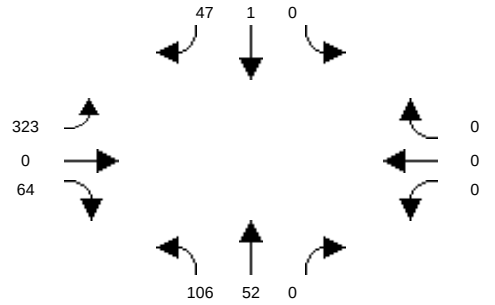
Intersection #1036: City Place Parkway and Avenue A



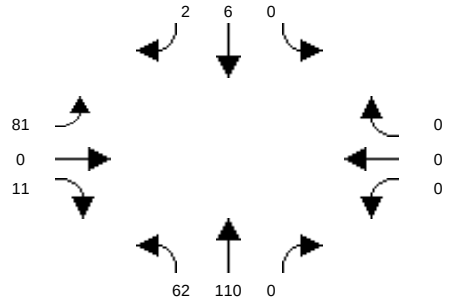
Intersection #1037: City Place Parkway and Avenue B



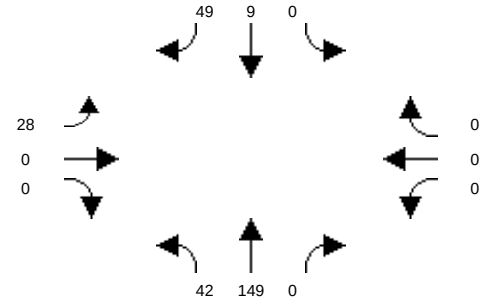
Intersection #1038: Avenue B Underpass / Avenue C



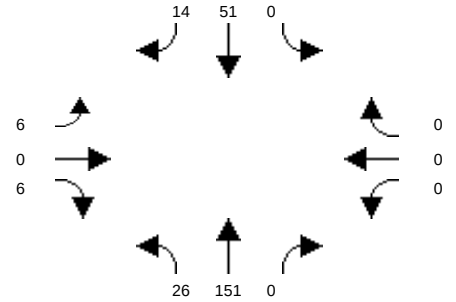
Intersection #1040: J Parking Access East 1 (Avenue C)



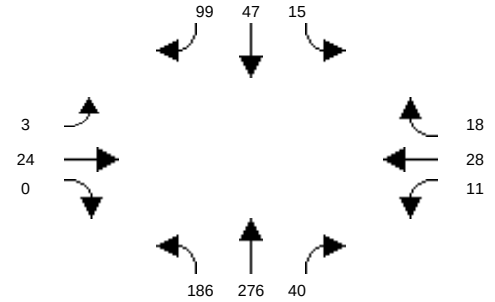
Intersection #1041: H Parking Access East 1 (Avenue C)



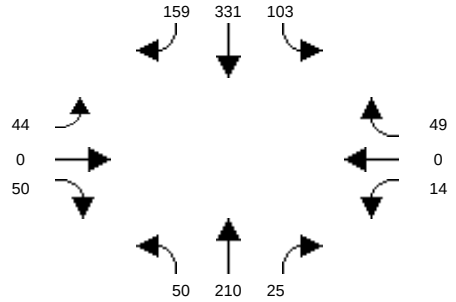
Intersection #1042: G Parking Access East (Avenue C)



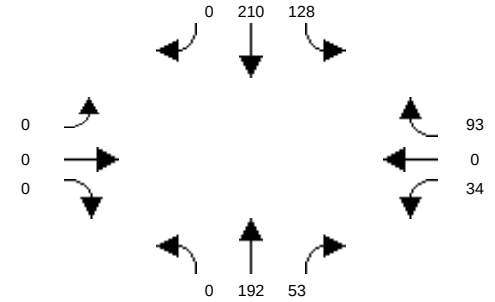
Intersection #1043: Stars and Stripes and Avenue B



Intersection #1044: A2 / G Parking Access (Avenue B)



Intersection #1045: H Parking Access West (Avenue B)



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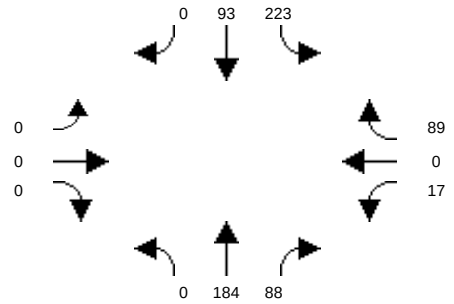
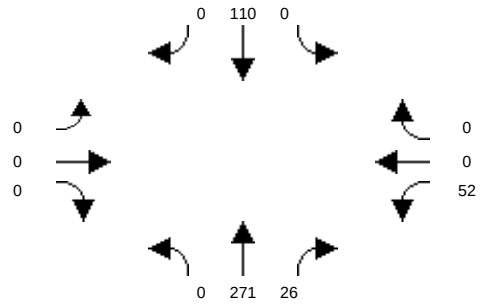
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base AM

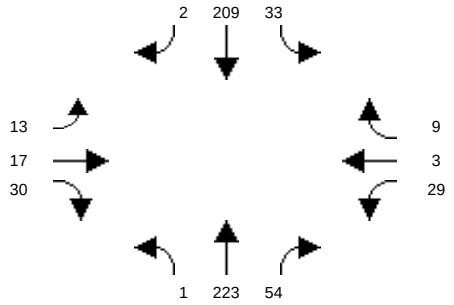
Intersection #1046: J Parking Access West 1 (Avenue B)



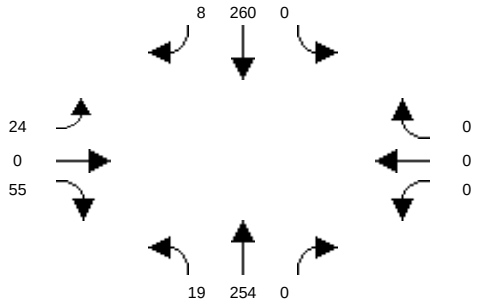
Intersection #1047: J Parking Access West 2 (Avenue B)



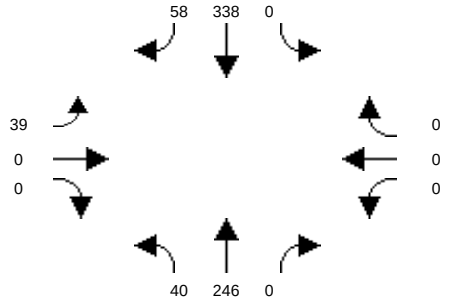
Intersection #1048: Second Street and Avenue B



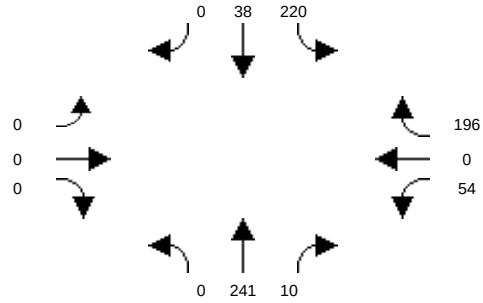
Intersection #1049: First Street and Avenue B



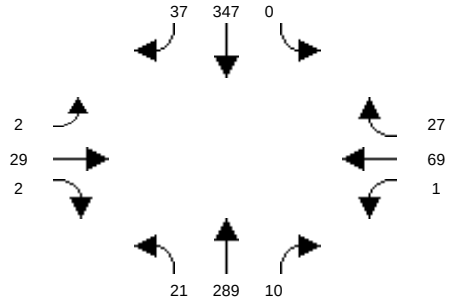
Intersection #1050: Third Street and Avenue B



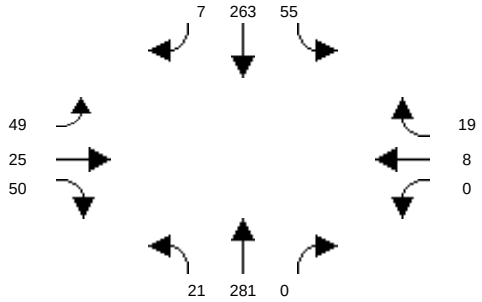
Intersection #1051: Stars and Stripes and Avenue A



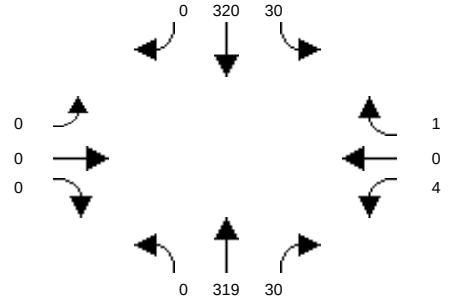
Intersection #1052: Third Street and Avenue A



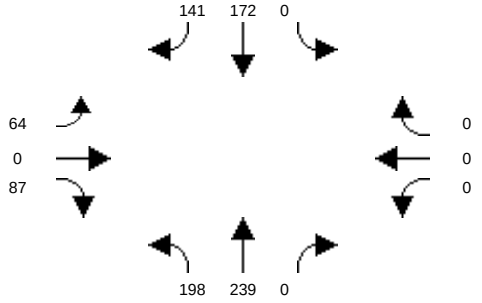
Intersection #1053: First Street and Avenue A



Intersection #1054: Second Street and Avenue A



Intersection #1055: K Parking Access (Avenue A)



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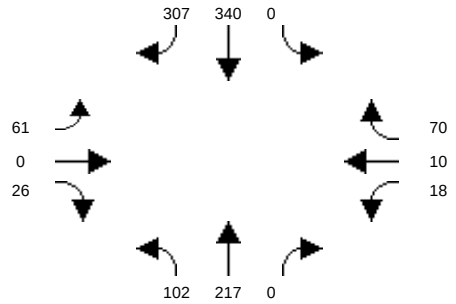
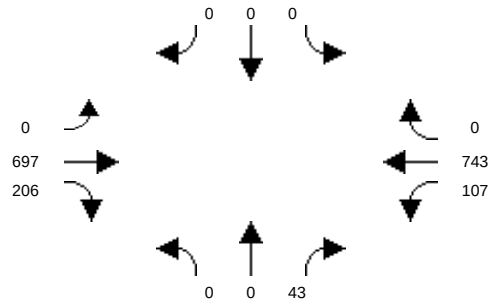
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base AM

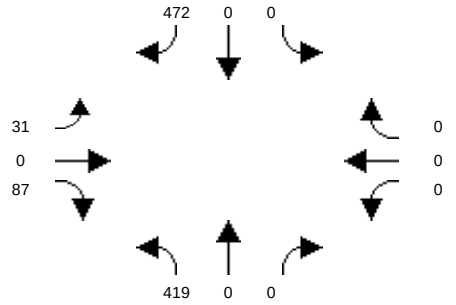
Intersection #1056: Avenue A btwn City Place and Third Street



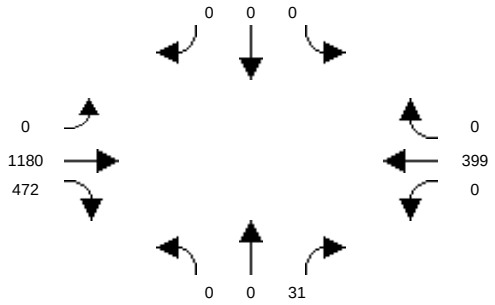
Intersection #1057: A1 Parking Access (City Place Pway)



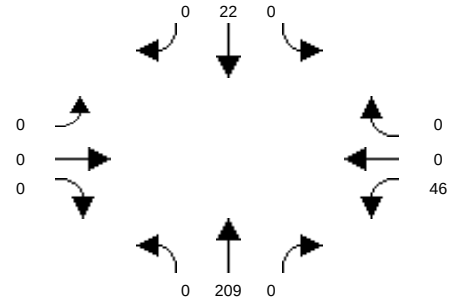
Intersection #1058: South of City Place Pkwy/West of Avenue A



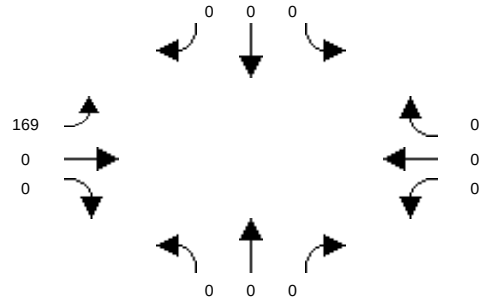
Intersection #1059: City Place Parkway west of GA Parkway



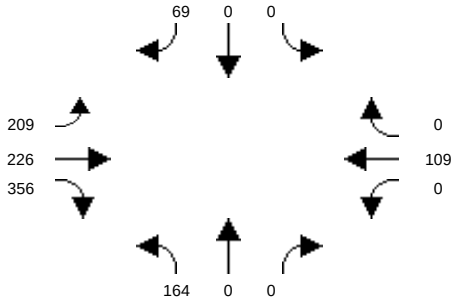
Intersection #1060: Creek and Parcel N Parking



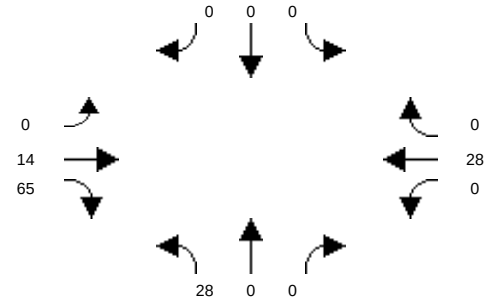
Intersection #1064: Slip Ramp and Avenue C



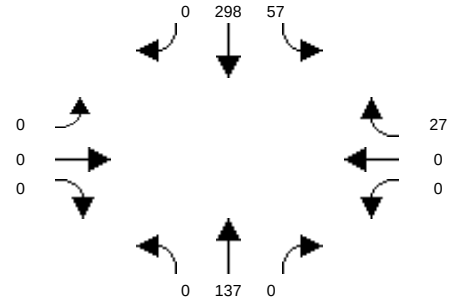
Intersection #1066: Convention Center / Creek intersection



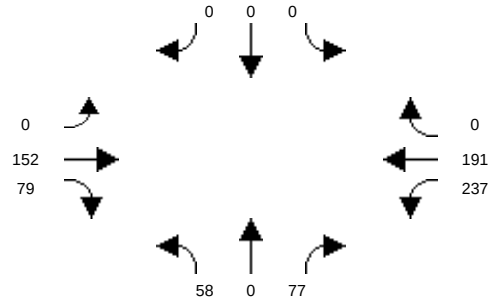
Intersection #1069: Q Parking Access and Stars and Stripes



Intersection #1071: First Street west of Avenue A



Intersection #1073: O Parking Access (Stars and Stripes)



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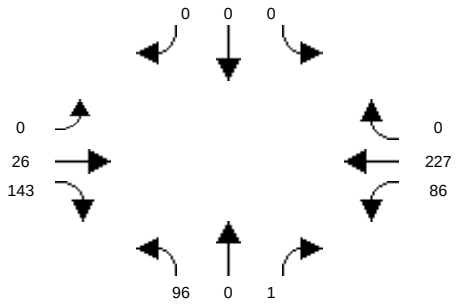
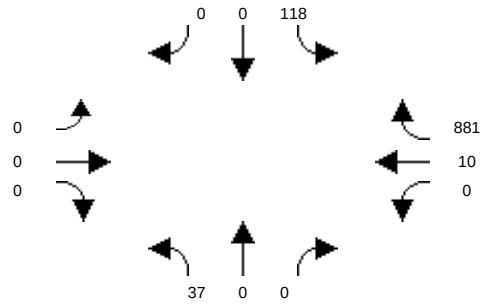
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base AM

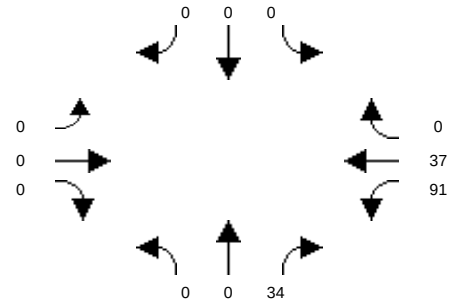
Intersection #1074: P Parking Access (Stars and Stripes)



Intersection #1082: Parcel N Parking



Intersection #1083: 3rd Street and M Parking



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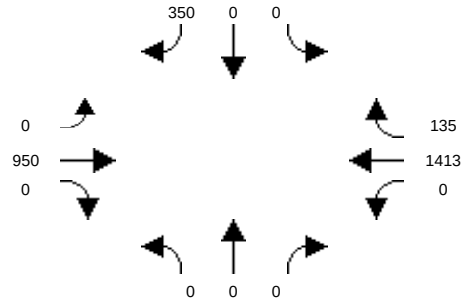
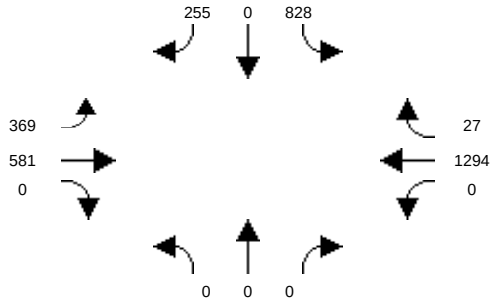
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base PM

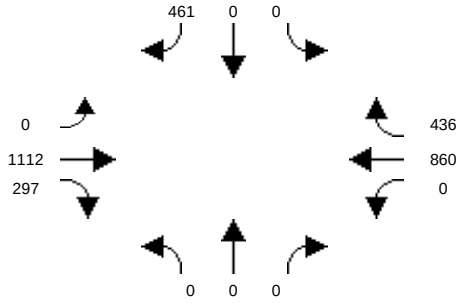
Intersection #10: Future Driveway (west of Centennial Boulevard)



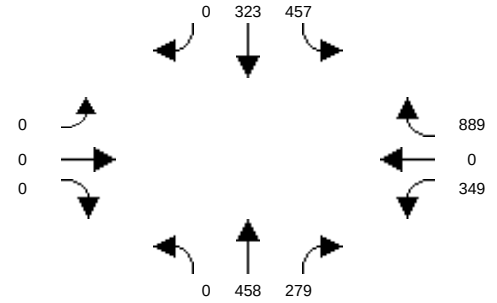
Intersection #11: Centennial Boulevard and Tasman Drive



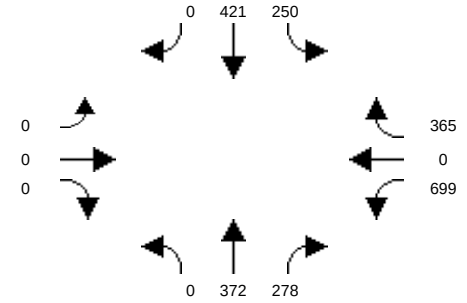
Intersection #12: Future Driveway (east of Centennial Boulevard) and



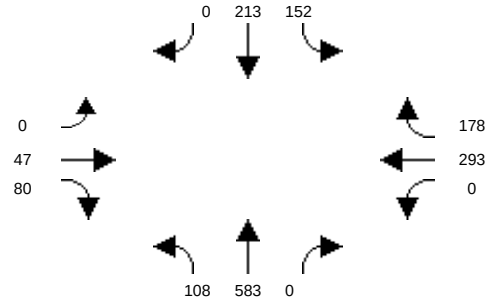
Intersection #61: Great America Parkway and Future Driveway (south of Old



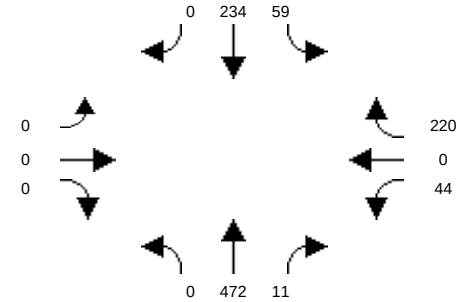
Intersection #62: Great America Parkway and Future Driveway (north



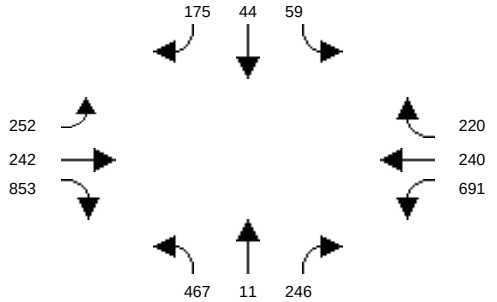
Intersection #85: Lafayette Street and Great America Way



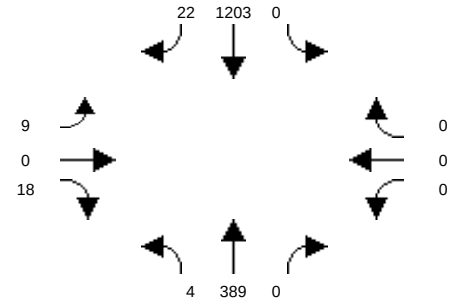
Intersection #86: Lafayette Street and Future Driveway (south of



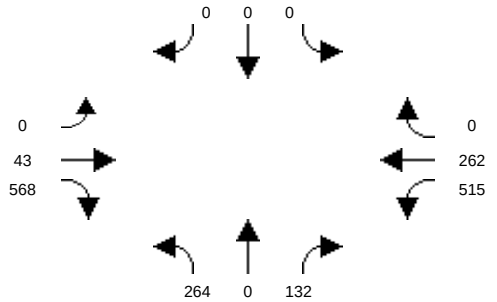
Intersection #87: Lafayette Street and Future Urban Interchange



Intersection #1000: Lick Mill / Calle del Mundo



Intersection #1004: Stars and Stripes and Centennial



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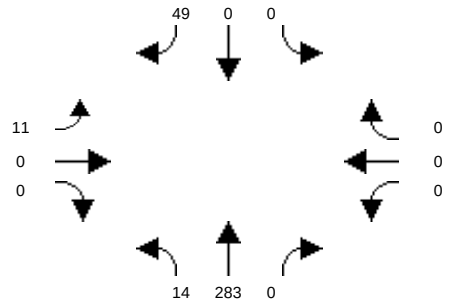
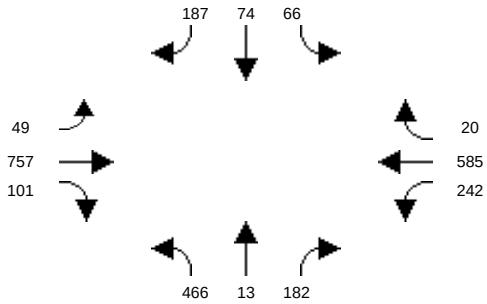
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base PM

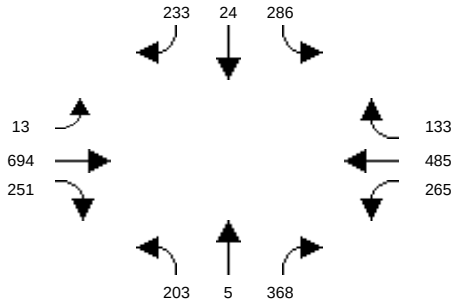
Intersection #1005: Stars and Stripes and Avenue C



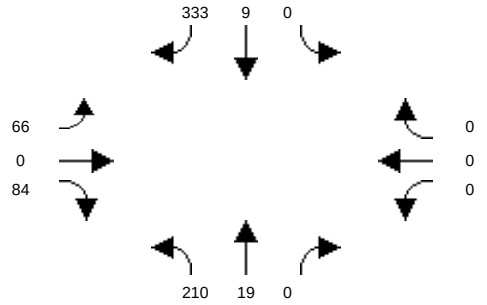
Intersection #1036: City Place Parkway and Avenue A



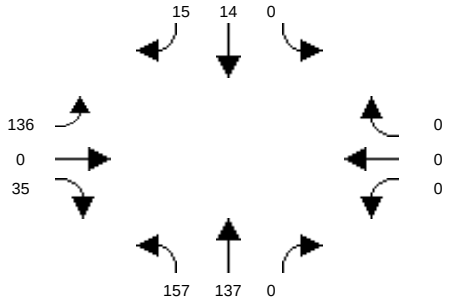
Intersection #1037: City Place Parkway and Avenue B



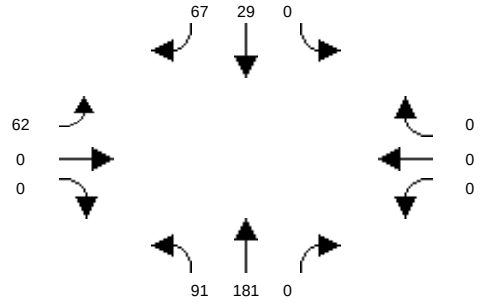
Intersection #1038: Avenue B Underpass / Avenue C



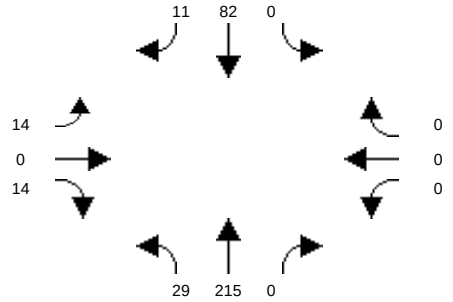
Intersection #1040: J Parking Access East 1 (Avenue C)



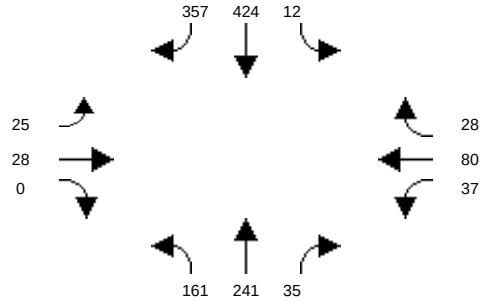
Intersection #1041: H Parking Access East 1 (Avenue C)



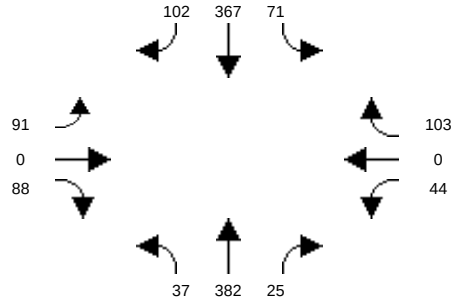
Intersection #1042: G Parking Access East (Avenue C)



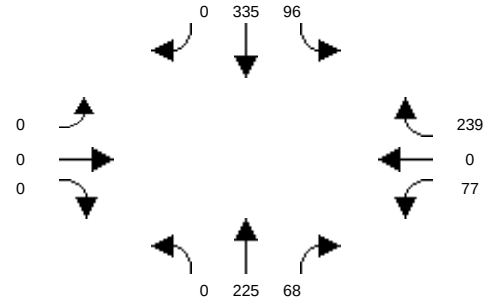
Intersection #1043: Stars and Stripes and Avenue B



Intersection #1044: A2 / G Parking Access (Avenue B)



Intersection #1045: H Parking Access West (Avenue B)



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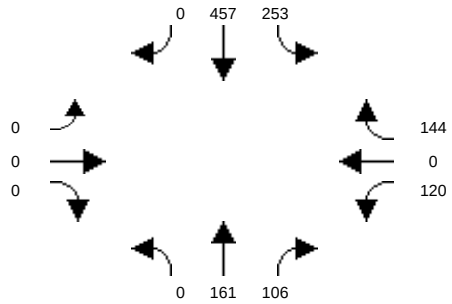
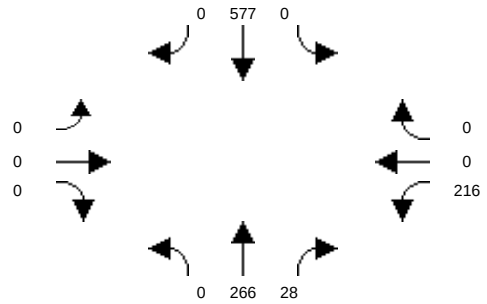
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base PM

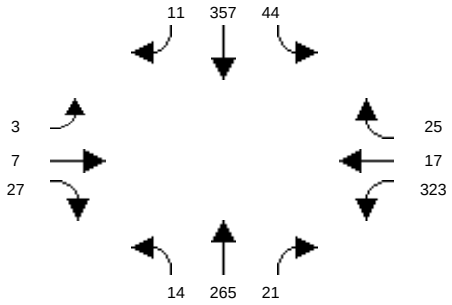
Intersection #1046: J Parking Access West 1 (Avenue B)



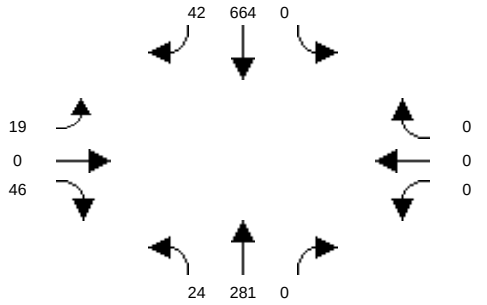
Intersection #1047: J Parking Access West 2 (Avenue B)



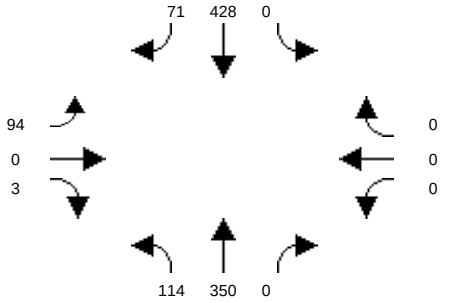
Intersection #1048: Second Street and Avenue B



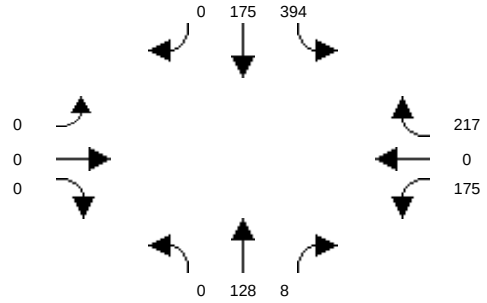
Intersection #1049: First Street and Avenue B



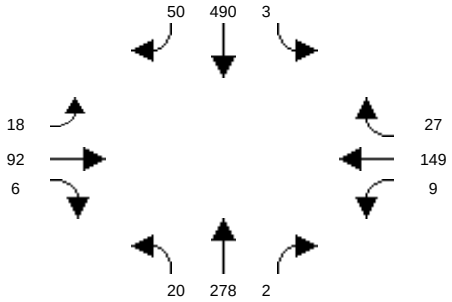
Intersection #1050: Third Street and Avenue B



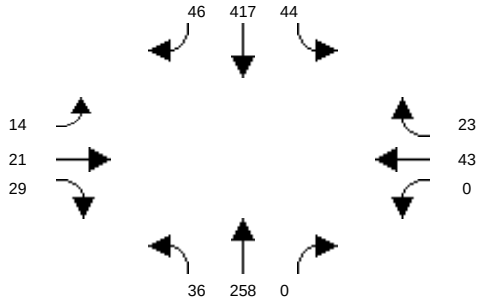
Intersection #1051: Stars and Stripes and Avenue A



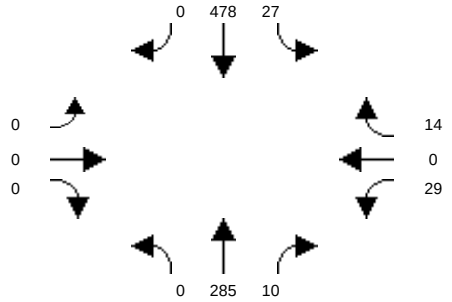
Intersection #1052: Third Street and Avenue A



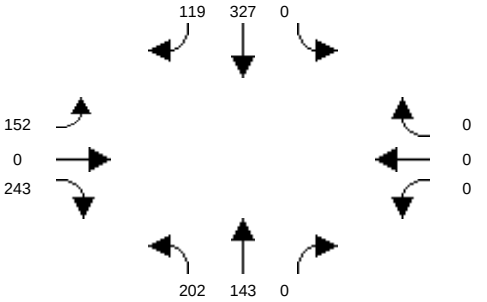
Intersection #1053: First Street and Avenue A



Intersection #1054: Second Street and Avenue A



Intersection #1055: K Parking Access (Avenue A)



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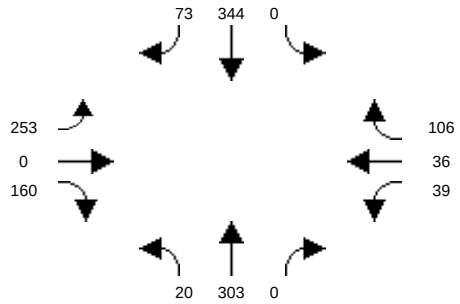
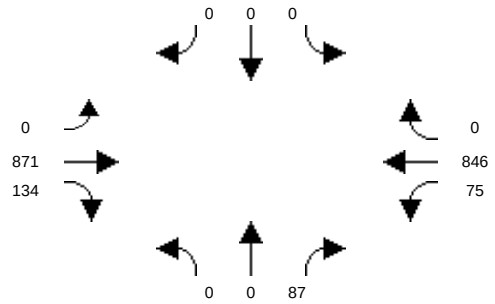
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base PM

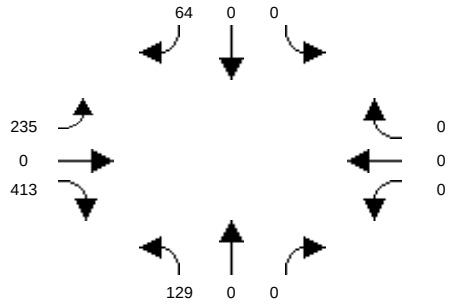
Intersection #1056: Avenue A btwn City Place and Third Street



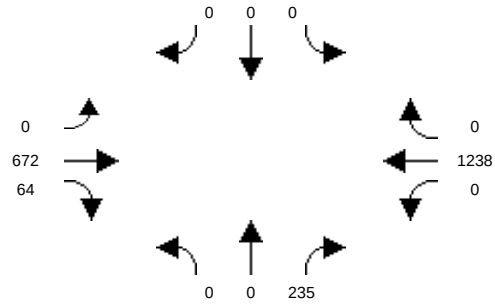
Intersection #1057: A1 Parking Access (City Place Pway)



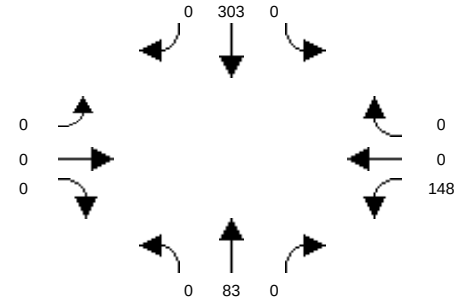
Intersection #1058: South of City Place Pkwy/West of Avenue A



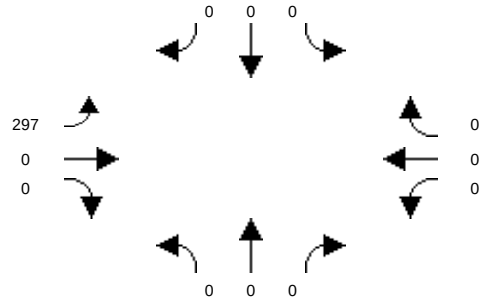
Intersection #1059: City Place Parkway west of GA Parkway



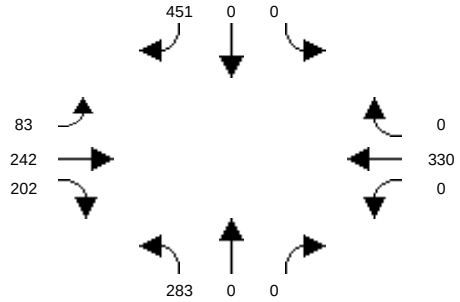
Intersection #1060: Creek and Parcel N Parking



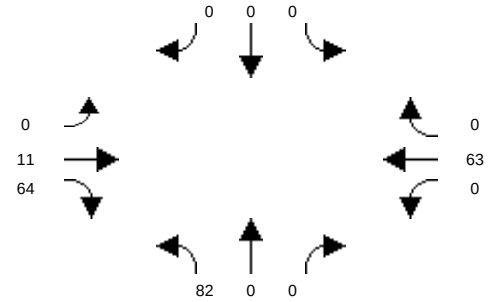
Intersection #1064: Slip Ramp and Avenue C



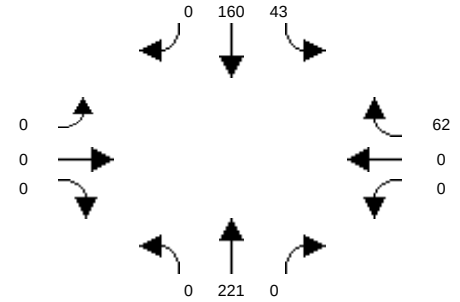
Intersection #1066: Convention Center / Creek intersection



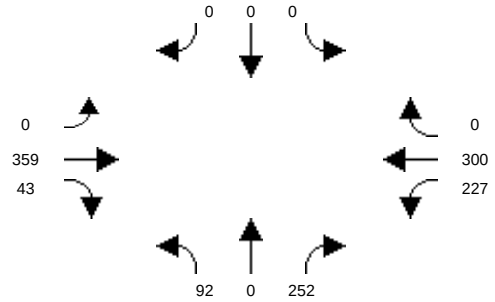
Intersection #1069: Q Parking Access and Stars and Stripes



Intersection #1071: First Street west of Avenue A



Intersection #1073: O Parking Access (Stars and Stripes)



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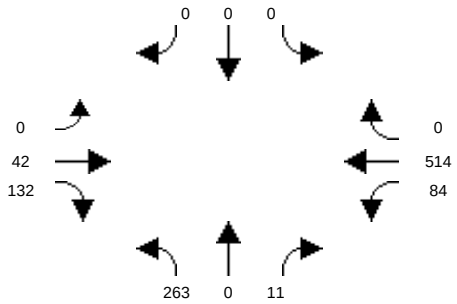
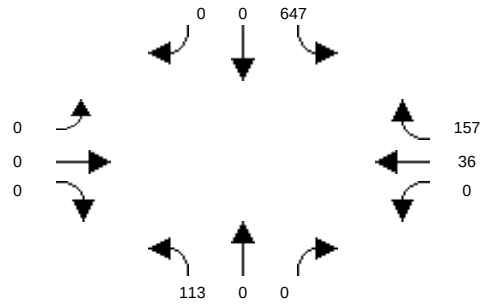
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO Base PM

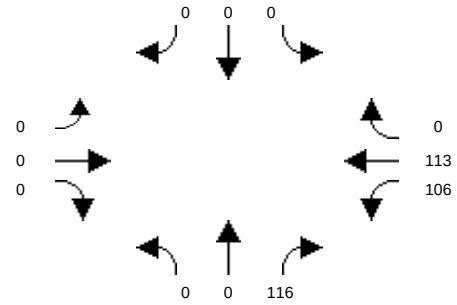
Intersection #1074: P Parking Access (Stars and Stripes)



Intersection #1082: Parcel N Parking



Intersection #1083: 3rd Street and M Parking



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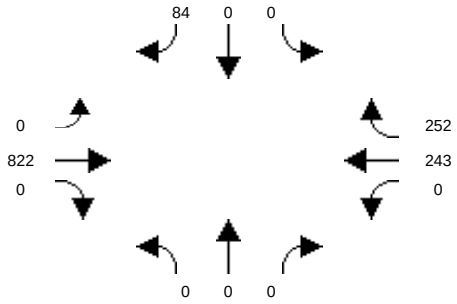
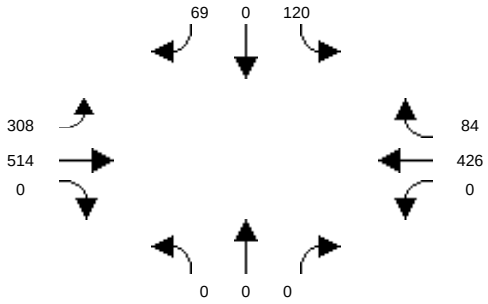
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant AM

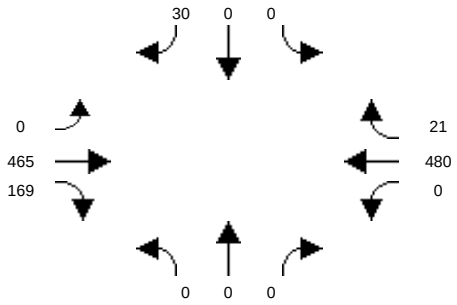
Intersection #10: Future Driveway (west of Centennial Boulevard)



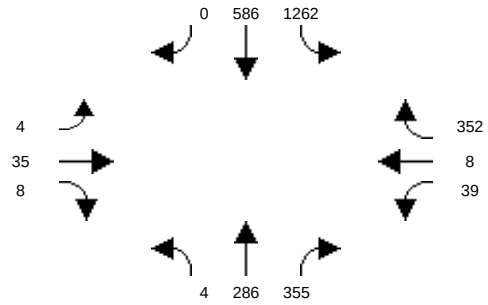
Intersection #11: Centennial Boulevard and Tasman Drive



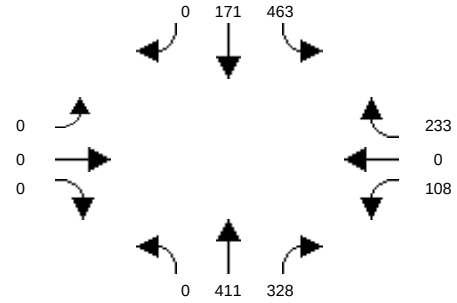
Intersection #12: Future Driveway (east of Centennial Boulevard) and



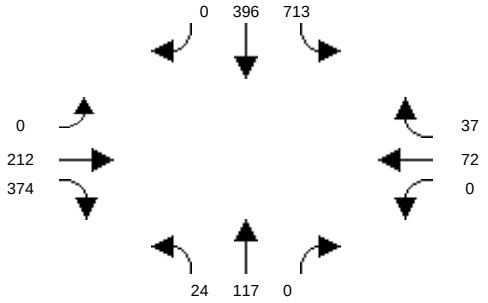
Intersection #60: Great America Parkway and Old Mountain View-Alviso Road



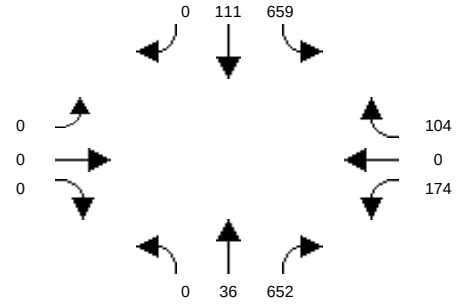
Intersection #61: Great America Parkway and Future Driveway



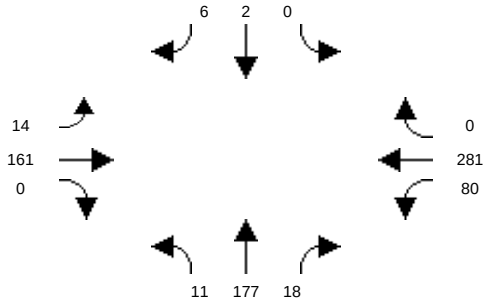
Intersection #85: Lafayette Street and Great America Way



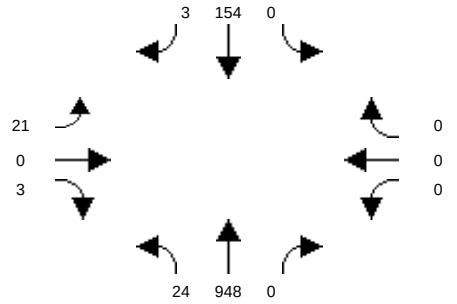
Intersection #87: Lafayette Street and Jug Handle 1



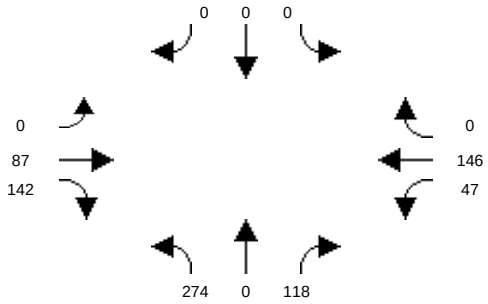
Intersection #88: Second Street / Avenue C



Intersection #1000: Lick Mill / Calle del Mundo



Intersection #1004: Stars and Stripes and Centennial



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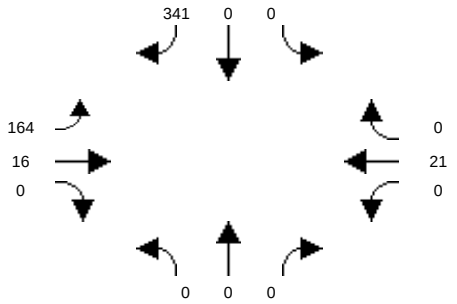
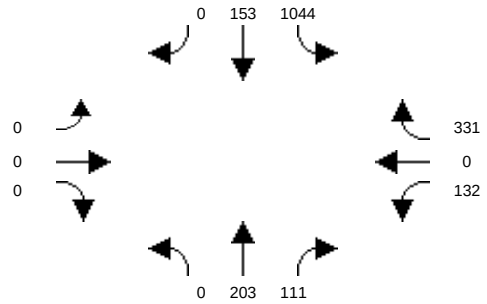
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant AM

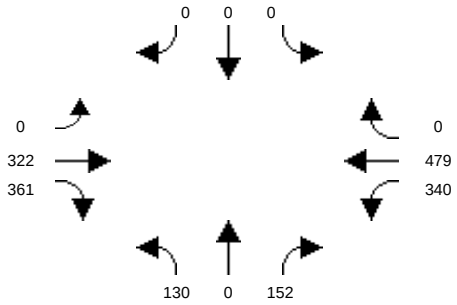
Intersection #1012: Avenue D / Second Street



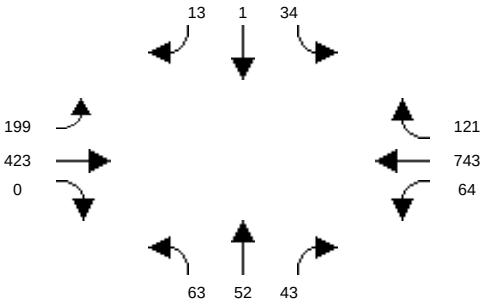
Intersection #1036: City Place Parkway and Avenue A



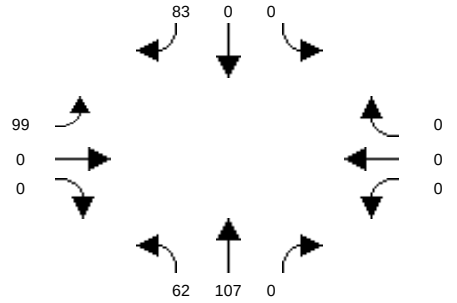
Intersection #1037: City Place Parkway and Avenue B



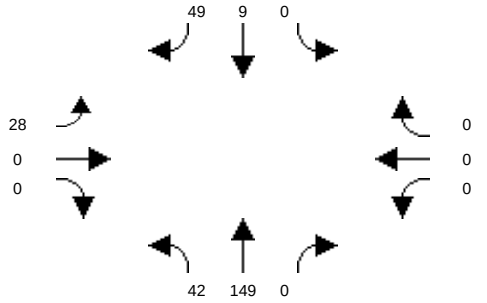
Intersection #1038: City Place Pkwy / Avenue C



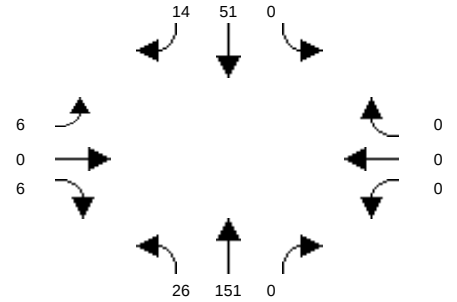
Intersection #1040: J Parking Access East 1 (Avenue C)



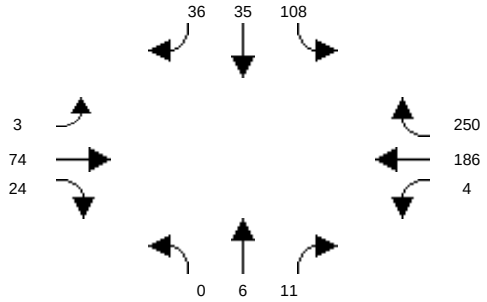
Intersection #1041: H Parking Access East 1 (Avenue C)



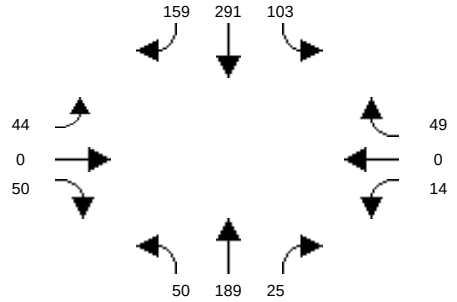
Intersection #1042: G Parking Access East (Avenue C)



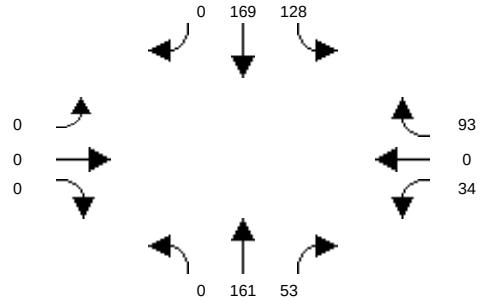
Intersection #1043: Stars and Stripes and Avenue B



Intersection #1044: A2 / G Parking Access (Avenue B)



Intersection #1045: Parking H Access West (Avenue B)



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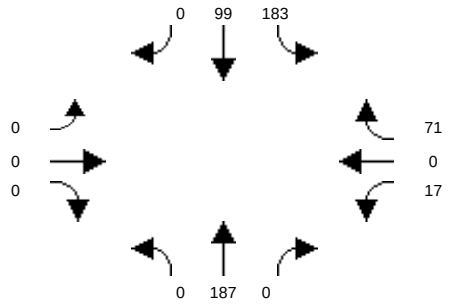
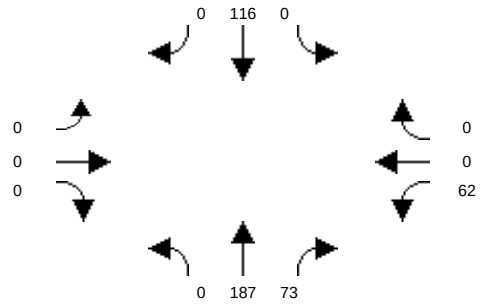
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant AM

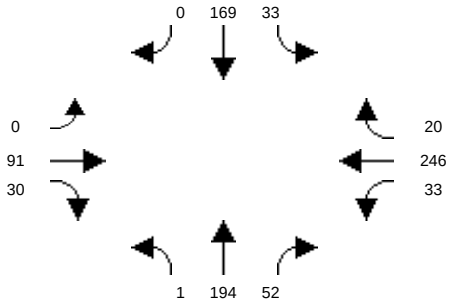
Intersection #1046: J Parking Access West 1 (Avenue B)



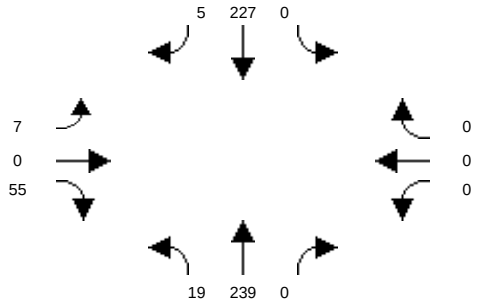
Intersection #1047: J Parking Access West 2 (Avenue B)



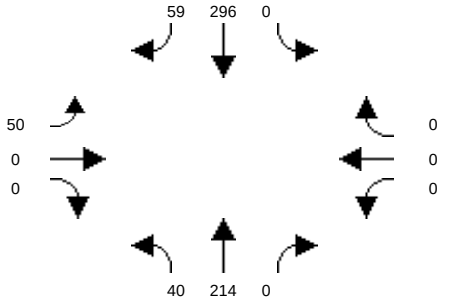
Intersection #1048: Second Street and Avenue B



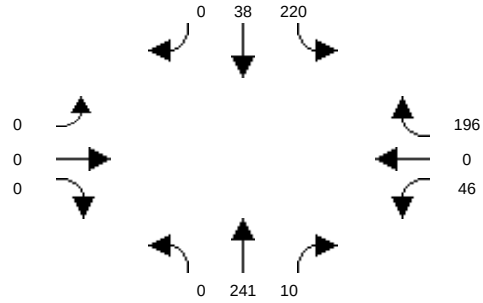
Intersection #1049: First Street and Avenue B



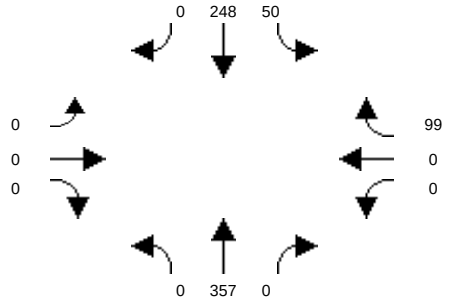
Intersection #1050: Third Street and Avenue B



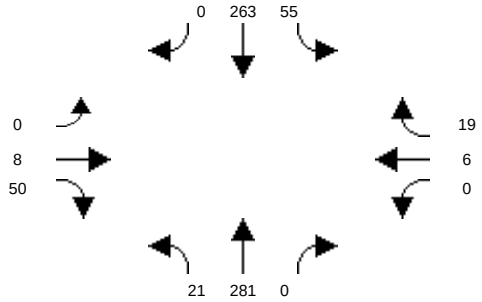
Intersection #1051: Stars and Stripes and Avenue A



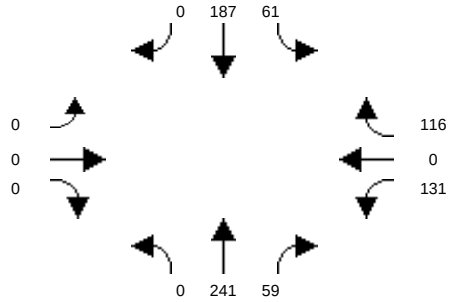
Intersection #1052: Third Street and Avenue A



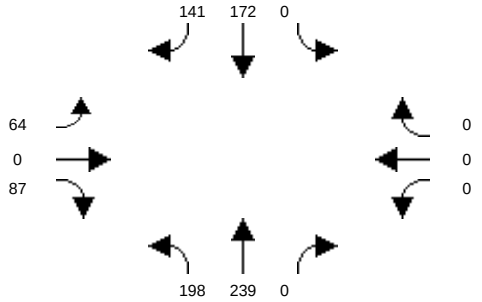
Intersection #1053: First Street and Avenue A



Intersection #1054: Second Street and Avenue A



Intersection #1055: K Parking Access (Avenue A)



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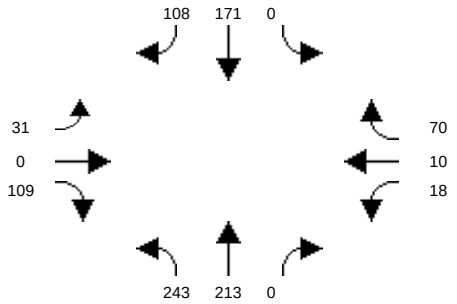
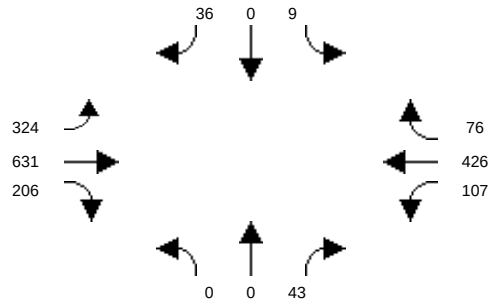
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant AM

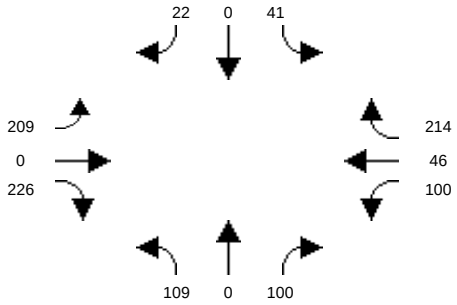
Intersection #1056: Avenue A btwn City Place and Third Street



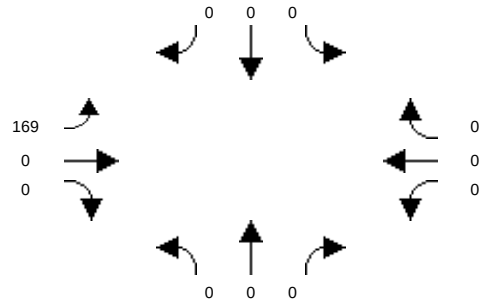
Intersection #1057: Parcel 3 / A1 Parking Access (City Place Pway)



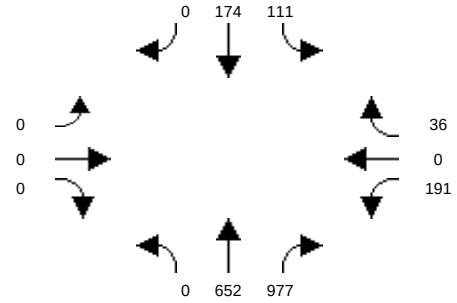
Intersection #1060: Parcel N / Parcel M Parking Access



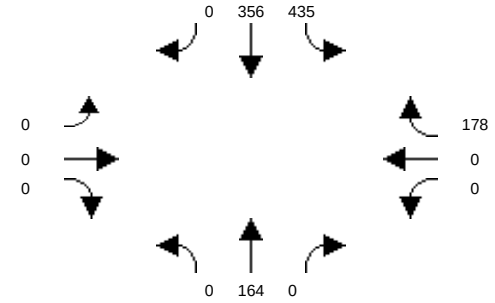
Intersection #1064: Tasman Slip Ramp and Avenue C



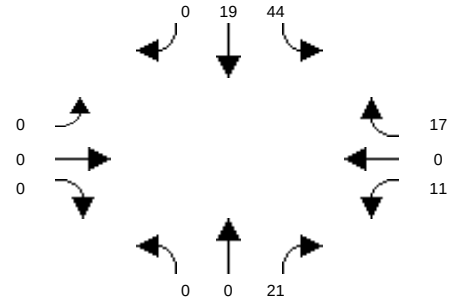
Intersection #1065: Lafayette / Jug Handle 2



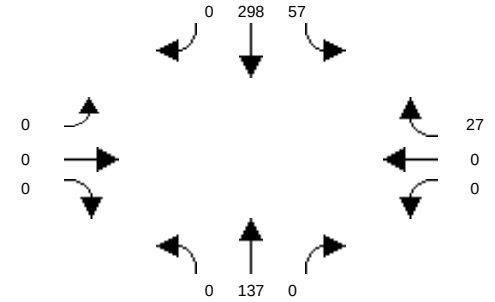
Intersection #1066: Creek Road / Parcel N



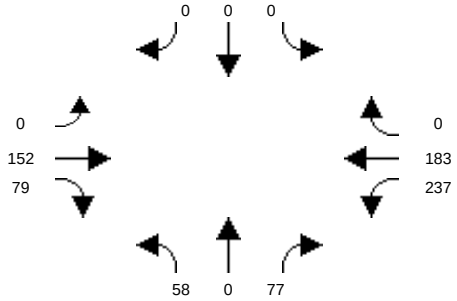
Intersection #1069: Stars and Stripes and Q Parking



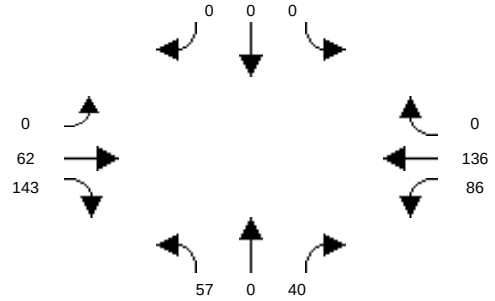
Intersection #1071: First Street west of Avenue A



Intersection #1073: O Parking Access (Stars and Stripes)



Intersection #1074: P Parking Access (Stars and Stripes)



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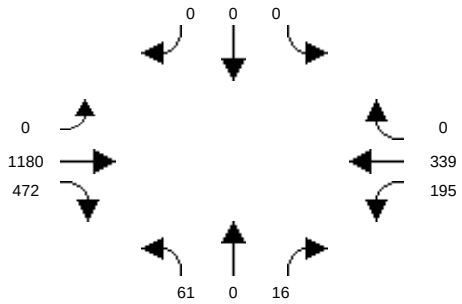
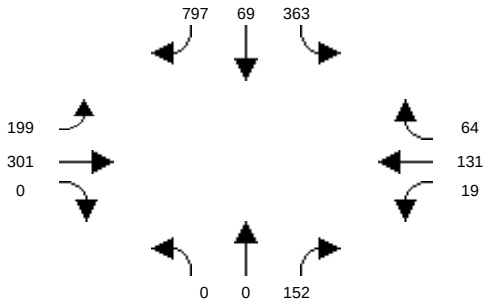
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant AM

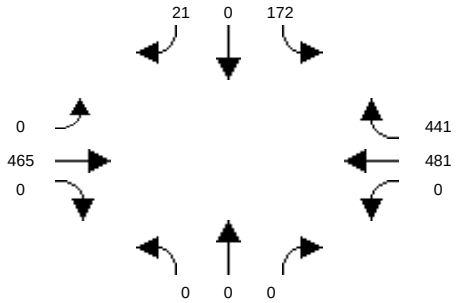
Intersection #1076: City Place Pkwy / Parcel N



Intersection #1078: City Place Parkway / Avenue D



Intersection #1081: Tasman Drive / New Viaduct



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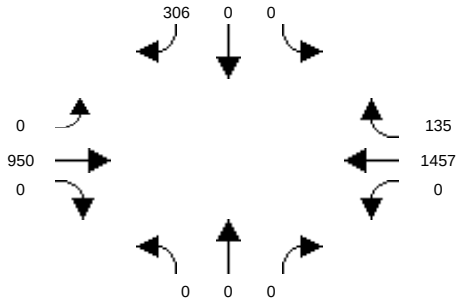
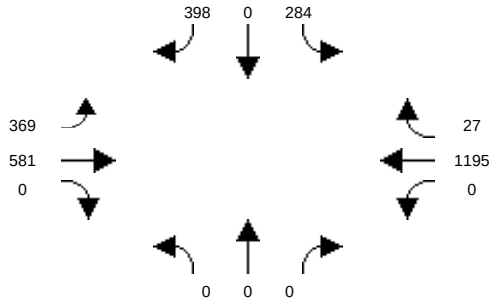
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant PM

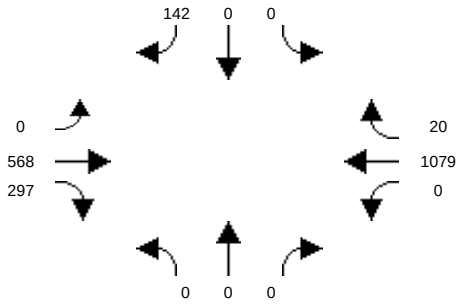
Intersection #10: Future Driveway (west of Centennial Boulevard)



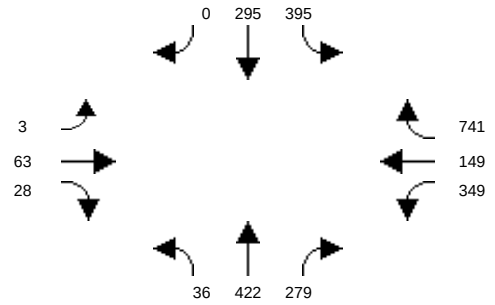
Intersection #11: Centennial Boulevard and Tasman Drive



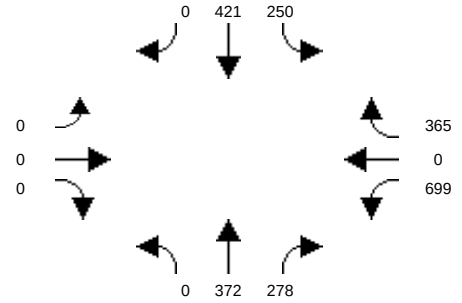
Intersection #12: Future Driveway (east of Centennial Boulevard) and



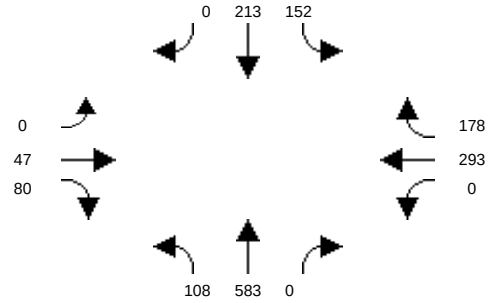
Intersection #60: Great America Parkway and Old Mountain View-Alviso Road



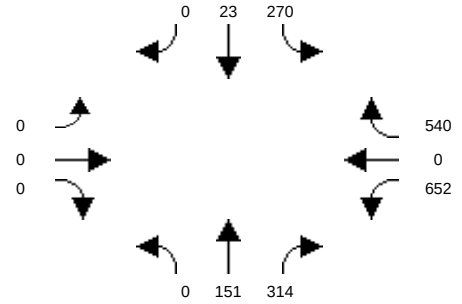
Intersection #61: Great America Parkway and Future Driveway



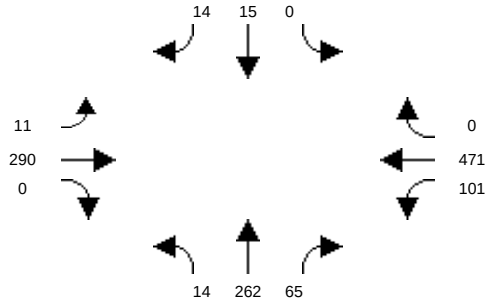
Intersection #85: Lafayette Street and Great America Way



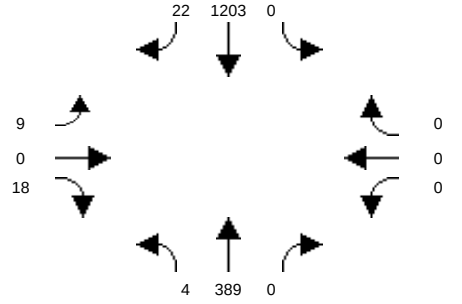
Intersection #87: Lafayette Street and Jug Handle 1



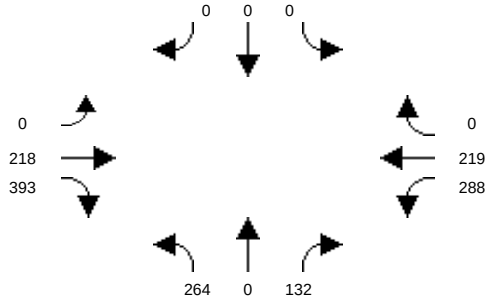
Intersection #88: Second Street / Avenue C



Intersection #1000: Lick Mill / Calle del Mundo



Intersection #1004: Stars and Stripes and Centennial



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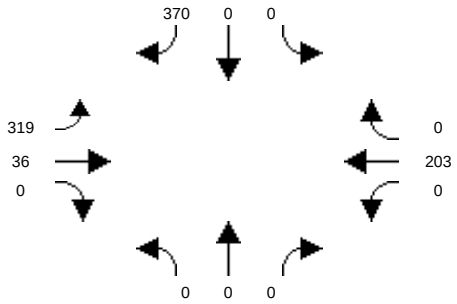
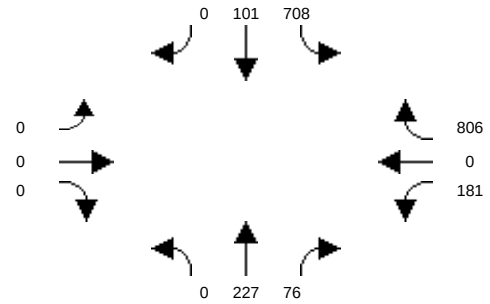
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant PM

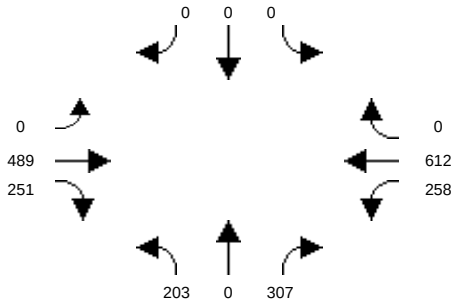
Intersection #1012: Avenue D / Second Street



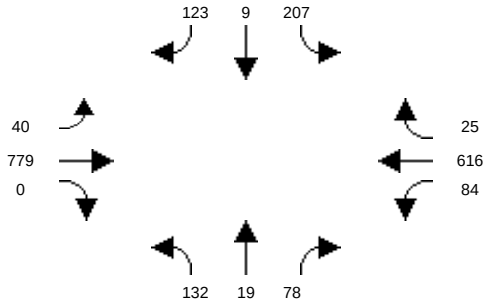
Intersection #1036: City Place Parkway and Avenue A



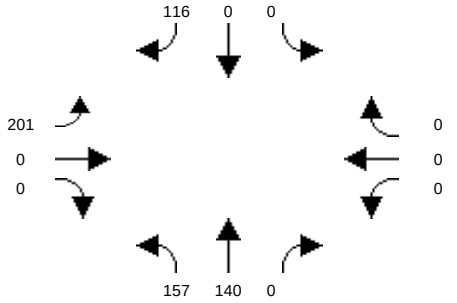
Intersection #1037: City Place Parkway and Avenue B



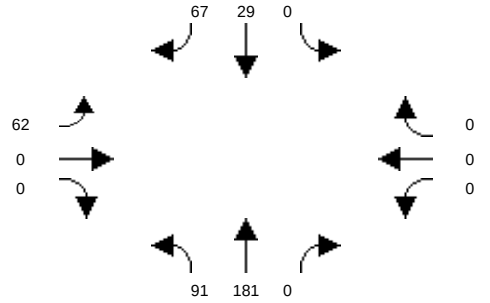
Intersection #1038: City Place Pkwy / Avenue C



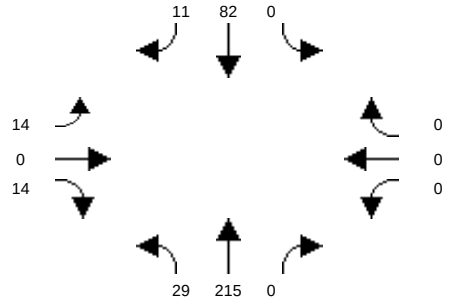
Intersection #1040: J Parking Access East 1 (Avenue C)



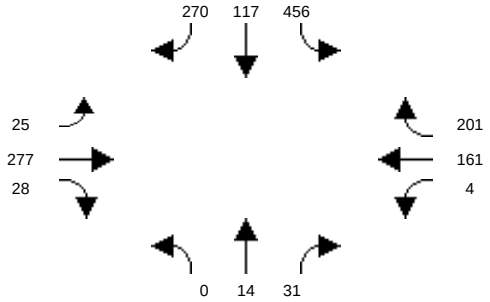
Intersection #1041: H Parking Access East 1 (Avenue C)



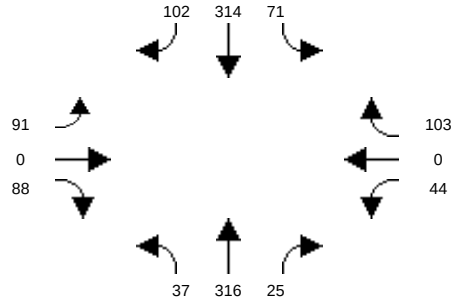
Intersection #1042: G Parking Access East (Avenue C)



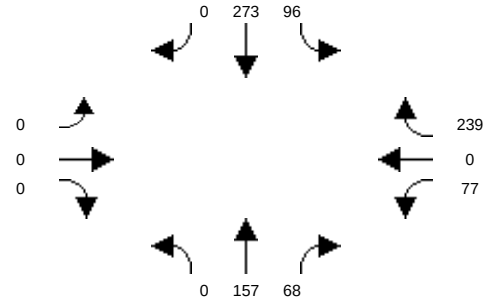
Intersection #1043: Stars and Stripes and Avenue B



Intersection #1044: A2 / G Parking Access (Avenue B)



Intersection #1045: Parking H Access West (Avenue B)



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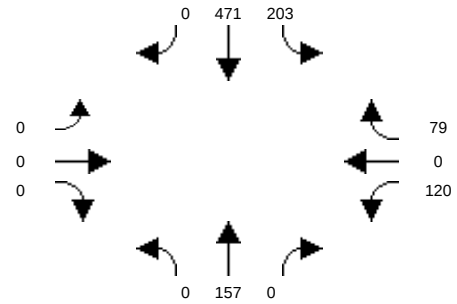
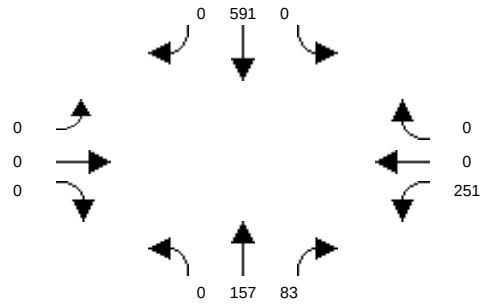
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant PM

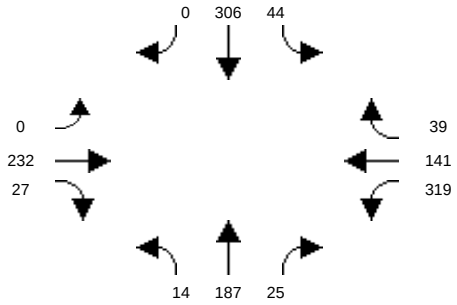
Intersection #1046: J Parking Access West 1 (Avenue B)



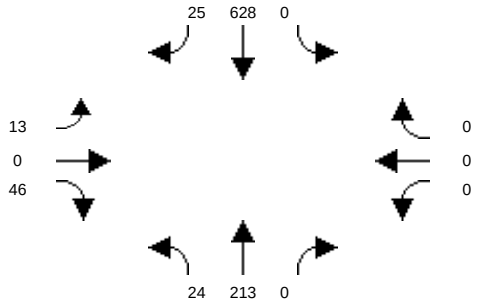
Intersection #1047: J Parking Access West 2 (Avenue B)



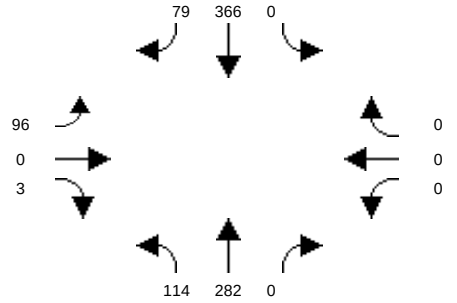
Intersection #1048: Second Street and Avenue B



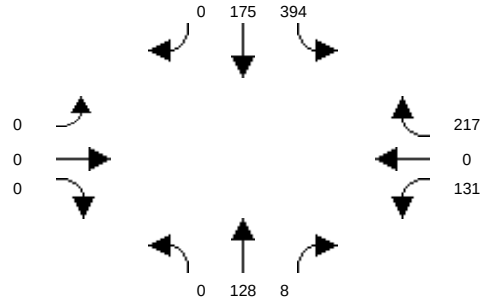
Intersection #1049: First Street and Avenue B



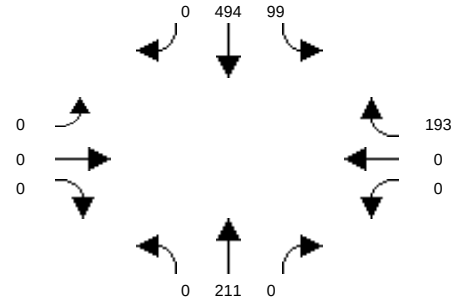
Intersection #1050: Third Street and Avenue B



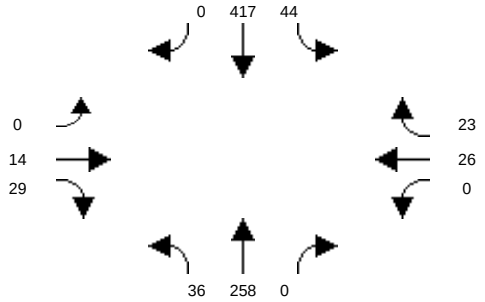
Intersection #1051: Stars and Stripes and Avenue A



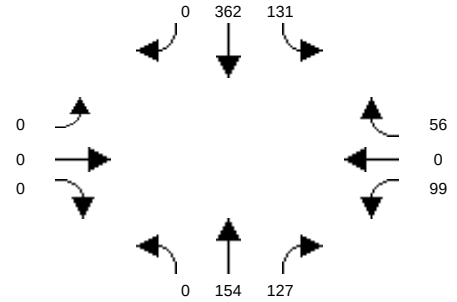
Intersection #1052: Third Street and Avenue A



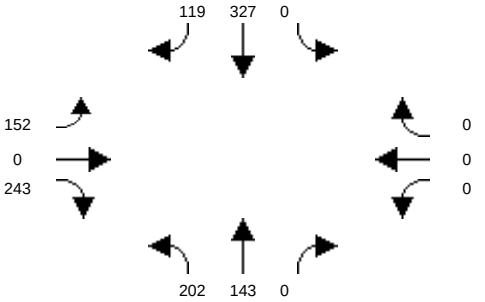
Intersection #1053: First Street and Avenue A



Intersection #1054: Second Street and Avenue A



Intersection #1055: K Parking Access (Avenue A)



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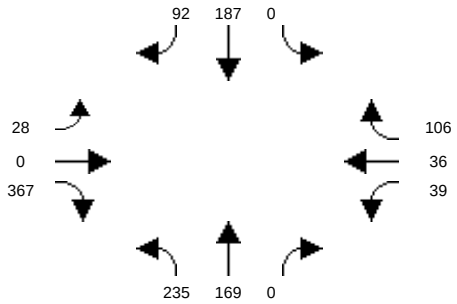
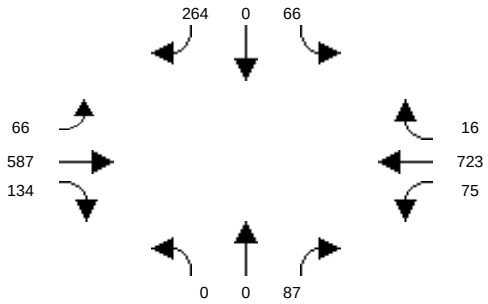
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant PM

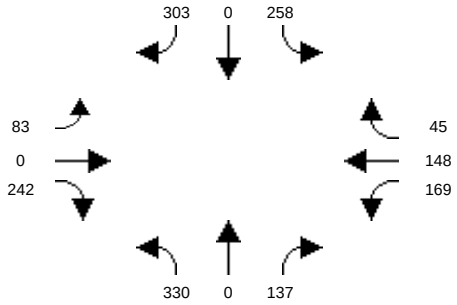
Intersection #1056: Avenue A btwn City Place and Third Street



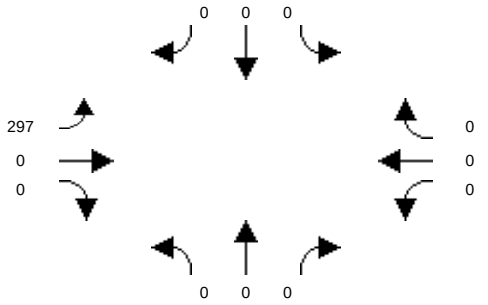
Intersection #1057: Parcel 3 / A1 Parking Access (City Place Pway)



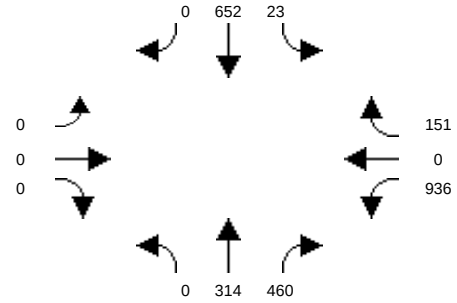
Intersection #1060: Parcel N / Parcel M Parking Access



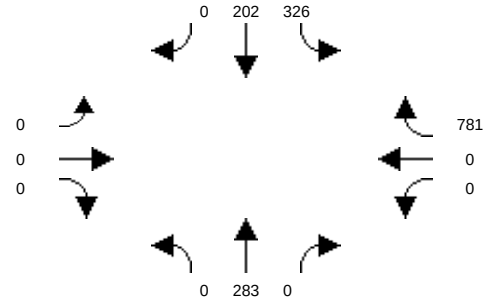
Intersection #1064: Tasman Slip Ramp and Avenue C



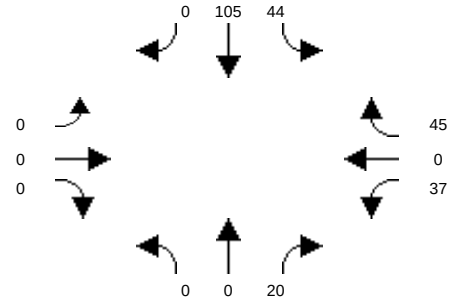
Intersection #1065: Lafayette / Jug Handle 2



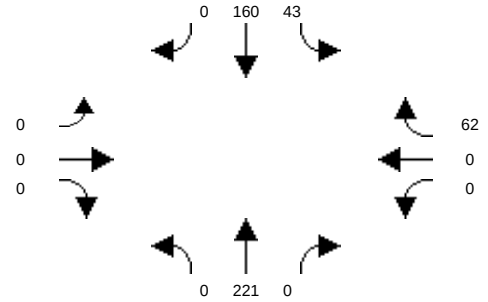
Intersection #1066: Creek Road / Parcel N



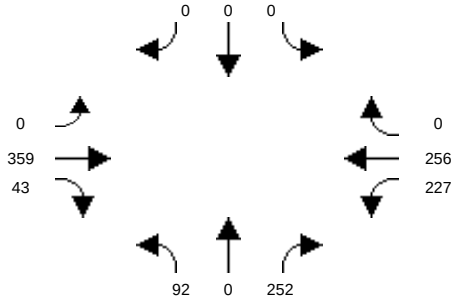
Intersection #1069: Stars and Stripes and Q Parking



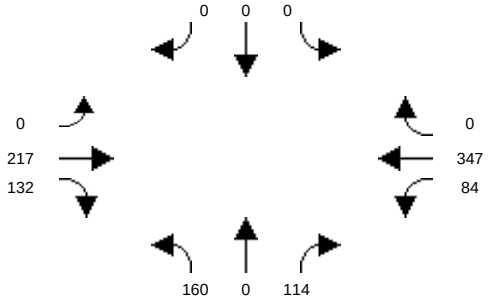
Intersection #1071: First Street west of Avenue A



Intersection #1073: O Parking Access (Stars and Stripes)



Intersection #1074: P Parking Access (Stars and Stripes)



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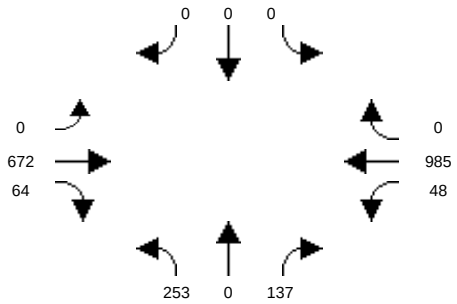
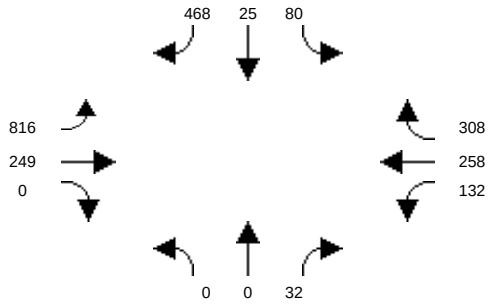
Intersection Graphic Report
Added Volume (Future Alternative)
2040 Full BO B Variant PM

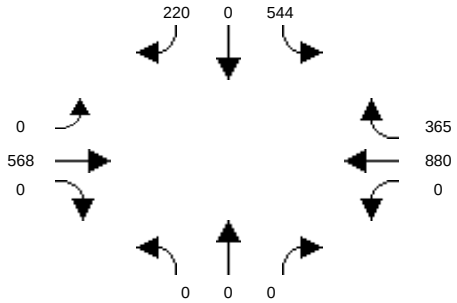
Intersection #1076: City Place Pkwy / Parcel N



Intersection #1078: City Place Parkway / Avenue D



Intersection #1081: Tasman Drive / New Viaduct



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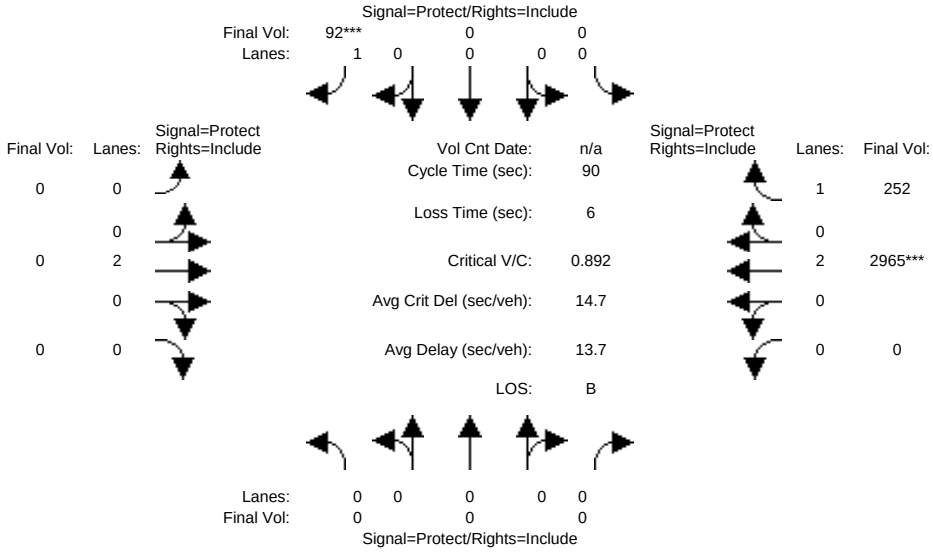
Appendix D

Base Scheme Traffix Outputs

Draft

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #10: Future Driveway (west of Centennial Boulevard) and Tasman Drive




```
Street Name:Future Driveway (west of Centenni            Tasman Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  960     0     0 2730     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  960     0     0 2730     0
Added Vol:      0    0     0     0    0    92     0  822     0     0  235   252
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0    92     0 1782     0     0 2965   252
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.00 0.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0    92     0    0     0     0 2965   252
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0    92     0    0     0     0 2965   252
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0     0    0    92     0    0     0     0 2965   252
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  0.00 0.00  1.00  0.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0     0    0  1750     0 3800     0     0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.05  0.00 0.00  0.00  0.00 0.78  0.14
Crit Moves:                                ****                        ****
Green Time:   0.0  0.0   0.0   0.0  0.0  10.0   0.0  0.0   0.0   0.0 74.0  74.0
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.47  0.00 0.00  0.00  0.00 0.95  0.18
Uniform Del:  0.0  0.0   0.0   0.0  0.0  37.5   0.0  0.0   0.0   0.0  6.5   1.7
IncremntDel:  0.0  0.0   0.0   0.0  0.0   1.8   0.0  0.0   0.0   0.0  7.4   0.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0  39.3   0.0  0.0   0.0   0.0 13.9   1.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0  39.3   0.0  0.0   0.0   0.0 13.9   1.7
LOS by Move:    A    A     A     A    A     D     A    A     A     A    B     A
HCM2k95thQ:     0    0     0     0    0     6     0    0     0     0   50     3
Note: Queue reported is the number of cars per lane.
```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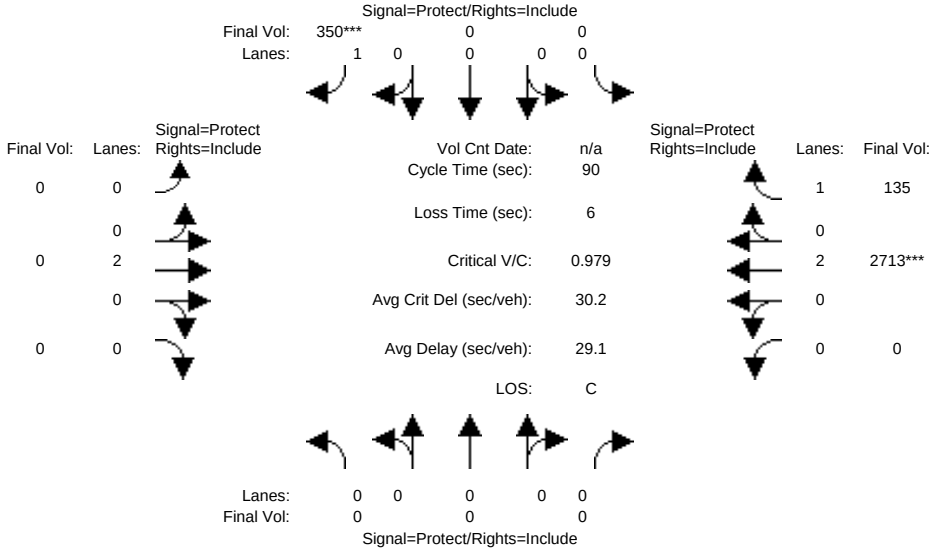
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #10: Future Driveway (west of Centennial Boulevard) and Tasman Drive




```
Street Name:Future Driveway (west of Centenni            Tasman Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1700     0     0 1300     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1700     0     0 1300     0
Added Vol:      0    0     0     0    0   350     0  950     0     0 1413   135
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   350     0 2650     0     0 2713   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.00 0.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   350     0    0     0     0 2713   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   350     0    0     0     0 2713   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0     0    0   350     0    0     0     0 2713   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  0.00 0.00  1.00  0.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0     0    0  1750     0 3800     0     0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.20  0.00 0.00  0.00  0.00 0.71  0.08
Crit Moves:                               ****                          ****
Green Time:   0.0  0.0   0.0   0.0  0.0  18.4   0.0  0.0   0.0   0.0 65.6  65.6
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.98  0.00 0.00  0.00  0.00 0.98  0.11
Uniform Del:  0.0  0.0   0.0   0.0  0.0  35.6   0.0  0.0   0.0   0.0 11.5   3.6
IncremntDel:  0.0  0.0   0.0   0.0  0.0  41.9   0.0  0.0   0.0   0.0 12.6   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0  77.5   0.0  0.0   0.0   0.0 24.2   3.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0  77.5   0.0  0.0   0.0   0.0 24.2   3.6
LOS by Move:    A    A     A     A    A    E-     A    A     A     A    C     A
HCM2k95thQ:     0    0     0     0    0    28     0    0     0     0   55     2
Note: Queue reported is the number of cars per lane.
```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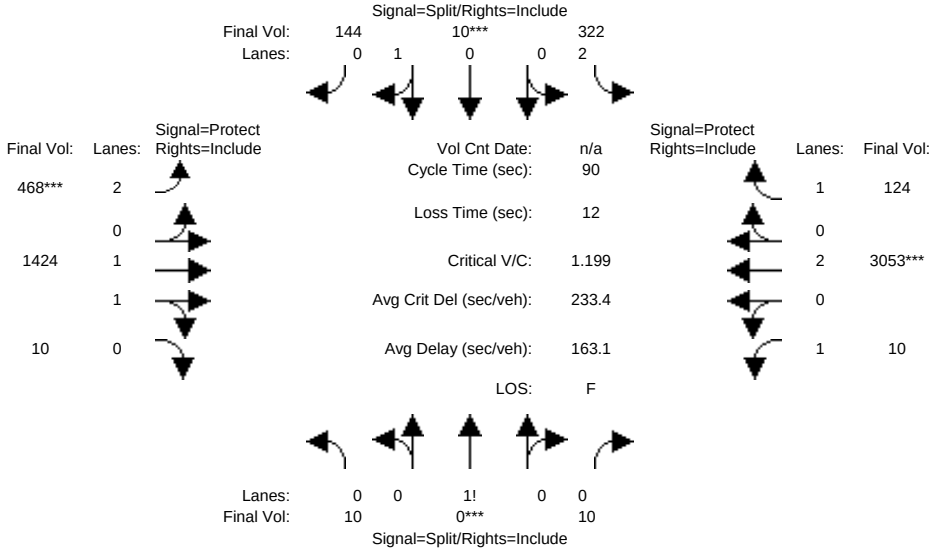
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #11: Centennial Boulevard and Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	30	10	90	160	910	10	10	2620	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	30	10	90	160	910	10	10	2620	40
Added Vol:	0	0	0	292	0	54	308	514	0	0	433	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	322	10	144	468	1424	10	10	3053	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	322	10	144	468	1424	10	10	3053	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	322	10	144	468	1424	10	10	3053	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	322	10	144	468	1424	10	10	3053	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	2.00	0.06	0.94	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	875	0	875	3150	114	1645	3150	3771	26	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.10	0.09	0.09	0.15	0.38	0.38	0.01	0.80	0.07
Crit Moves:		****			****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.1	48.1	48.1	9.9	48.9	48.9
Volume/Cap:	0.10	0.00	0.10	0.92	0.79	0.79	1.48	0.71	0.71	0.05	1.48	0.13
Uniform Del:	36.0	0.0	36.0	39.6	39.0	39.0	40.5	15.7	15.7	35.8	20.5	10.1
IncremntDel:	0.2	0.0	0.2	28.7	18.9	18.9	231.1	1.2	1.2	0.1	217	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.2	0.0	36.2	68.3	57.9	57.9	271.6	16.8	16.8	36.0	238	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	68.3	57.9	57.9	271.6	16.8	16.8	36.0	238	10.1
LOS by Move:	D+	A	D+	E	E+	E+	F	B	B	D+	F	B+
HCM2k95thQ:	1	0	1	13	10	10	33	26	26	1	150	3

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

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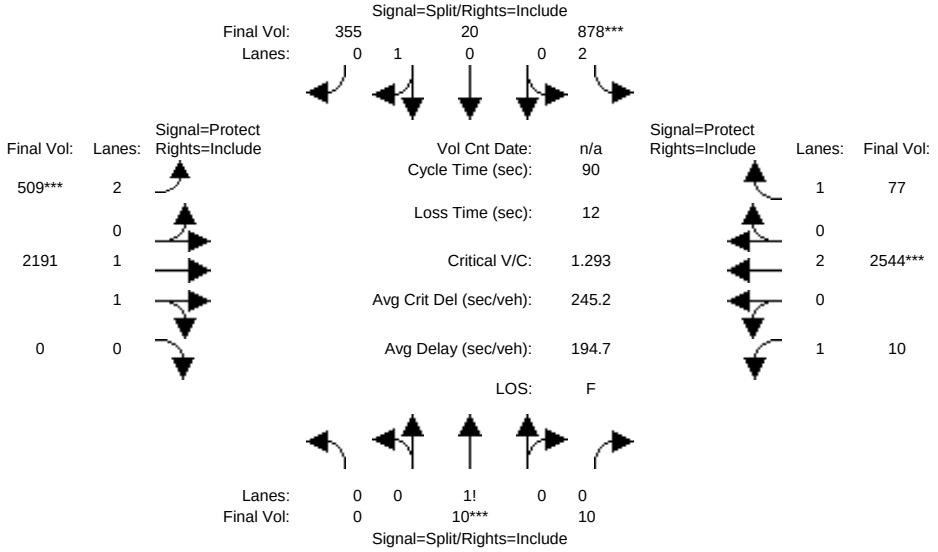
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #11: Centennial Boulevard and Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	10	10	50	20	100	140	1610	0	10	1250	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	10	50	20	100	140	1610	0	10	1250	50
Added Vol:	0	0	0	828	0	255	369	581	0	0	1294	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	878	20	355	509	2191	0	10	2544	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	10	878	20	355	509	2191	0	10	2544	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	878	20	355	509	2191	0	10	2544	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	10	878	20	355	509	2191	0	10	2544	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	0.95	0.95	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	2.00	0.05	0.95	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	3150	96	1704	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.28	0.21	0.21	0.16	0.59	0.00	0.01	0.67	0.04
Crit Moves:		****		****			****				****	
Green Time:	0.0	10.0	10.0	17.1	17.1	17.1	9.9	43.9	0.0	7.0	41.0	41.0
Volume/Cap:	0.00	0.10	0.10	1.47	1.10	1.10	1.47	1.21	0.00	0.07	1.47	0.10
Uniform Del:	0.0	36.0	36.0	36.5	36.5	36.5	40.0	23.0	0.0	38.5	24.5	13.9
IncremntDel:	0.0	0.2	0.2	220.0	77.6	77.6	226.2	101	0.0	0.2	214	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	36.2	36.2	256.5	114	114.1	266.2	124	0.0	38.7	239	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	256.5	114	114.1	266.2	124	0.0	38.7	239	14.0
LOS by Move:	A	D+	D+	F	F	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	56	29	29	35	86	0	1	125	3

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

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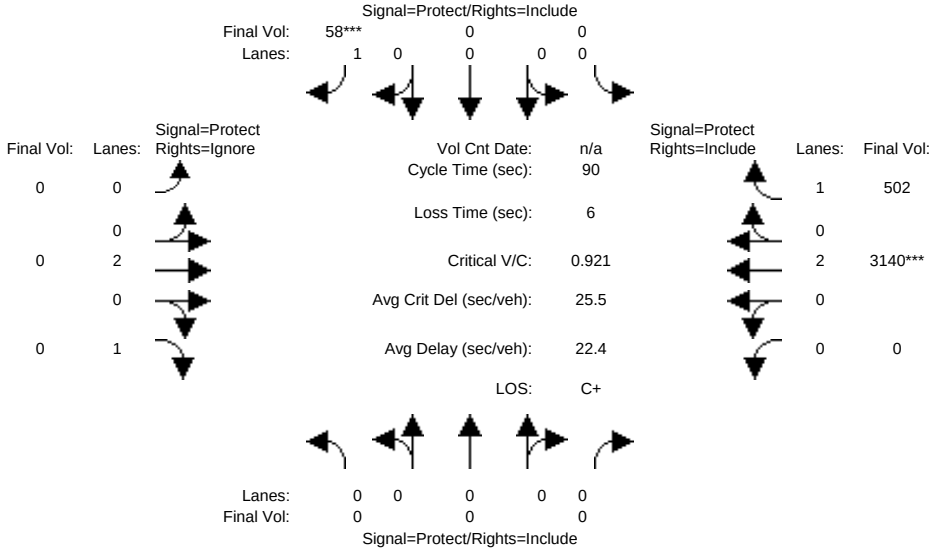
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #12: Future Driveway (east of Centennial Boulevard) and Tasman Drive



Street Name:	Future Driveway (east of Centenni								Tasman Drive			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	950	0	0	2680	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	950	0	0	2680	0
Added Vol:	0	0	0	0	0	58	0	637	169	0	460	502
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	58	0	1587	169	0	3140	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	58	0	0	0	0	3140	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	58	0	0	0	0	3140	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	58	0	0	0	0	3140	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.83	0.29
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00	1.00	0.35
Uniform Del:	0.0	0.0	0.0	0.0	0.0	36.8	0.0	0.0	0.0	0.0	8.0	2.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	17.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	37.6	0.0	0.0	0.0	0.0	25.3	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	37.6	0.0	0.0	0.0	0.0	25.3	2.1
LOS by Move:	A	A	A	A	A	D+	A	A	A	A	C	A
HCM2k95thQ:	0	0	0	0	0	4	0	0	0	0	68	7

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

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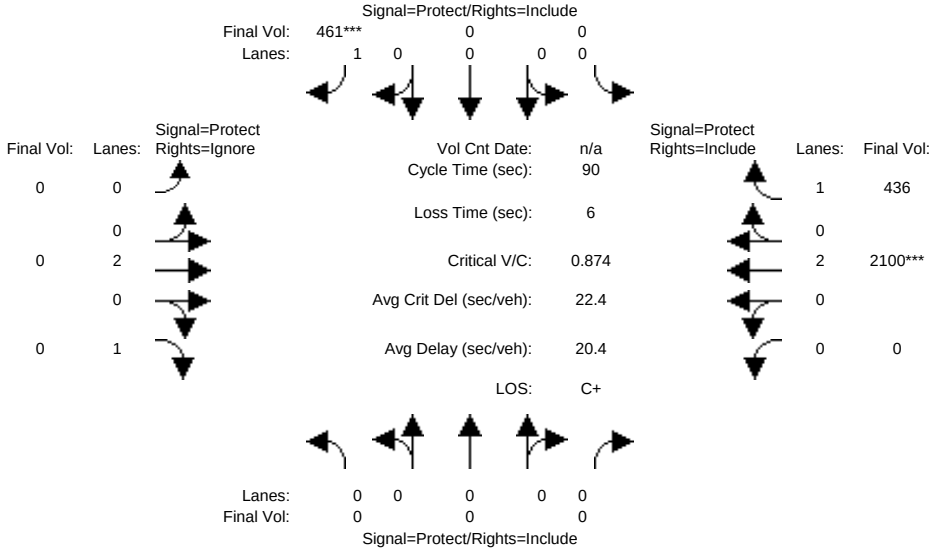
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #12: Future Driveway (east of Centennial Boulevard) and Tasman Drive



Street Name:	Future Driveway (east of Centenni								Tasman Drive			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1750	0	0	1240	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1750	0	0	1240	0
Added Vol:	0	0	0	0	0	461	0	1112	297	0	860	436
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	461	0	2862	297	0	2100	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	461	0	0	0	0	2100	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	461	0	0	0	0	2100	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	461	0	0	0	0	2100	436
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.55	0.25
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	27.1	0.0	0.0	0.0	0.0	56.9	56.9
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.39
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.8	0.0	0.0	0.0	0.0	13.6	8.1
IncremntDel:	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	3.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	44.8	0.0	0.0	0.0	0.0	17.5	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	44.8	0.0	0.0	0.0	0.0	17.5	8.3
LOS by Move:	A	A	A	A	A	D	A	A	A	A	B	A
HCM2k95thQ:	0	0	0	0	0	29	0	0	0	0	37	11

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

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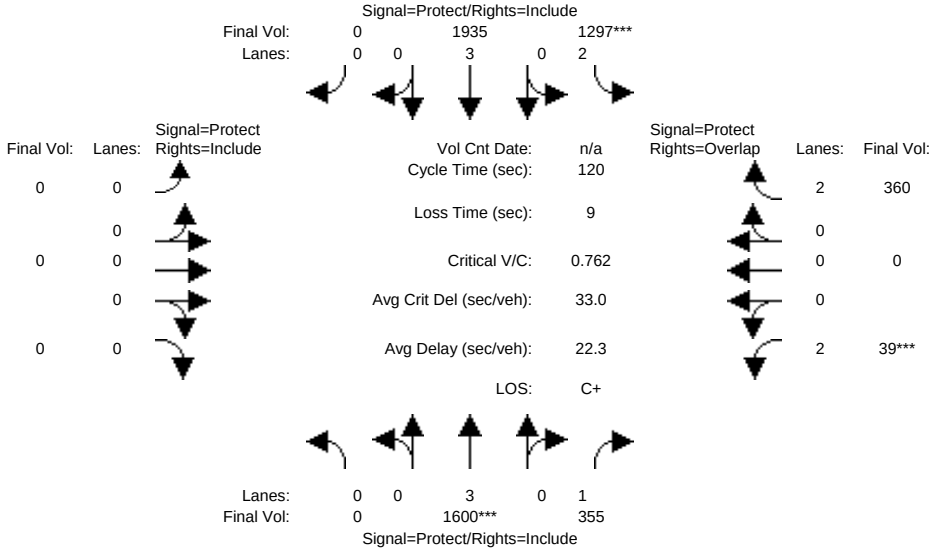
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #61: Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1310	0	0	1340	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	0	0	1340	0	0	0	0	0	0	0
Added Vol:	0	290	355	1297	595	0	0	0	0	39	0	360
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1600	355	1297	1935	0	0	0	0	39	0	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1600	355	1297	1935	0	0	0	0	39	0	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1600	355	1297	1935	0	0	0	0	39	0	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1600	355	1297	1935	0	0	0	0	39	0	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.20	0.41	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.11
Crit Moves:		****		****						****		
Green Time:	0.0	42.2	42.2	61.8	88.7	0.0	0.0	0.0	0.0	7.0	0.0	71.8
Volume/Cap:	0.00	0.80	0.58	0.80	0.46	0.00	0.00	0.00	0.00	0.21	0.00	0.19
Uniform Del:	0.0	35.1	31.7	24.0	6.2	0.0	0.0	0.0	0.0	53.9	0.0	10.9
IncremntDel:	0.0	2.4	1.4	2.9	0.1	0.0	0.0	0.0	0.0	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	37.5	33.0	26.9	6.2	0.0	0.0	0.0	0.0	54.5	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	33.0	26.9	6.2	0.0	0.0	0.0	0.0	54.5	0.0	11.0
LOS by Move:	A	D+	C-	C	A	A	A	A	A	D-	A	B+
HCM2k95thQ:	0	30	20	37	16	0	0	0	0	2	0	7

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

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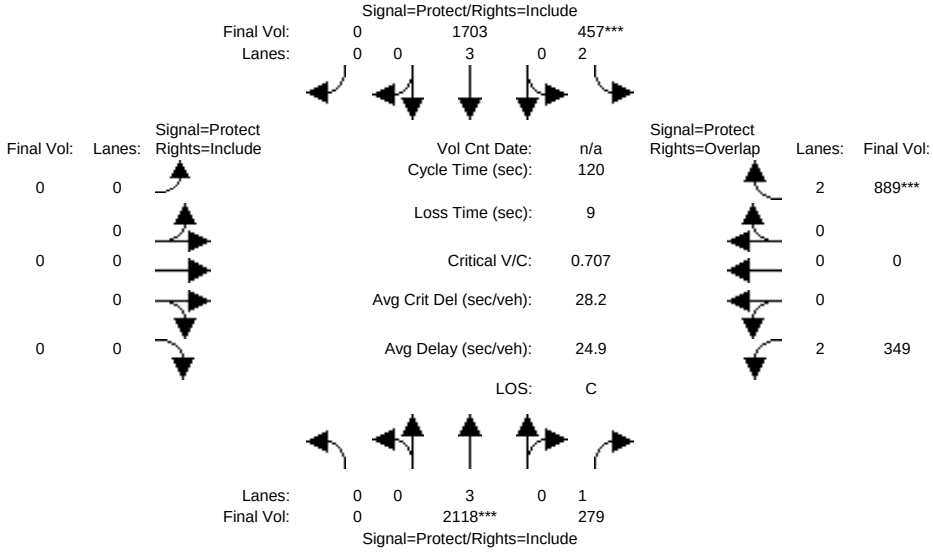
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #61: Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	0	0	1380	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	0	0	1380	0	0	0	0	0	0	0
Added Vol:	0	458	279	457	323	0	0	0	0	349	0	889
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	279	457	1703	0	0	0	0	349	0	889
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2118	279	457	1703	0	0	0	0	349	0	889
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	279	457	1703	0	0	0	0	349	0	889
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2118	279	457	1703	0	0	0	0	349	0	889
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.16	0.15	0.30	0.00	0.00	0.00	0.00	0.11	0.00	0.28
Crit Moves:		****		****								****
Green Time:	0.0	63.1	63.1	24.6	73.4	0.0	0.0	0.0	0.0	17.3	0.0	47.9
Volume/Cap:	0.00	0.71	0.30	0.71	0.49	0.00	0.00	0.00	0.00	0.77	0.00	0.71
Uniform Del:	0.0	21.5	16.1	44.3	12.9	0.0	0.0	0.0	0.0	49.4	0.0	30.2
IncremntDel:	0.0	0.8	0.2	3.6	0.1	0.0	0.0	0.0	0.0	7.8	0.0	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.3	16.2	47.9	13.0	0.0	0.0	0.0	0.0	57.3	0.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	16.2	47.9	13.0	0.0	0.0	0.0	0.0	57.3	0.0	32.0
LOS by Move:	A	C+	B	D	B	A	A	A	A	E+	A	C-
HCM2k95thQ:	0	32	11	16	19	0	0	0	0	14	0	28

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

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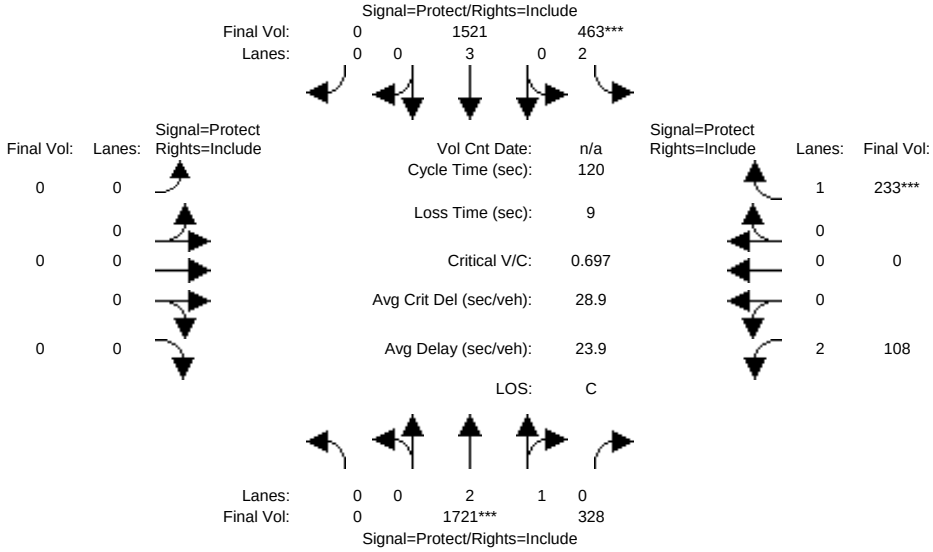
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #62: Great America Parkway and Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1310	0	0	1350	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	0	0	1350	0	0	0	0	0	0	0
Added Vol:	0	411	328	463	171	0	0	0	0	108	0	233
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1721	328	463	1521	0	0	0	0	108	0	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:	0	1721	328	463	1521	0	0	0	0	108	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1721	328	463	1521	0	0	0	0	108	0	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:	0	1721	328	463	1521	0	0	0	0	108	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.49	0.51	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4723	900	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:		****		****								****
Green Time:	0.0	62.8	62.8	25.3	72.3	0.0	0.0	0.0	0.0	12.3	0.0	22.9
Volume/Cap:	0.00	0.70	0.70	0.70	0.44	0.00	0.00	0.00	0.00	0.33	0.00	0.70
Uniform Del:	0.0	21.5	21.5	43.8	12.9	0.0	0.0	0.0	0.0	50.0	0.0	45.3
IncremntDel:	0.0	0.7	0.7	3.3	0.1	0.0	0.0	0.0	0.0	0.6	0.0	6.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.2	22.2	47.0	13.0	0.0	0.0	0.0	0.0	50.6	0.0	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	47.0	13.0	0.0	0.0	0.0	0.0	50.6	0.0	51.6
LOS by Move:	A	C+	C+	D	B	A	A	A	A	D	A	D-
HCM2k95thQ:	0	32	30	15	18	0	0	0	0	4	0	17

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

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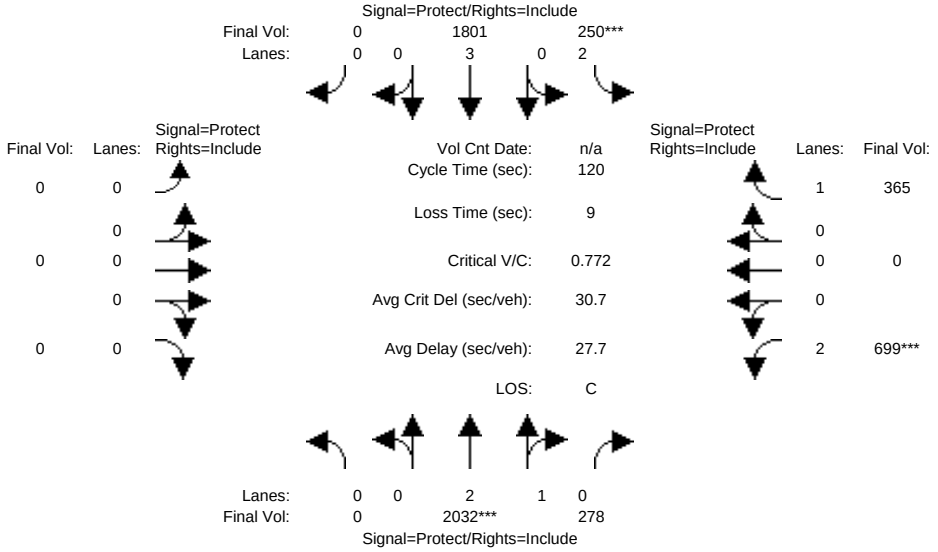
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #62: Great America Parkway and Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	0	0	1380	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	0	0	1380	0	0	0	0	0	0	0
Added Vol:	0	372	278	250	421	0	0	0	0	699	0	365
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2032	278	250	1801	0	0	0	0	699	0	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2032	278	250	1801	0	0	0	0	699	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2032	278	250	1801	0	0	0	0	699	0	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2032	278	250	1801	0	0	0	0	699	0	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4925	674	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.08	0.32	0.00	0.00	0.00	0.00	0.22	0.00	0.21
Crit Moves:		****		****						****		
Green Time:	0.0	64.2	64.2	12.3	64.6	0.0	0.0	0.0	0.0	34.5	0.0	34.8
Volume/Cap:	0.00	0.77	0.77	0.77	0.59	0.00	0.00	0.00	0.00	0.77	0.00	0.72
Uniform Del:	0.0	22.1	22.1	52.5	18.7	0.0	0.0	0.0	0.0	39.1	0.0	38.2
IncremntDel:	0.0	1.3	1.3	10.9	0.3	0.0	0.0	0.0	0.0	4.1	0.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.4	23.4	63.3	19.0	0.0	0.0	0.0	0.0	43.3	0.0	43.2
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	23.4	23.4	63.3	19.0	0.0	0.0	0.0	0.0	43.3	0.0	43.2
LOS by Move:	A	C	C	E	B-	A	A	A	A	D	A	D
HCM2k95thQ:	0	38	37	9	26	0	0	0	0	24	0	24

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

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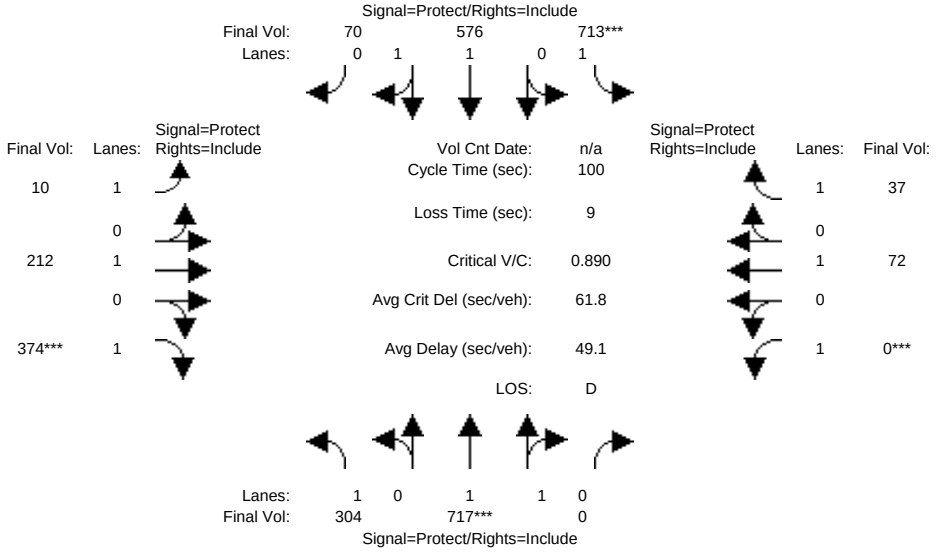
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #85: Lafayette Street and Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	600	0	0	180	70	10	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	600	0	0	180	70	10	0	0	0	0	0
Added Vol:	24	117	0	713	396	0	0	212	374	0	72	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	717	0	713	576	70	10	212	374	0	72	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	717	0	713	576	70	10	212	374	0	72	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	717	0	713	576	70	10	212	374	0	72	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	717	0	713	576	70	10	212	374	0	72	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	0	1750	3357	408	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.17	0.17	0.01	0.11	0.21	0.00	0.04	0.02
Crit Moves:		****		****					****	****		
Green Time:	31.1	19.6	0.0	42.3	30.7	30.7	12.0	22.2	22.2	0.0	17.2	17.2
Volume/Cap:	0.56	0.96	0.00	0.96	0.56	0.56	0.05	0.50	0.96	0.00	0.22	0.12
Uniform Del:	28.7	39.9	0.0	28.1	29.0	29.0	38.9	34.1	38.5	0.0	35.7	35.1
IncremntDel:	1.3	24.4	0.0	24.5	0.6	0.6	0.1	1.0	36.2	0.0	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	30.0	64.3	0.0	52.6	29.6	29.6	39.0	35.1	74.7	0.0	36.0	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	64.3	0.0	52.6	29.6	29.6	39.0	35.1	74.7	0.0	36.0	35.2
LOS by Move:	C	E	A	D-	C	C	D	D+	E	A	D+	D+
HCM2k95thQ:	15	23	0	37	14	14	1	11	26	0	4	2

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

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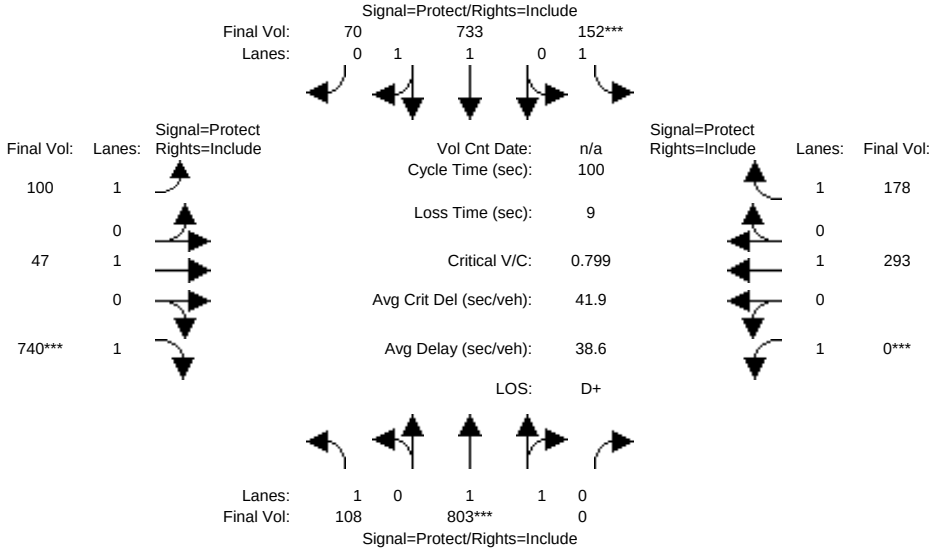
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #85: Lafayette Street and Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	220	0	0	520	70	100	0	660	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	0	0	520	70	100	0	660	0	0	0
Added Vol:	108	583	0	152	213	0	0	47	80	0	293	178
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	803	0	152	733	70	100	47	740	0	293	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	803	0	152	733	70	100	47	740	0	293	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	803	0	152	733	70	100	47	740	0	293	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	803	0	152	733	70	100	47	740	0	293	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3377	323	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.00	0.09	0.22	0.22	0.06	0.02	0.42	0.00	0.15	0.10
Crit Moves:		****		****					****	****		
Green Time:	8.6	25.1	0.0	10.0	26.6	26.6	17.4	48.9	48.9	0.0	38.4	38.4
Volume/Cap:	0.72	0.87	0.00	0.87	0.82	0.82	0.33	0.05	0.87	0.00	0.40	0.26
Uniform Del:	44.6	35.8	0.0	44.3	34.4	34.4	36.1	13.4	22.6	0.0	22.4	21.1
IncremntDel:	15.7	8.6	0.0	33.3	5.4	5.4	0.6	0.0	9.2	0.0	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	60.2	44.4	0.0	77.6	39.9	39.9	36.8	13.4	31.8	0.0	22.8	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	44.4	0.0	77.6	39.9	39.9	36.8	13.4	31.8	0.0	22.8	21.3
LOS by Move:	E	D	A	E-	D	D	D+	B	C	A	C+	C+
HCM2k95thQ:	7	24	0	10	21	21	6	1	39	0	12	8

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

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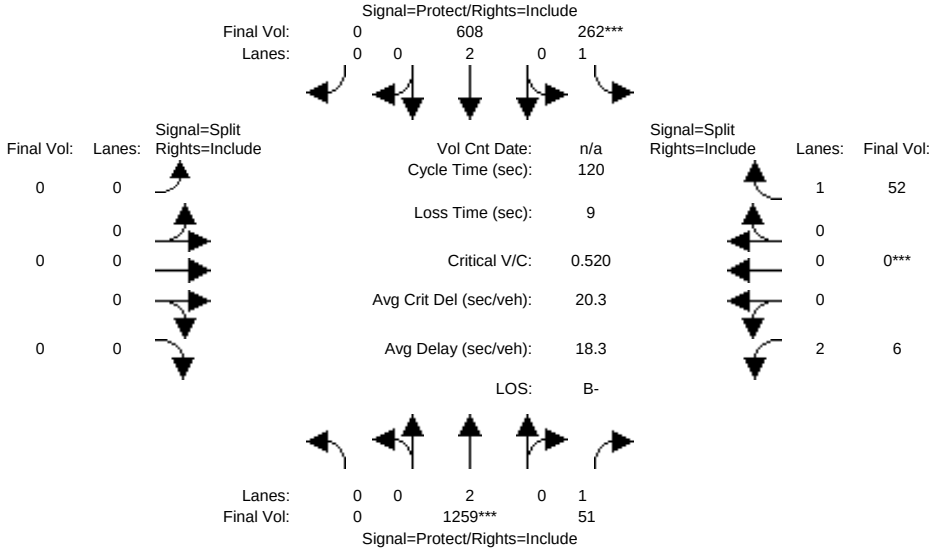
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #86: Lafayette Street and Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway (south of Great A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1170	0	0	100	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	0	0	100	0	0	0	0	0	0	0
Added Vol:	0	89	51	262	508	0	0	0	0	6	0	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1259	51	262	608	0	0	0	0	6	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1259	51	262	608	0	0	0	0	6	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1259	51	262	608	0	0	0	0	6	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1259	51	262	608	0	0	0	0	6	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	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.15	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Moves:		****		****							****	
Green Time:	0.0	69.6	69.6	31.4	74.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.57	0.05	0.57	0.26	0.00	0.00	0.00	0.00	0.02	0.00	0.36
Uniform Del:	0.0	15.9	10.9	38.4	10.5	0.0	0.0	0.0	0.0	50.5	0.0	52.0
IncremntDel:	0.0	0.4	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.2	10.9	40.2	10.5	0.0	0.0	0.0	0.0	50.5	0.0	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	10.9	40.2	10.5	0.0	0.0	0.0	0.0	50.5	0.0	53.5
LOS by Move:	A	B	B+	D	B+	A	A	A	A	D	A	D-
HCM2k95thQ:	0	25	2	16	10	0	0	0	0	0	0	5

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

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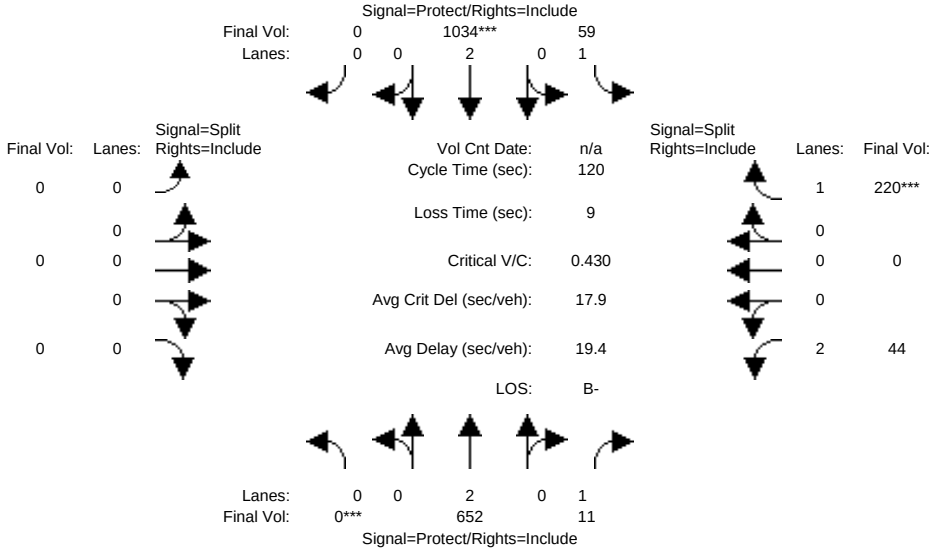
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #86: Lafayette Street and Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway (south of Great A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	0	0	800	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	800	0	0	0	0	0	0	0
Added Vol:	0	472	11	59	234	0	0	0	0	44	0	220
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	652	11	59	1034	0	0	0	0	44	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	652	11	59	1034	0	0	0	0	44	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	11	59	1034	0	0	0	0	44	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	652	11	59	1034	0	0	0	0	44	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.01	0.03	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****				****							****
Green Time:	0.0	58.3	58.3	19.8	71.1	0.0	0.0	0.0	0.0	32.9	0.0	32.9
Volume/Cap:	0.00	0.35	0.01	0.20	0.46	0.00	0.00	0.00	0.00	0.05	0.00	0.46
Uniform Del:	0.0	19.1	16.0	43.3	13.7	0.0	0.0	0.0	0.0	32.1	0.0	36.2
IncremntDel:	0.0	0.1	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.3	16.0	43.6	13.8	0.0	0.0	0.0	0.0	32.1	0.0	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	16.0	43.6	13.8	0.0	0.0	0.0	0.0	32.1	0.0	36.9
LOS by Move:	A	B-	B	D	B	A	A	A	A	C-	A	D+
HCM2k95thQ:	0	14	0	4	18	0	0	0	0	1	0	14

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

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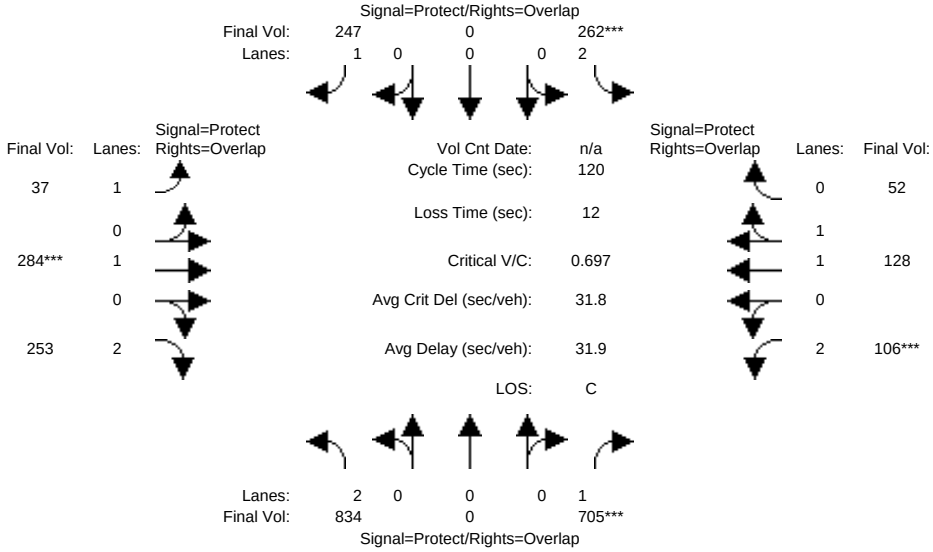
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #87: Lafayette Street and Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1170	0	0	110	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	0	0	110	0	0	0	0	0	0	0
Added Vol:	834	51	705	262	6	247	37	284	253	106	128	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	1221	705	262	116	247	37	284	253	106	128	52
User Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	0	705	262	0	247	37	284	253	106	128	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	0	705	262	0	247	37	284	253	106	128	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	834	0	705	262	0	247	37	284	253	106	128	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	0.83	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	2.00	1.39	0.61
Final Sat.:	3500	0	1750	3500	0	1750	1750	1900	3150	3150	2637	1071
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.40	0.07	0.00	0.14	0.02	0.15	0.08	0.03	0.05	0.05
Crit Moves:			****	****				****		****		
Green Time:	49.5	0.0	68.2	13.3	0.0	27.1	13.8	26.5	76.1	7.0	19.7	33.0
Volume/Cap:	0.58	0.00	0.71	0.68	0.00	0.62	0.18	0.68	0.13	0.58	0.30	0.18
Uniform Del:	27.2	0.0	18.7	51.3	0.0	41.9	48.0	42.8	8.7	55.1	44.0	33.1
IncremntDel:	0.3	0.0	1.1	2.5	0.0	1.5	0.4	4.3	0.0	4.5	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.5	0.0	19.9	53.7	0.0	43.4	48.4	47.1	8.8	59.5	44.3	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	0.0	19.9	53.7	0.0	43.4	48.4	47.1	8.8	59.5	44.3	33.2
LOS by Move:	C	A	B-	D-	A	D	D	D	A	E+	D	C-
HCM2k95thQ:	23	0	35	10	0	16	3	18	4	6	6	5

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

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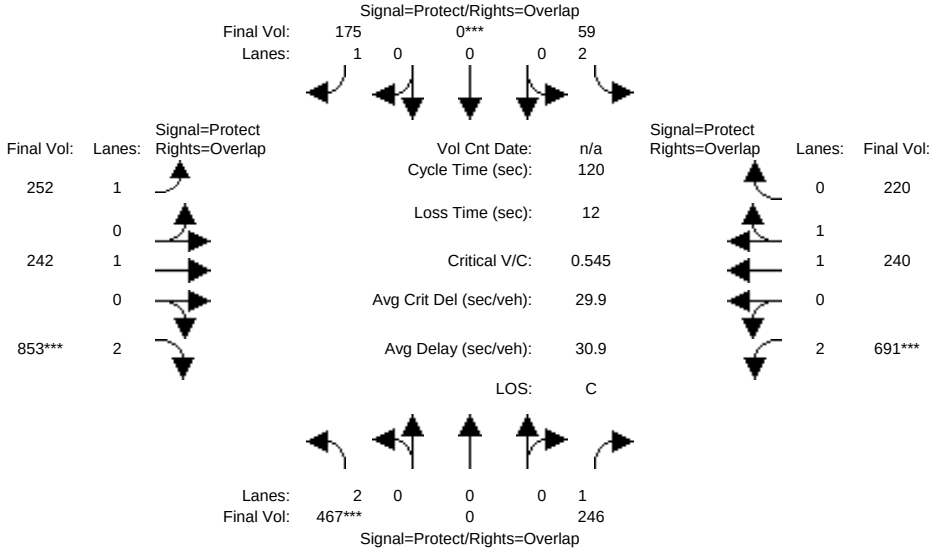
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #87: Lafayette Street and Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	200	0	0	800	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	200	0	0	800	0	0	0	0	0	0	0
Added Vol:	467	11	246	59	44	175	252	242	853	691	240	220
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	211	246	59	844	175	252	242	853	691	240	220
User Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	0	246	59	0	175	252	242	853	691	240	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	0	246	59	0	175	252	242	853	691	240	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	0	246	59	0	175	252	242	853	691	240	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.95
Lanes:	2.00	0.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	2.00	1.02	0.98
Final Sat.:	3549	0	1800	3500	0	1750	1750	1900	3150	3150	1929	1768
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.14	0.02	0.00	0.10	0.14	0.13	0.27	0.22	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	26.3	0.0	65.2	15.0	0.0	53.4	38.5	27.8	54.1	43.9	33.2	48.2
Volume/Cap:	0.60	0.00	0.25	0.14	0.00	0.22	0.45	0.55	0.60	0.60	0.45	0.31
Uniform Del:	42.1	0.0	14.5	46.8	0.0	20.5	32.4	40.6	24.8	30.9	35.8	24.5
IncremntDel:	0.9	0.0	0.0	0.0	0.0	0.1	0.6	1.5	0.7	0.9	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	0.0	14.5	46.8	0.0	20.6	32.9	42.0	25.5	31.8	36.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	0.0	14.5	46.8	0.0	20.6	32.9	42.0	25.5	31.8	36.1	24.7
LOS by Move:	D	A	B	D	A	C+	C-	D	C	C	D+	C
HCM2k95thQ:	17	0	10	2	0	8	14	14	24	23	14	11

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

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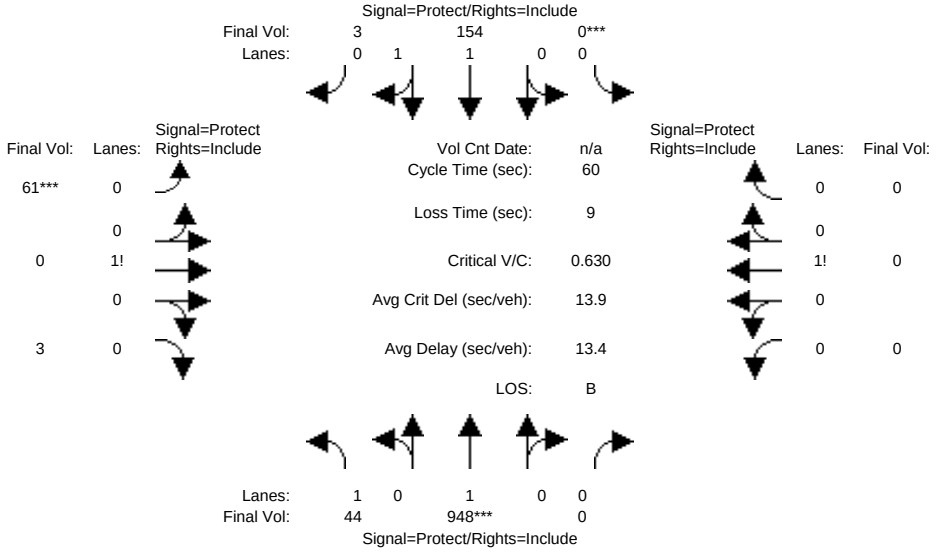
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1000: Lick Mill / Calle del Mundo



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	0	0	0	0	0	40	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	40	0	0	0	0	0
Added Vol:	24	948	0	0	154	3	21	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	948	0	0	154	3	61	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	948	0	0	154	3	61	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	948	0	0	154	3	61	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	948	0	0	154	3	61	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.96	0.04	0.95	0.00	0.05	0.00	1.00	0.00
Final Sat.:	1750	1900	0	0	3721	72	1668	0	82	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.00	0.00	0.04	0.04	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	18.1	37.0	0.0	0.0	25.9	25.9	7.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.08	0.81	0.00	0.00	0.10	0.10	0.31	0.00	0.22	0.00	0.00	0.00
Uniform Del:	15.0	8.8	0.0	0.0	10.1	10.1	24.3	0.0	21.6	0.0	0.0	0.0
IncremntDel:	0.1	4.3	0.0	0.0	0.0	0.0	0.9	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	15.1	13.1	0.0	0.0	10.1	10.1	25.2	0.0	22.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	13.1	0.0	0.0	10.1	10.1	25.2	0.0	22.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B+	B+	C	A	C+	A	A	A
HCM2k95thQ:	1	28	0	0	2	2	3	0	3	0	0	0

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

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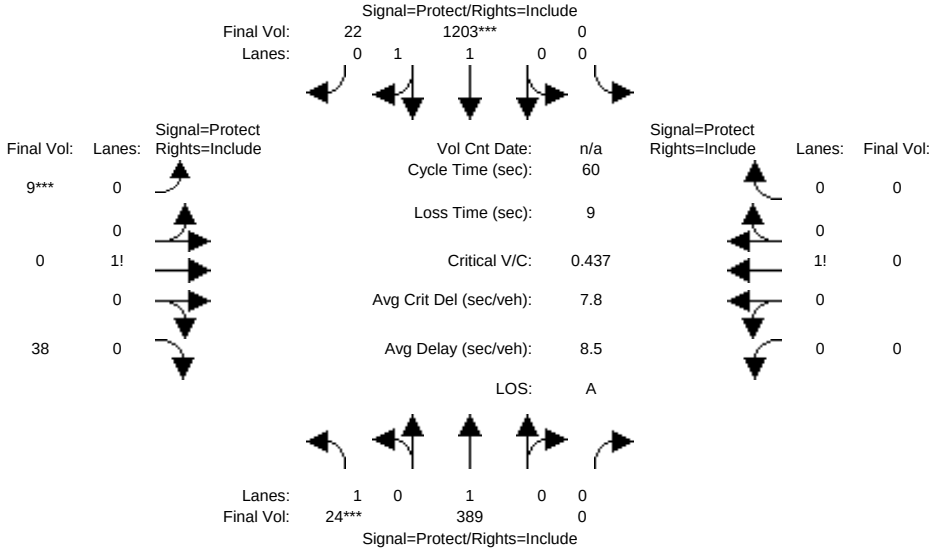
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1000: Lick Mill / Calle del Mundo



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	0	0	0	0	0	0	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	0	0	20	0	0	0
Added Vol:	4	389	0	0	1203	22	9	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	389	0	0	1203	22	9	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	389	0	0	1203	22	9	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	389	0	0	1203	22	9	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	389	0	0	1203	22	9	0	38	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	0.00	0.00	1.96	0.04	0.19	0.00	0.81	0.00	1.00	0.00
Final Sat.:	1750	1900	0	0	3634	66	335	0	1415	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.00	0.00	0.33	0.33	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	28.0	0.0	0.0	37.0	37.0	7.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.12	0.44	0.00	0.00	0.54	0.54	0.23	0.00	0.16	0.00	0.00	0.00
Uniform Del:	23.7	10.7	0.0	0.0	6.6	6.6	24.1	0.0	21.4	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.0	0.0	0.3	0.3	0.6	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	24.0	11.1	0.0	0.0	6.8	6.8	24.6	0.0	21.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	11.1	0.0	0.0	6.8	6.8	24.6	0.0	21.7	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	A	A	C	A	C+	A	A	A
HCM2k95thQ:	1	10	0	0	12	12	2	0	2	0	0	0

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

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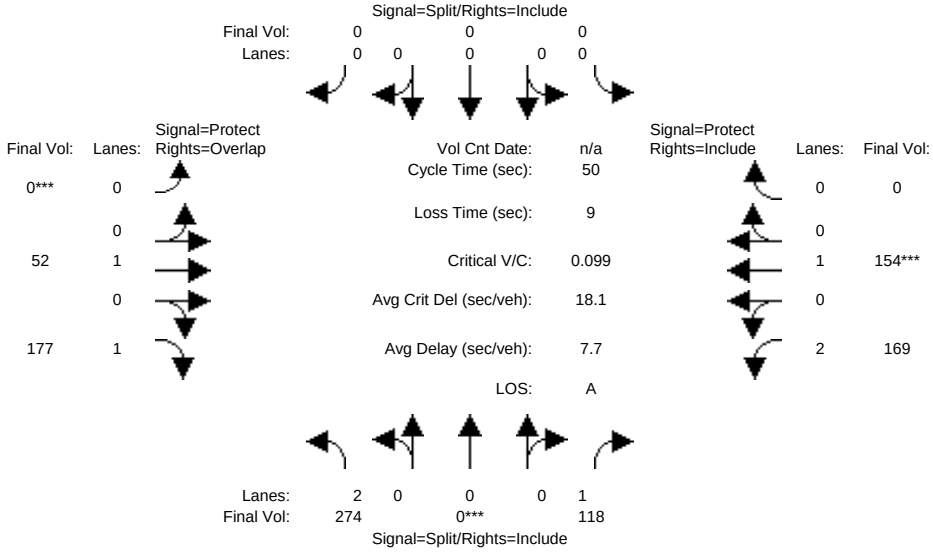
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1004: Stars and Stripes and Centennial



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	274	0	118	0	0	0	0	52	177	169	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	0	118	0	0	0	0	52	177	169	154	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	0	118	0	0	0	0	52	177	169	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	0	118	0	0	0	0	52	177	169	154	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	0	118	0	0	0	0	52	177	169	154	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	1750	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.10	0.05	0.08	0.00
Crit Moves:		****					****				****	
Green Time:	44.0	0.0	44.0	0.0	0.0	0.0	0.0	10.0	54.0	7.0	10.0	0.0
Volume/Cap:	0.10	0.00	0.08	0.00	0.00	0.00	0.00	0.14	0.09	0.38	0.41	0.00
Uniform Del:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	16.5	0.2	19.5	17.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.6	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	16.6	0.2	20.1	18.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	16.6	0.2	20.1	18.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	C+	B-	A
HCM2k95thQ:	1	0	1	0	0	0	0	2	0	4	5	0

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

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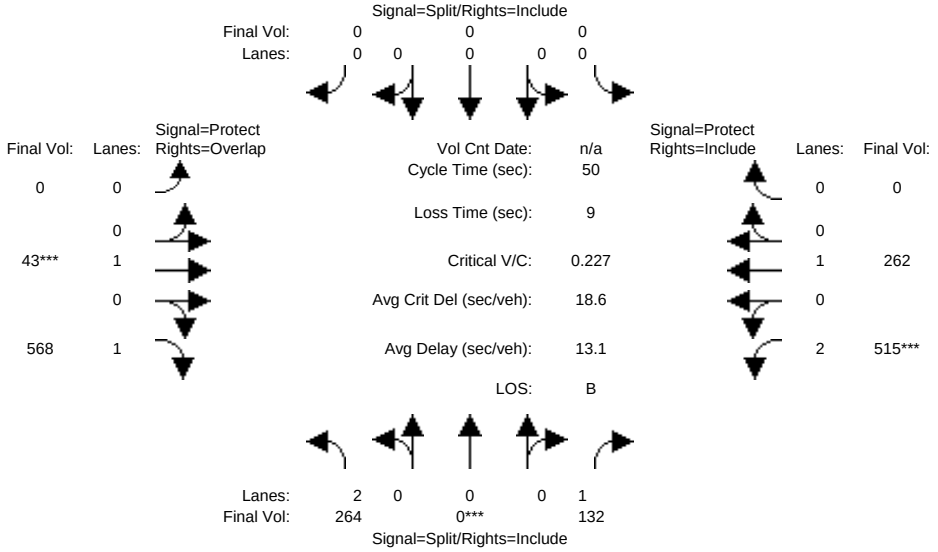
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1004: Stars and Stripes and Centennial



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	264	0	132	0	0	0	0	43	568	515	262	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	132	0	0	0	0	43	568	515	262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	0	132	0	0	0	0	43	568	515	262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	0	132	0	0	0	0	43	568	515	262	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	0	132	0	0	0	0	43	568	515	262	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	1750	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.02	0.32	0.16	0.14	0.00
Crit Moves:		****						****		****		
Green Time:	18.5	0.0	18.5	0.0	0.0	0.0	0.0	10.0	28.5	12.5	13.3	0.0
Volume/Cap:	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.57	0.65	0.52	0.00
Uniform Del:	10.9	0.0	10.8	0.0	0.0	0.0	0.0	16.4	6.9	16.8	15.7	0.0
IncremntDel:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.8	2.0	1.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	11.0	0.0	10.9	0.0	0.0	0.0	0.0	16.5	7.7	18.7	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	0.0	10.9	0.0	0.0	0.0	0.0	16.5	7.7	18.7	16.6	0.0
LOS by Move:	B+	A	B+	A	A	A	A	B	A	B-	B	A
HCM2k95thQ:	3	0	3	0	0	0	0	1	13	11	8	0

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

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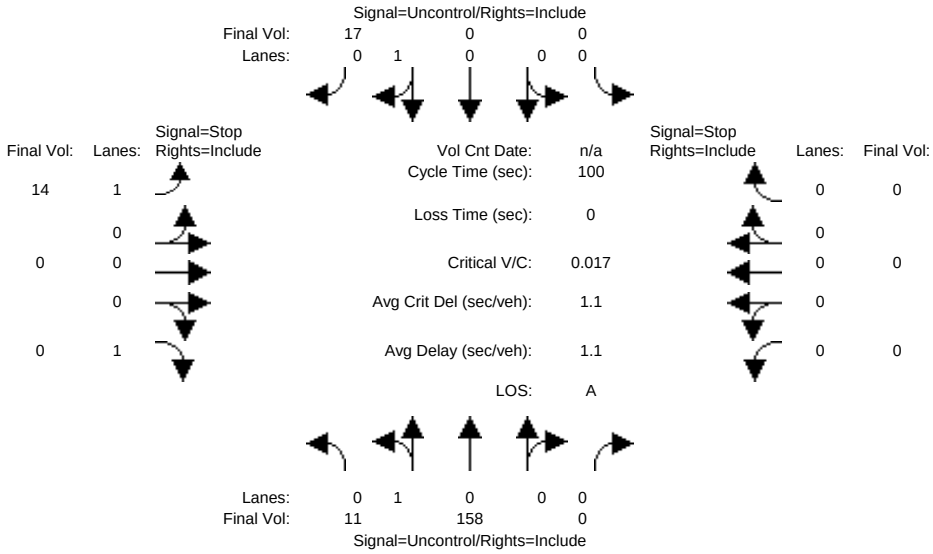
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1005: Stars and Stripes and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     11  158     0     0    0    17    14    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11  158     0     0    0    17    14    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11  158     0     0    0    17    14    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11  158     0     0    0    17    14    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   17 xxxx xxxxx  xxxx xxxx xxxxx   180 xxxx     0  xxxx xxxx xxxxx
Potent Cap.: 1613 xxxx xxxxx  xxxx xxxx xxxxx   814 xxxx  1091  xxxx xxxx xxxxx
Move Cap.:   1613 xxxx xxxxx  xxxx xxxx xxxxx   810 xxxx  1091  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.2 xxxx xxxxx xxxxx xxxx xxxxx   9.5 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.5           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1005 Stars and Stripes and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   11  158     0     0    0    17    14    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.5           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=14]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=200]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1005 Stars and Stripes and Avenue C
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   11  158     0     0    0    17    14    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             186
Minor Approach Volume:           14
Minor Approach Volume Threshold: 822
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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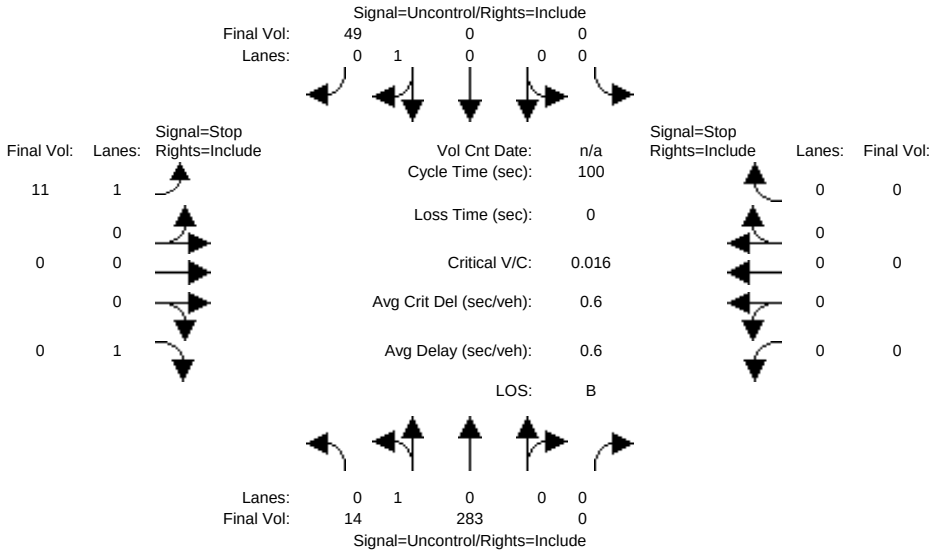
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1005: Stars and Stripes and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     14  283     0     0    0    49    11    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  283     0     0    0    49    11    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  283     0     0    0    49    11    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   14  283     0     0    0    49    11    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   49 xxxx xxxxx  xxxx xxxx xxxxx   311 xxxx     0  xxxx xxxx xxxxx
Potent Cap.: 1571 xxxx xxxxx  xxxx xxxx xxxxx   686 xxxx  1091  xxxx xxxx xxxxx
Move Cap.:   1571 xxxx xxxxx  xxxx xxxx xxxxx   681 xxxx  1091  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.4           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1005 Stars and Stripes and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   14  283     0     0    0    49    11    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              10.4           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=11]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=357]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1005 Stars and Stripes and Avenue C
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   14  283     0     0    0    49    11    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             346
Minor Approach Volume:           11
Minor Approach Volume Threshold: 626
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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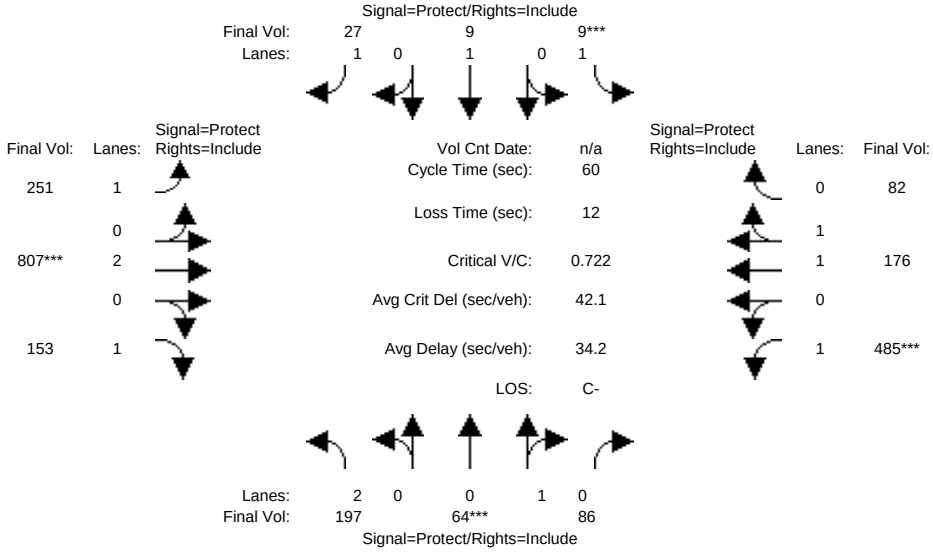
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1036: City Place Parkway and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	197	64	86	9	9	27	251	807	153	485	176	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	64	86	9	9	27	251	807	153	485	176	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	64	86	9	9	27	251	807	153	485	176	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	64	86	9	9	27	251	807	153	485	176	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	64	86	9	9	27	251	807	153	485	176	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.33	0.67
Final Sat.:	3150	773	1038	1750	1900	1750	1750	3800	1750	1750	2524	1176
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.00	0.02	0.14	0.21	0.09	0.28	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.3	13.4	13.4	17.6	16.7	16.7
Volume/Cap:	0.54	0.50	0.50	0.04	0.03	0.09	0.60	0.95	0.39	0.95	0.25	0.25
Uniform Del:	25.0	22.7	22.7	23.5	20.9	21.2	20.3	22.9	19.8	20.8	16.8	16.8
IncremntDel:	1.6	1.3	1.3	0.1	0.0	0.1	2.4	19.2	0.6	27.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.5	24.0	24.0	23.6	21.0	21.3	22.7	42.2	20.4	47.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	24.0	24.0	23.6	21.0	21.3	22.7	42.2	20.4	47.8	17.0	17.0
LOS by Move:	C	C	C	C	C+	C+	C+	D	C+	D	B	B
HCM2k95thQ:	6	7	7	0	0	1	9	18	5	21	4	4

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

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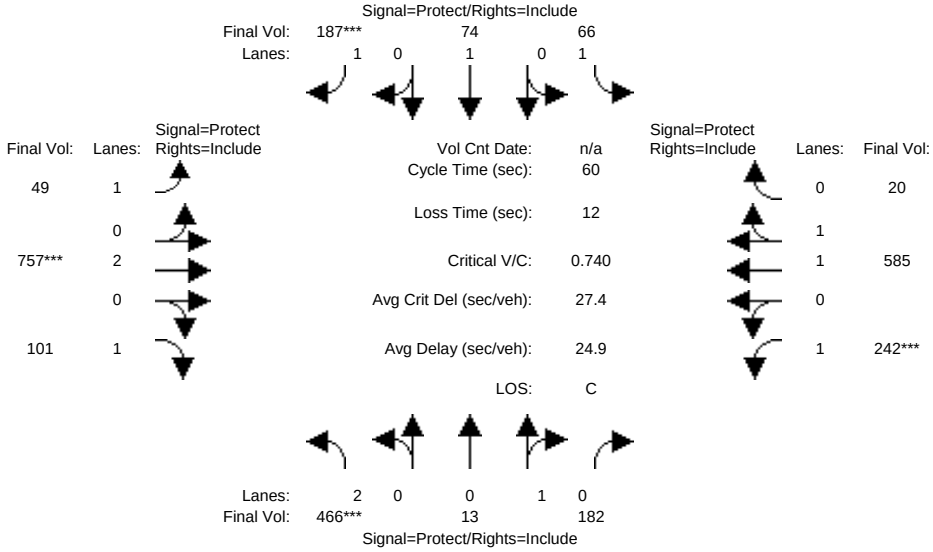
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1036: City Place Parkway and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	466	13	182	66	74	187	49	757	101	242	585	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	13	182	66	74	187	49	757	101	242	585	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:	466	13	182	66	74	187	49	757	101	242	585	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	13	182	66	74	187	49	757	101	242	585	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	13	182	66	74	187	49	757	101	242	585	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	3150	120	1680	1750	1900	1750	1750	3800	1750	1750	3578	122
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.04	0.04	0.11	0.03	0.20	0.06	0.14	0.16	0.16
Crit Moves:	****					****		****		****		
Green Time:	11.6	12.7	12.7	8.9	10.0	10.0	10.9	15.6	15.6	10.8	15.5	15.5
Volume/Cap:	0.77	0.51	0.51	0.25	0.23	0.64	0.15	0.77	0.22	0.77	0.63	0.63
Uniform Del:	22.9	20.9	20.9	22.6	21.7	23.3	20.7	20.5	17.4	23.4	19.7	19.7
IncremntDel:	5.8	1.2	1.2	0.5	0.4	4.8	0.2	3.7	0.2	10.7	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.8	22.1	22.1	23.1	22.1	28.1	20.9	24.2	17.7	34.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	22.1	22.1	23.1	22.1	28.1	20.9	24.2	17.7	34.1	21.1	21.1
LOS by Move:	C	C+	C+	C	C+	C	C+	C	B	C-	C+	C+
HCM2k95thQ:	13	8	8	3	3	9	2	13	3	9	10	10

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

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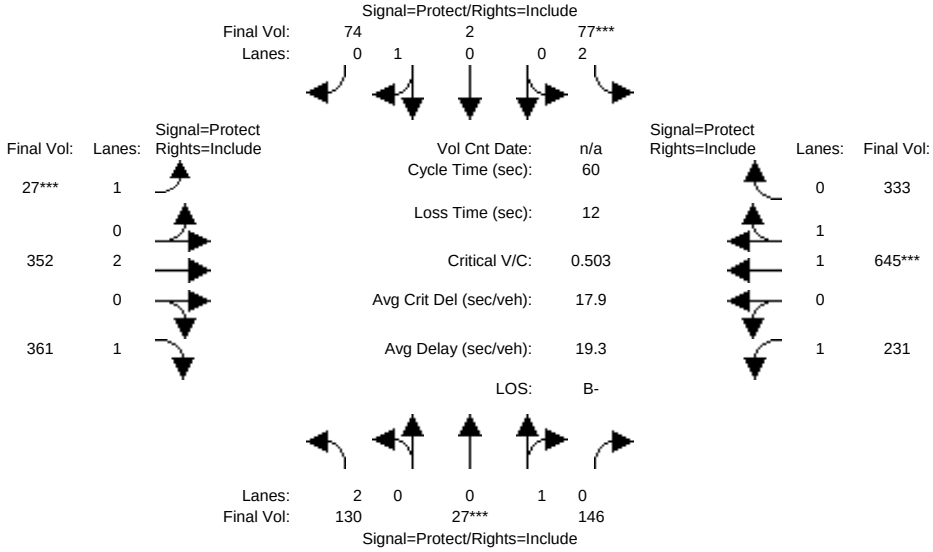
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1037: City Place Parkway and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	130	27	146	77	2	74	27	352	361	231	645	333
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	27	146	77	2	74	27	352	361	231	645	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	27	146	77	2	74	27	352	361	231	645	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	27	146	77	2	74	27	352	361	231	645	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	27	146	77	2	74	27	352	361	231	645	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.15	0.85	2.00	0.02	0.98	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	277	1495	3150	46	1707	1750	3800	1750	1750	2435	1257
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.02	0.04	0.04	0.02	0.09	0.21	0.13	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	18.9	18.9	12.1	24.0	24.0
Volume/Cap:	0.35	0.59	0.59	0.21	0.26	0.26	0.13	0.29	0.65	0.65	0.66	0.66
Uniform Del:	24.4	23.1	23.1	24.0	21.8	21.8	23.8	15.5	17.7	22.0	14.7	14.7
IncremntDel:	0.6	3.0	3.0	0.3	0.5	0.5	0.3	0.1	2.8	4.4	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.0	26.1	26.1	24.3	22.3	22.3	24.1	15.6	20.6	26.4	15.8	15.8
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:	25.0	26.1	26.1	24.3	22.3	22.3	24.1	15.6	20.6	26.4	15.8	15.8
LOS by Move:	C	C	C	C	C+	C+	C	B	C+	C	B	B
HCM2k95thQ:	4	8	8	2	3	3	1	5	11	9	15	15

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

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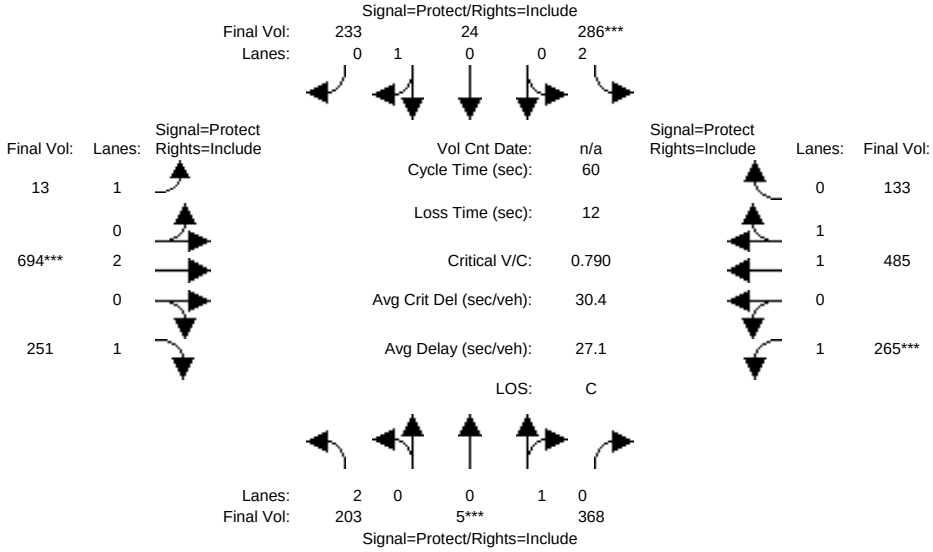
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1037: City Place Parkway and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	203	5	368	286	24	233	13	694	251	265	485	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	5	368	286	24	233	13	694	251	265	485	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	5	368	286	24	233	13	694	251	265	485	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	5	368	286	24	233	13	694	251	265	485	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	5	368	286	24	233	13	694	251	265	485	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.01	0.99	2.00	0.09	0.91	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	3150	24	1776	3150	168	1632	1750	3800	1750	1750	2903	796
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.09	0.14	0.14	0.01	0.18	0.14	0.15	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	9.3	15.7	15.7	7.0	13.4	13.4	10.4	13.8	13.8	11.5	14.9	14.9
Volume/Cap:	0.41	0.79	0.79	0.78	0.64	0.64	0.04	0.79	0.62	0.79	0.67	0.67
Uniform Del:	22.9	20.6	20.6	25.7	21.2	21.2	20.7	21.7	20.7	23.1	20.4	20.4
IncremntDel:	0.6	8.9	8.9	10.1	3.5	3.5	0.1	5.0	3.0	12.1	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.4	29.5	29.5	35.9	24.7	24.7	20.7	26.7	23.7	35.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	29.5	29.5	35.9	24.7	24.7	20.7	26.7	23.7	35.3	22.3	22.3
LOS by Move:	C	C	C	D+	C	C	C+	C	C	D+	C+	C+
HCM2k95thQ:	5	17	17	10	11	11	0	12	9	11	10	10

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

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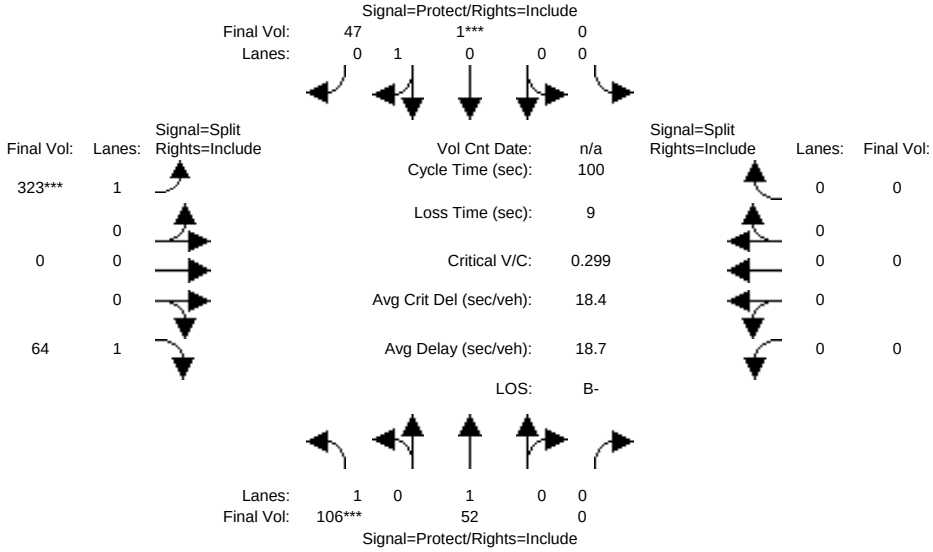
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1038: Avenue B Underpass / Avenue C



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		0		0		0		0		0	
Added Vol:	106		52		0		0		1		47		323		0		64		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	106		52		0		0		1		47		323		0		64		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	106		52		0		0		1		47		323		0		64		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	106		52		0		0		1		47		323		0		64		0		0		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	106		52		0		0		1		47		323		0		64		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.00		1.00		0.00		0.00		0.02		0.98		1.00		0.00		1.00		0.00		0.00		0.00	
Final Sat.:	1750		1900		0		0		37		1716		1750		0		1750		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.03		0.00		0.00		0.03		0.03		0.18		0.00		0.04		0.00		0.00		0.00	
Crit Moves:	****								****				****											
Green Time:	20.0		17.7		0.0		0.0		10.0		10.0		61.0		0.0		61.0		0.0		0.0		0.0	
Volume/Cap:	0.30		0.16		0.00		0.00		0.27		0.27		0.30		0.00		0.06		0.00		0.00		0.00	
Uniform Del:	34.1		34.9		0.0		0.0		41.6		41.6		9.3		0.0		7.9		0.0		0.0		0.0	
IncremntDel:	0.5		0.2		0.0		0.0		0.8		0.8		0.2		0.0		0.0		0.0		0.0		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		0.00		0.00		1.00		1.00		1.00		0.00		1.00		0.00		0.00		0.00	
Delay/Veh:	34.5		35.1		0.0		0.0		42.5		42.5		9.5		0.0		7.9		0.0		0.0		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	34.5		35.1		0.0		0.0		42.5		42.5		9.5		0.0		7.9		0.0		0.0		0.0	
LOS by Move:	C-		D+		A		A		D		D		A		A		A		A		A		A	
HCM2k95thQ:	6		3		0		0		3		3		10		0		2		0		0		0	

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

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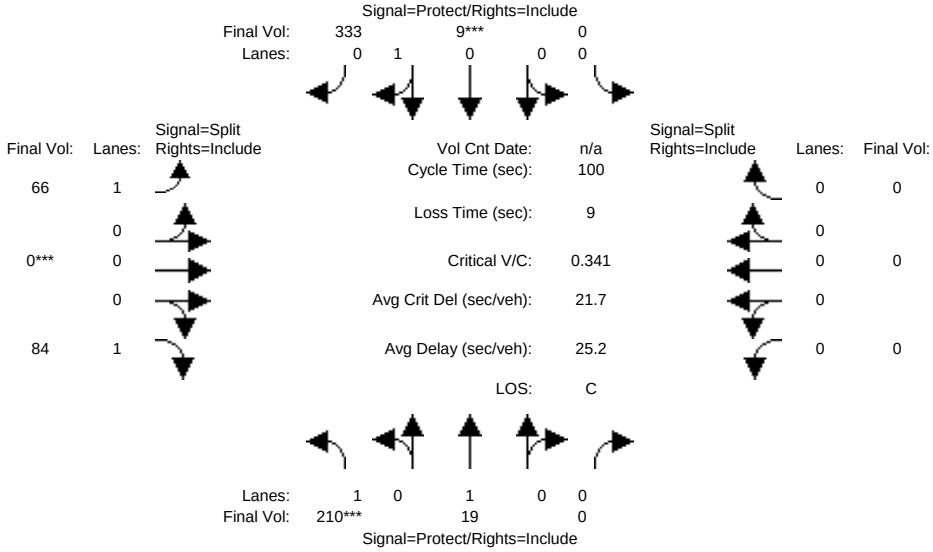
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1038: Avenue B Underpass / Avenue C



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	210	19	0	0	9	333	66	0	84	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	19	0	0	9	333	66	0	84	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	19	0	0	9	333	66	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	19	0	0	9	333	66	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	19	0	0	9	333	66	0	84	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.03	0.97	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	47	1753	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.00	0.00	0.19	0.19	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	29.8	45.2	0.0	0.0	47.1	47.1	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.40	0.02	0.00	0.00	0.40	0.40	0.27	0.00	0.34	0.00	0.00	0.00
Uniform Del:	28.0	15.1	0.0	0.0	17.2	17.2	38.3	0.0	38.8	0.0	0.0	0.0
IncremntDel:	0.5	0.0	0.0	0.0	0.3	0.3	0.6	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	28.5	15.2	0.0	0.0	17.6	17.6	38.9	0.0	39.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	15.2	0.0	0.0	17.6	17.6	38.9	0.0	39.6	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	D+	A	D	A	A	A
HCM2k95thQ:	11	1	0	0	13	13	4	0	6	0	0	0

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

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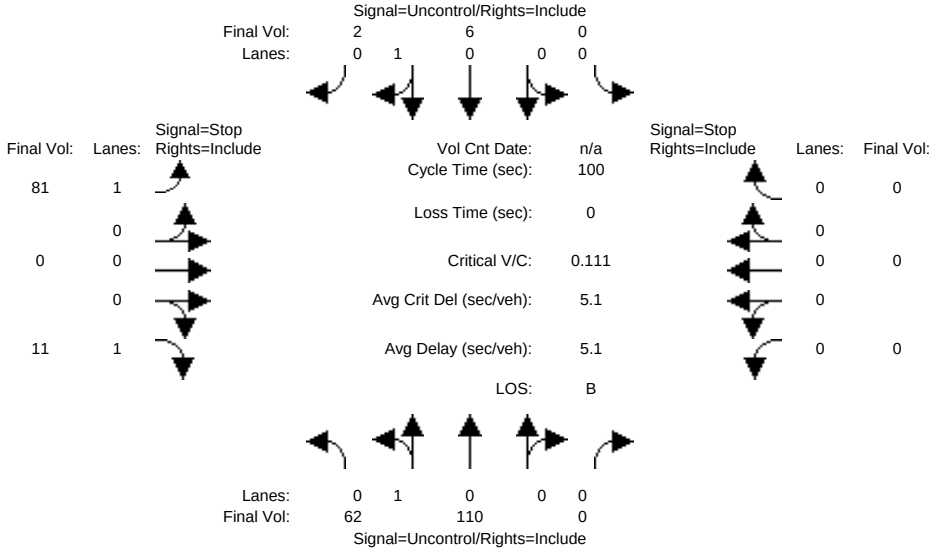
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1040: J Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     62  110     0     0    6     2    81    0    11     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  110     0     0    6     2    81    0    11     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  110     0     0    6     2    81    0    11     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   62  110     0     0    6     2    81    0    11     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    8 xxxx xxxxx  xxxx xxxx xxxxx   241 xxxx     7  xxxx xxxx xxxxx
Potent Cap.: 1625 xxxx xxxxx  xxxx xxxx xxxxx   752 xxxx  1081  xxxx xxxx xxxxx
Move Cap.:   1625 xxxx xxxxx  xxxx xxxx xxxxx   729 xxxx  1081  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx  10.6 xxxx   8.4 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              10.3           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   62  110     0     0    6     2    81    0    11     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=92]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=272]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   62  110     0     0    6     2    81    0    11     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             180
Minor Approach Volume:           92
Minor Approach Volume Threshold: 832
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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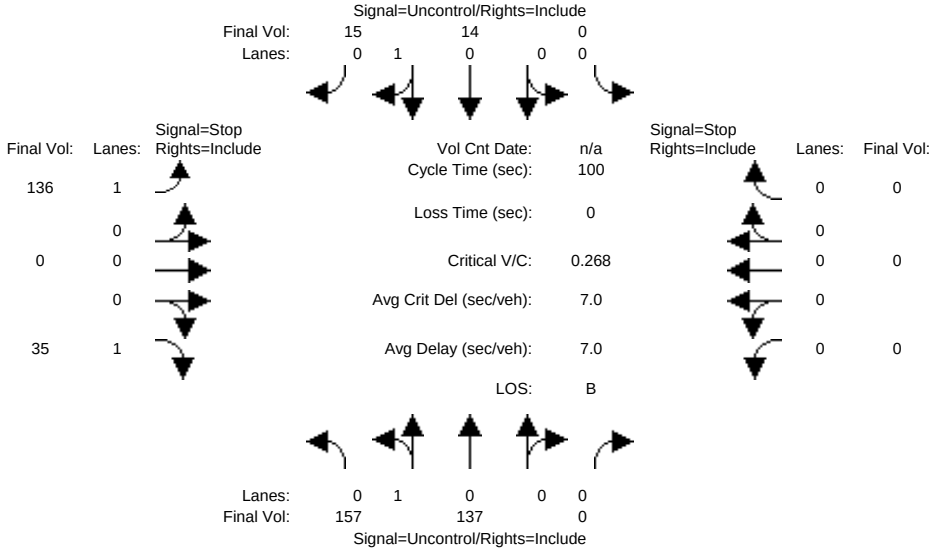
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1040: J Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    157  137     0     0   14    15   136    0    35     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  157  137     0     0   14    15   136    0    35     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157  137     0     0   14    15   136    0    35     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  157  137     0     0   14    15   136    0    35     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   29 xxxx xxxxx  xxxx xxxx xxxxx   473 xxxx    22  xxxx xxxx xxxxx
Potent Cap.: 1597 xxxx xxxxx  xxxx xxxx xxxxx   554 xxxx  1062  xxxx xxxx xxxxx
Move Cap.:   1597 xxxx xxxxx  xxxx xxxx xxxxx   508 xxxx  1062  xxxx xxxx xxxxx
Volume/Cap:  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.27 xxxx  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx   1.1 xxxx   0.1  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  14.7 xxxx   8.5 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             13.4           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  157  137     0     0   14    15   136    0    35     0    0     0
ApproachDel:    xxxxxx           xxxxxx             13.4           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=171]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=494]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  157  137     0     0   14    15   136    0    35     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             323
Minor Approach Volume:           171
Minor Approach Volume Threshold: 648
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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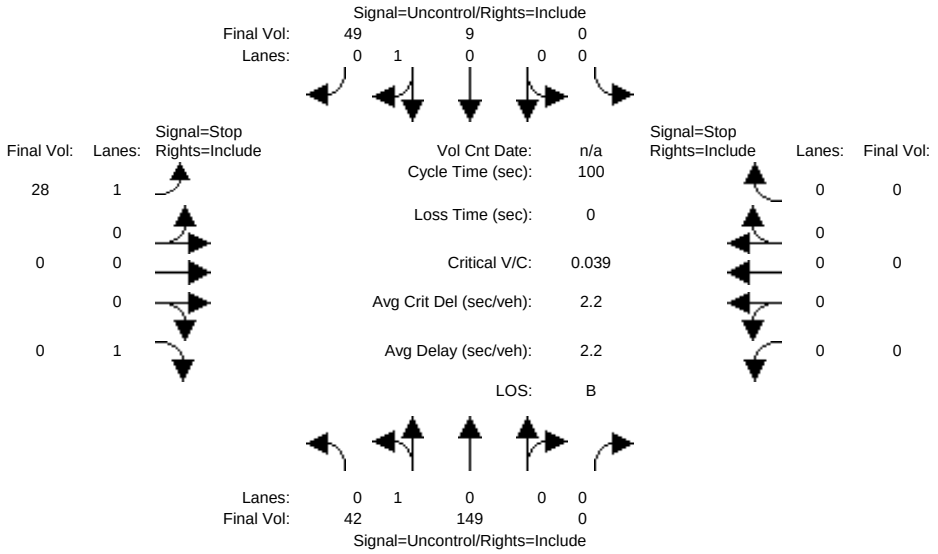
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1041: H Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     42  149     0     0    9    49    28    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   42  149     0     0    9    49    28    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    42  149     0     0    9    49    28    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   42  149     0     0    9    49    28    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   58 xxxx xxxxx  xxxx xxxx xxxxx   267 xxxx    34  xxxx xxxx xxxxx
Potent Cap.: 1559 xxxx xxxxx  xxxx xxxx xxxxx   727 xxxx  1046  xxxx xxxx xxxxx
Move Cap.:   1559 xxxx xxxxx  xxxx xxxx xxxxx   712 xxxx  1046  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   42  149     0     0    9    49    28    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              10.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=277]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   42  149     0     0    9    49    28    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             249
Minor Approach Volume:           28
Minor Approach Volume Threshold: 730
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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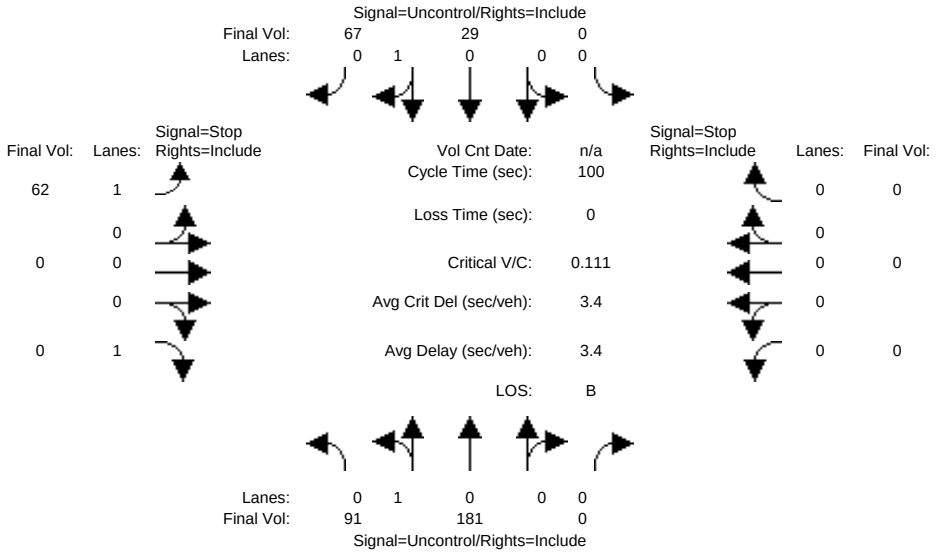
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1041: H Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     91  181     0     0   29    67    62    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91  181     0     0   29    67    62    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  181     0     0   29    67    62    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   91  181     0     0   29    67    62    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   96 xxxx xxxxx  xxxx xxxx xxxxx   426 xxxx    63  xxxx xxxx xxxxx
Potent Cap.: 1510 xxxx xxxxx  xxxx xxxx xxxxx   589 xxxx  1008  xxxx xxxx xxxxx
Move Cap.:   1510 xxxx xxxxx  xxxx xxxx xxxxx   561 xxxx  1008  xxxx xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  12.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              12.2           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   91  181     0     0   29    67    62    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              12.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=430]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   91  181     0     0   29    67    62    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             368
Minor Approach Volume:           62
Minor Approach Volume Threshold: 607
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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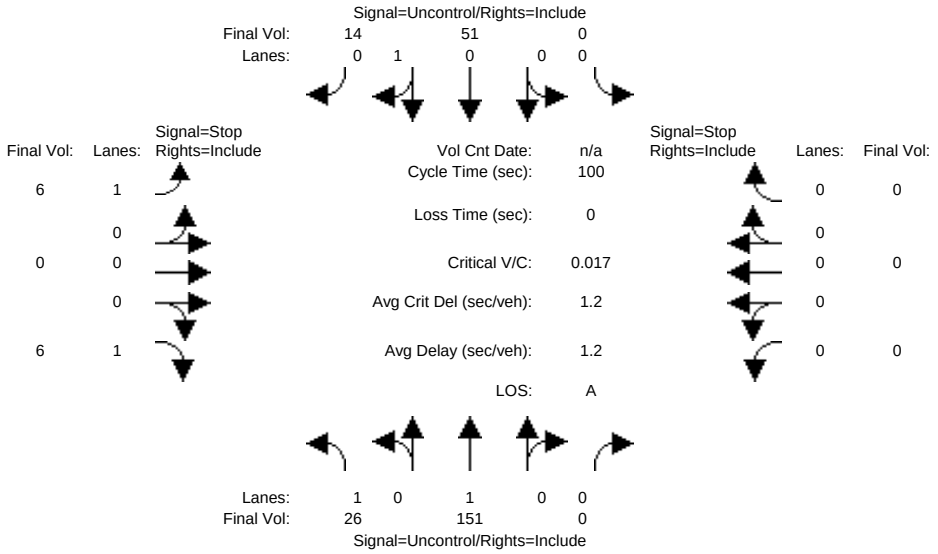
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1042: G Parking Access East (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     26  151     0     0   51    14     6    0     6     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  151     0     0   51    14     6    0     6     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  151     0     0   51    14     6    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   26  151     0     0   51    14     6    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   65 xxxx xxxxx  xxxx xxxx xxxxx   261 xxxx    58  xxxx xxxx xxxxx
Potent Cap.: 1550 xxxx xxxxx  xxxx xxxx xxxxx   732 xxxx  1014  xxxx xxxx xxxxx
Move Cap.:   1550 xxxx xxxxx  xxxx xxxx xxxxx   723 xxxx  1014  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.0 xxxx   8.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.3           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   26  151     0     0   51    14     6    0     6     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=254]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   26  151     0     0   51    14     6    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             242
Minor Approach Volume:           12
Minor Approach Volume Threshold: 984
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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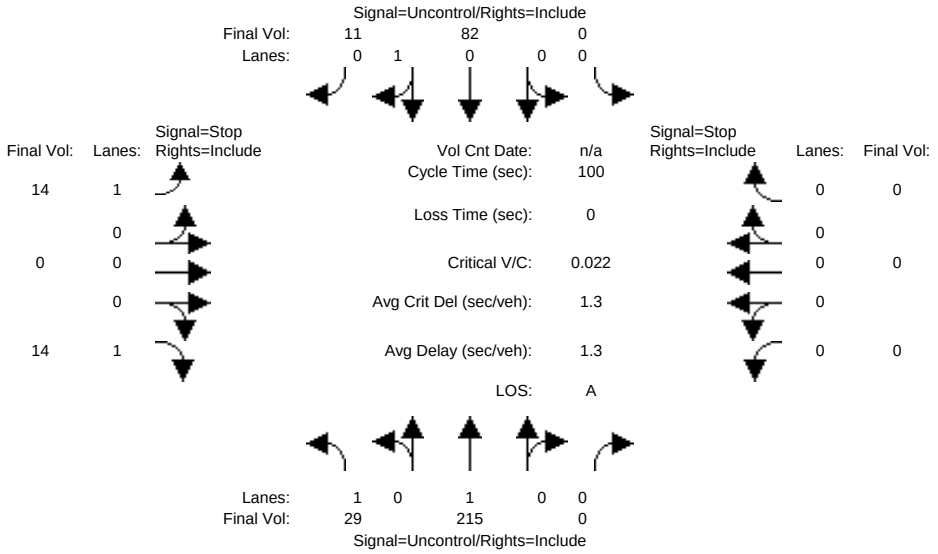
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1042: G Parking Access East (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     29  215     0     0   82    11    14    0    14     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  215     0     0   82    11    14    0    14     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  215     0     0   82    11    14    0    14     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   29  215     0     0   82    11    14    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   93 xxxx xxxxx  xxxx xxxx xxxxx   361 xxxx    88  xxxx xxxx xxxxx
Potent Cap.: 1514 xxxx xxxxx  xxxx xxxx xxxxx   642 xxxx   976  xxxx xxxx xxxxx
Move Cap.:   1514 xxxx xxxxx  xxxx xxxx xxxxx   633 xxxx   976  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.8 xxxx   8.7 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   29  215     0     0   82    11    14    0    14     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=365]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   29  215     0     0   82    11    14    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             337
Minor Approach Volume:           28
Minor Approach Volume Threshold: 842
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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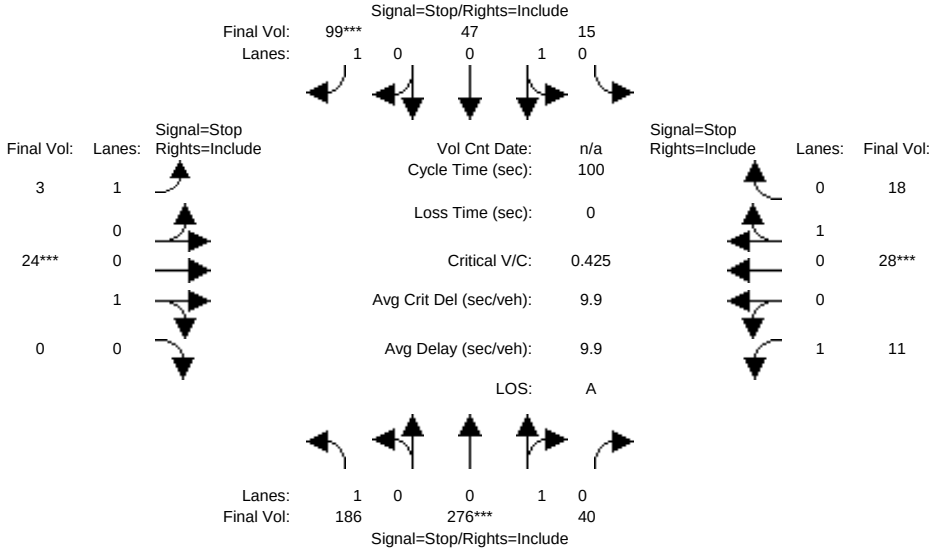
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1043: Stars and Stripes and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	186	276	40	15	47	99	3	24	0	11	28	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	276	40	15	47	99	3	24	0	11	28	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	276	40	15	47	99	3	24	0	11	28	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	276	40	15	47	99	3	24	0	11	28	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	276	40	15	47	99	3	24	0	11	28	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	0.24	0.76	1.00	1.00	1.00	0.00	1.00	0.61	0.39
Final Sat.:	662	649	94	160	500	778	513	552	0	518	355	228
Capacity Analysis Module:												
Vol/Sat:	0.28	0.43	0.43	0.09	0.09	0.13	0.01	0.04	xxxx	0.02	0.08	0.08
Crit Moves:		****				****		****			****	
Delay/Veh:	10.1	10.9	10.9	8.6	8.6	7.8	9.3	9.0	0.0	9.3	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.9	10.9	8.6	8.6	7.8	9.3	9.0	0.0	9.3	8.9	8.9
LOS by Move:	B	B	B	A	A	A	A	A	*	A	A	A
ApproachDel:		10.6			8.1			9.0			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			8.1			9.0			9.0	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.7	0.7	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1043 Stars and Stripes and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Initial Vol:	186	276	40	15	47	99	3	24	0	11	28	18

Major Street Volume: 663
Minor Approach Volume: 57
Minor Approach Volume Threshold: 551

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

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

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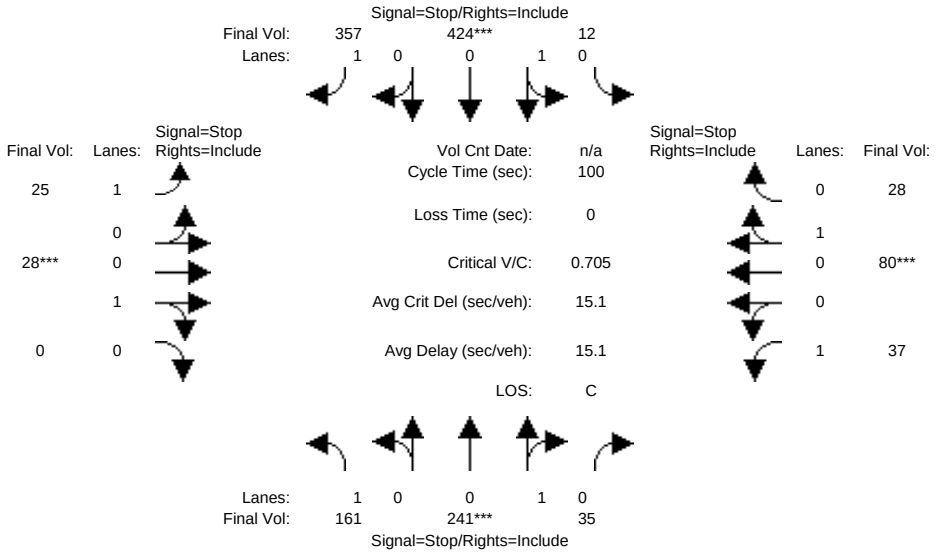
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1043: Stars and Stripes and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	161	241	35	12	424	357	25	28	0	37	80	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	241	35	12	424	357	25	28	0	37	80	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	241	35	12	424	357	25	28	0	37	80	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	241	35	12	424	357	25	28	0	37	80	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	241	35	12	424	357	25	28	0	37	80	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	0.03	0.97	1.00	1.00	1.00	0.00	1.00	0.74	0.26
Final Sat.:	530	510	74	17	601	699	421	448	0	439	356	125
Capacity Analysis Module:												
Vol/Sat:	0.30	0.47	0.47	0.71	0.71	0.51	0.06	0.06	xxxx	0.08	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	13.8	13.8	20.7	20.7	12.7	11.1	10.6	0.0	11.1	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	13.8	13.8	20.7	20.7	12.7	11.1	10.6	0.0	11.1	11.6	11.6
LOS by Move:	B	B	B	C	C	B	B	B	*	B	B	B
ApproachDel:		13.1			17.1			10.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			17.1			10.8			11.4	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.4	0.8	0.8	2.1	2.1	1.0	0.1	0.1	0.1	0.1	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1043 Stars and Stripes and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:  161  241    35    12  424   357    25   28     0    37   80    28
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1230
Minor Approach Volume:           145
Minor Approach Volume Threshold: 285
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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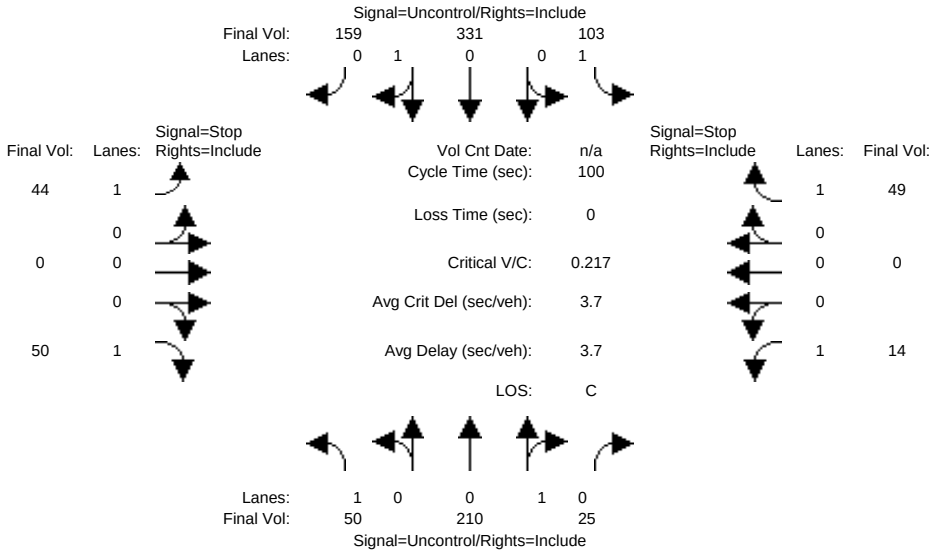
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1044: A2 / G Parking Access (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     50  210    25   103  331   159    44    0    50    14    0    49
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   50  210    25   103  331   159    44    0    50    14    0    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    50  210    25   103  331   159    44    0    50    14    0    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   50  210    25   103  331   159    44    0    50    14    0    49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  490 xxxx xxxxx   235 xxxx xxxxx   964 xxxx   411   964 xxxx   223
Potent Cap.: 1084 xxxx xxxxx  1344 xxxx xxxxx   237 xxxx   646   237 xxxx   822
Move Cap.:   1084 xxxx xxxxx  1344 xxxx xxxxx   202 xxxx   646   198 xxxx   822
Volume/Cap:  0.05 xxxx  xxxx  0.08 xxxx  xxxx  0.22 xxxx  0.08  0.07 xxxx  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.2 xxxx xxxxx   0.8 xxxx   0.3   0.2 xxxx   0.2
Control Del:  8.5 xxxx xxxxx   7.9 xxxx xxxxx  27.7 xxxx  11.0  24.5 xxxx   9.7
LOS by Move:    A    *     *     A    *     *     D    *     B     C    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             18.8             13.0
ApproachLOS:         *                *                C                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   50  210    25   103  331   159    44    0    50    14    0    49
ApproachDel:    xxxxxx           xxxxxx             18.8             13.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=94]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1035]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=63]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1035]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   50  210    25   103  331   159    44    0    50    14    0    49
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             878
Minor Approach Volume:           94
Minor Approach Volume Threshold: 430
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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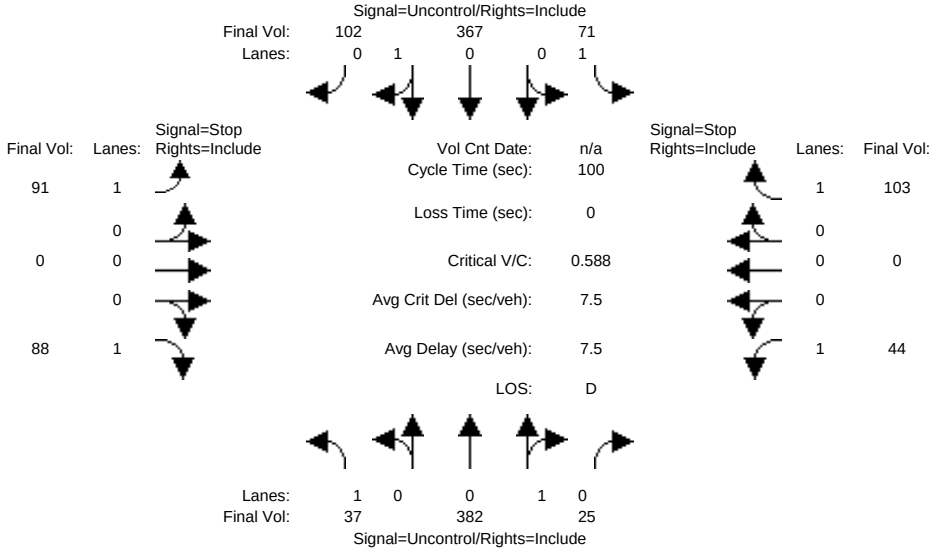
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1044: A2 / G Parking Access (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     37  382    25    71  367   102    91    0    88    44    0   103
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   37  382    25    71  367   102    91    0    88    44    0   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    37  382    25    71  367   102    91    0    88    44    0   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   37  382    25    71  367   102    91    0    88    44    0   103
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  469 xxxx xxxxx   407 xxxx xxxxx  1080 xxxx   418  1073 xxxx   395
Potent Cap.: 1103 xxxx xxxxx  1163 xxxx xxxxx   197 xxxx   639   200 xxxx   659
Move Cap.:   1103 xxxx xxxxx  1163 xxxx xxxxx   155 xxxx   639   160 xxxx   659
Volume/Cap:  0.03 xxxx  xxxx  0.06 xxxx  xxxx  0.59 xxxx  0.14  0.27 xxxx  0.16
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.2 xxxx xxxxx   3.1 xxxx   0.5   1.1 xxxx   0.6
Control Del:  8.4 xxxx xxxxx   8.3 xxxx xxxxx  57.0 xxxx  11.5  35.8 xxxx  11.5
LOS by Move:    A    *     *     A    *     *     F    *     B     E    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             34.6             18.8
ApproachLOS:         *                *                D                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   37  382    25    71  367   102    91    0    88    44    0   103
ApproachDel:    xxxxxx           xxxxxx             34.6             18.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=179]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1310]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=147]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1310]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   37  382    25    71  367   102    91    0    88    44    0   103
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             984
Minor Approach Volume:           179
Minor Approach Volume Threshold: 381
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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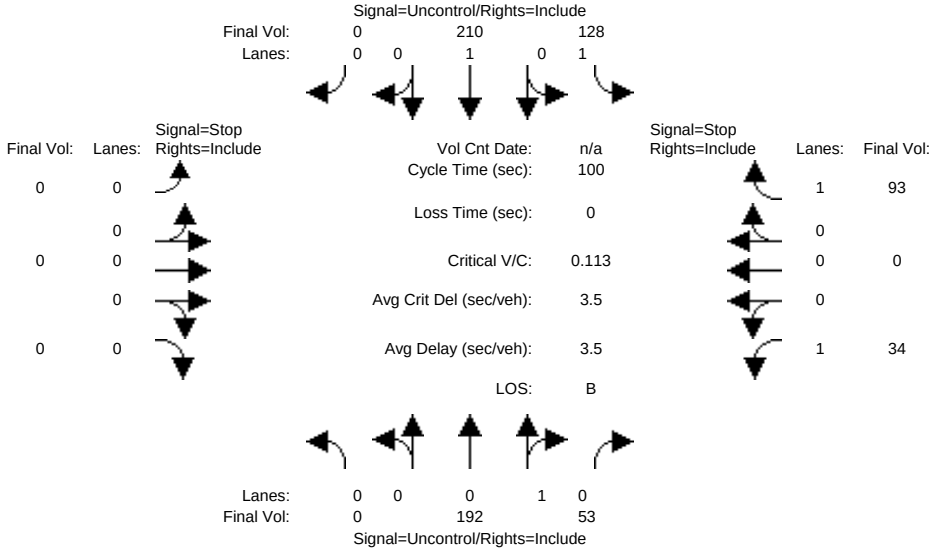
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1045: H Parking Access West (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  192    53   128  210     0     0    0     0    34    0    93
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  192    53   128  210     0     0    0     0    34    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  192    53   128  210     0     0    0     0    34    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  192    53   128  210     0     0    0     0    34    0    93
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   245 xxxx xxxxx  xxxx xxxx xxxxx   685 xxxx   219
Potent Cap.: xxxx xxxx xxxxx  1333 xxxx xxxxx  xxxx xxxx xxxxx   417 xxxx   826
Move Cap.:   xxxx xxxx xxxxx  1333 xxxx xxxxx  xxxx xxxx xxxxx   386 xxxx   826
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.09 xxxx  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.4
Control Del:xxxxx xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx  15.2 xxxx   9.9
LOS by Move:    *    *     *     A    *     *     *    *     *     C    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.3
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1045 H Parking Access West (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  192    53   128  210     0     0    0     0    34    0    93
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=127]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=710]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1045 H Parking Access West (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  192    53   128  210     0     0    0     0    34    0    93
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             583
Minor Approach Volume:           127
Minor Approach Volume Threshold: 606
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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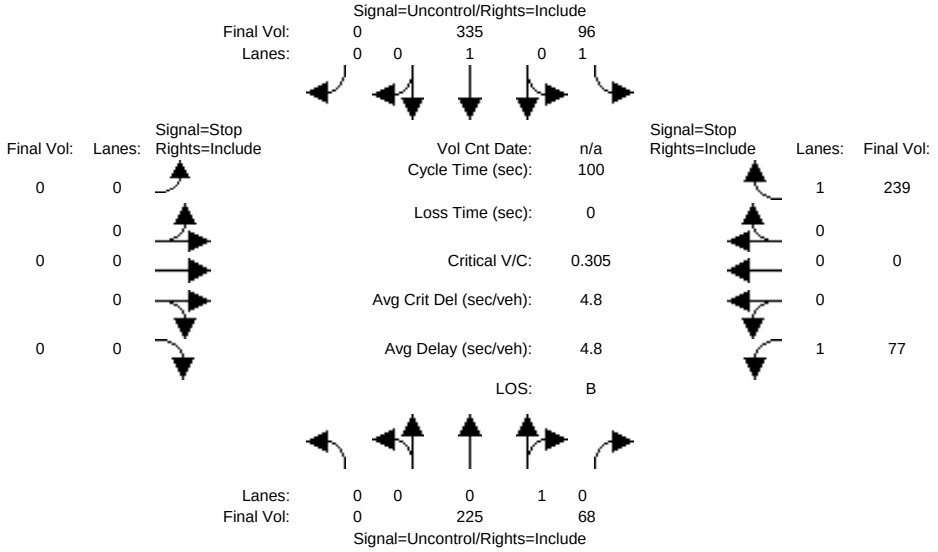
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1045: H Parking Access West (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  225    68    96  335     0     0    0     0    77    0   239
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  225    68    96  335     0     0    0     0    77    0   239
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  225    68    96  335     0     0    0     0    77    0   239
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  225    68    96  335     0     0    0     0    77    0   239
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   293 xxxx xxxxx  xxxx xxxx xxxxx   786 xxxx   259
Potent Cap.: xxxx xxxx xxxxx  1280 xxxx xxxxx  xxxx xxxx xxxxx   364 xxxx   785
Move Cap.:   xxxx xxxx xxxxx  1280 xxxx xxxxx  xxxx xxxx xxxxx   343 xxxx   785
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.22 xxxx  0.30
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.8 xxxx   1.3
Control Del:xxxxx xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx  18.5 xxxx  11.6
LOS by Move:    *    *     *     A    *     *     *    *     *     C    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             13.3
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1045 H Parking Access West (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  225    68    96  335     0     0    0     0    77    0   239
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             13.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=316]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1040]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1045 H Parking Access West (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  225    68    96  335     0     0    0     0    77    0   239
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             724
Minor Approach Volume:           316
Minor Approach Volume Threshold: 513
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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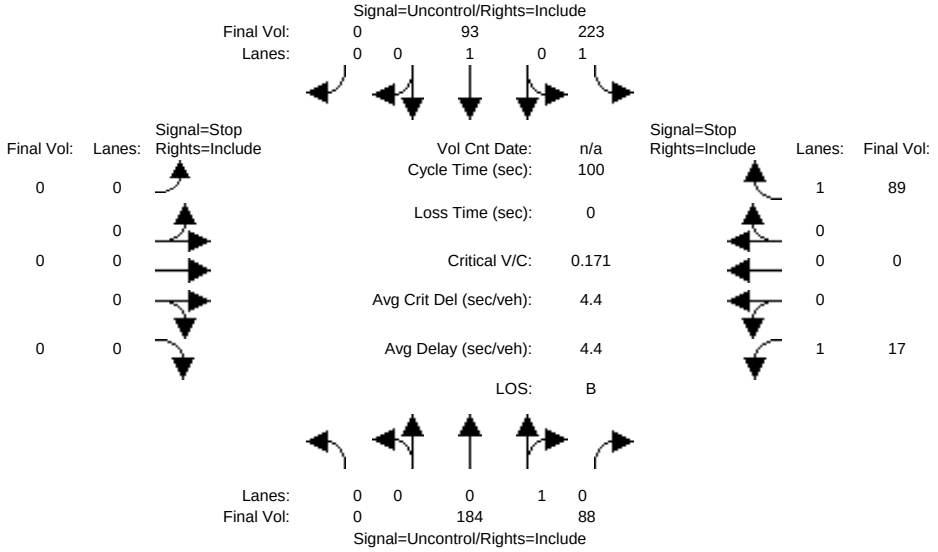
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1046: J Parking Access West 1 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  184    88   223   93     0     0    0     0    17    0    89
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  184    88   223   93     0     0    0     0    17    0    89
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  184    88   223   93     0     0    0     0    17    0    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  184    88   223   93     0     0    0     0    17    0    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   272 xxxx xxxxx  xxxx xxxx xxxxx   767 xxxx   228
Potent Cap.: xxxx xxxx xxxxx  1303 xxxx xxxxx  xxxx xxxx xxxxx   373 xxxx   816
Move Cap.:   xxxx xxxx xxxxx  1303 xxxx xxxxx  xxxx xxxx xxxxx   324 xxxx   816
Volume/Cap:  xxxx xxxx  xxxx  0.17 xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.4
Control Del:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx  16.7 xxxx   9.9
LOS by Move:    *    *     *     A    *     *     *    *     *     C    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.0
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  184    88   223   93     0     0    0     0    17    0    89
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=694]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  184    88   223   93     0     0    0     0    17    0    89
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             588
Minor Approach Volume:           106
Minor Approach Volume Threshold: 602
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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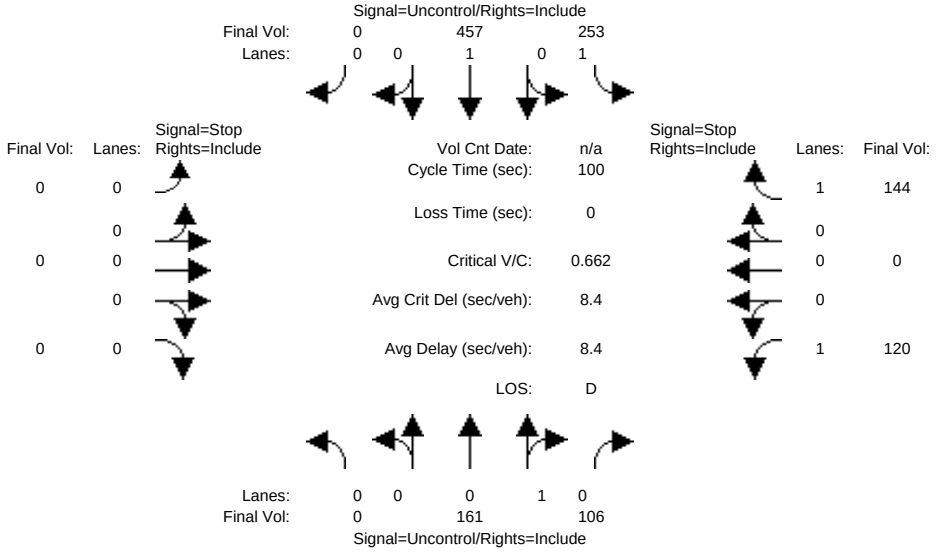
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1046: J Parking Access West 1 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  161   106   253  457     0     0    0     0   120    0   144
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  161   106   253  457     0     0    0     0   120    0   144
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  161   106   253  457     0     0    0     0   120    0   144
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  161   106   253  457     0     0    0     0   120    0   144
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   267 xxxx xxxxx  xxxx xxxx xxxxx  1177 xxxx   214
Potent Cap.: xxxx xxxx xxxxx  1308 xxxx xxxxx  xxxx xxxx xxxxx   213 xxxx   831
Move Cap.:   xxxx xxxx xxxxx  1308 xxxx xxxxx  xxxx xxxx xxxxx   181 xxxx   831
Volume/Cap:  xxxx xxxx  xxxx  0.19 xxxx  xxxx  xxxx xxxx  xxxx  0.66 xxxx  0.17
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   3.9 xxxx   0.6
Control Del:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx  56.9 xxxx  10.2
LOS by Move:    *    *     *     A    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             31.4
ApproachLOS:         *                *                *                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  161   106   253  457     0     0    0     0   120    0   144
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             31.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=264]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1241]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  161   106   253  457     0     0    0     0   120    0   144
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             977
Minor Approach Volume:           264
Minor Approach Volume Threshold: 384
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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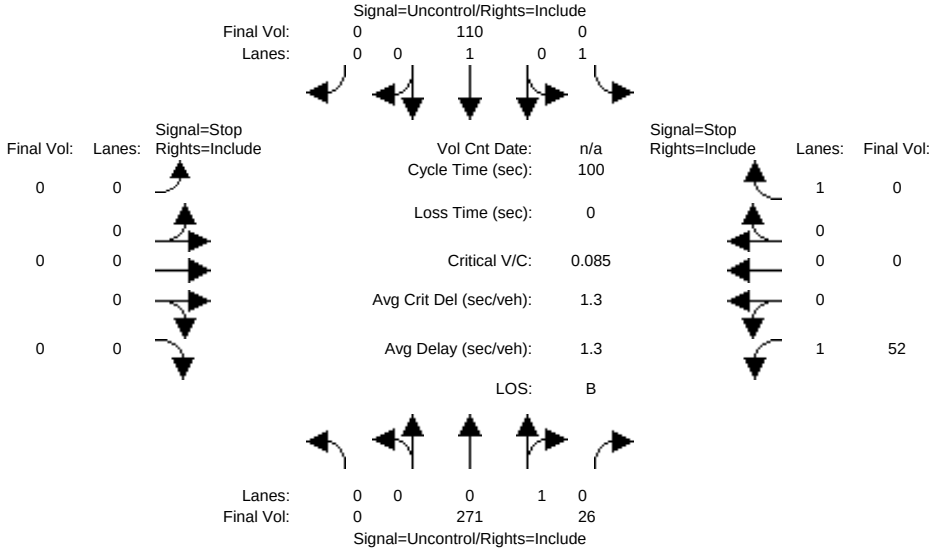
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1047: J Parking Access West 2 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  271    26     0  110     0     0    0     0    52    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  271    26     0  110     0     0    0     0    52    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  271    26     0  110     0     0    0     0    52    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  271    26     0  110     0     0    0     0    52    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   394 xxxx   284
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   615 xxxx   760
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   615 xxxx   760
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.4
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  271    26     0  110     0     0    0     0    52    0     0
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=52]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=459]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  271    26     0  110     0     0    0     0    52    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             407
Minor Approach Volume:           52
Minor Approach Volume Threshold: 761
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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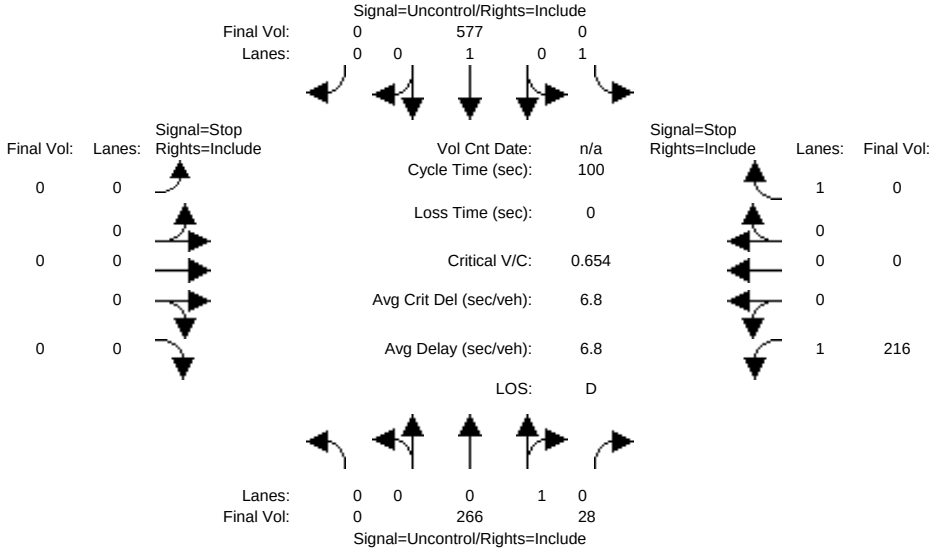
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1047: J Parking Access West 2 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  266    28     0  577     0     0    0     0   216    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  266    28     0  577     0     0    0     0   216    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  266    28     0  577     0     0    0     0   216    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  266    28     0  577     0     0    0     0   216    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   857 xxxx   280
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   330 xxxx   764
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   330 xxxx   764
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.65 xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   4.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  34.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     D    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             34.3
ApproachLOS:         *                *                *                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  266    28     0  577     0     0    0     0   216    0     0
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             34.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=216]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1087]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  266    28     0  577     0     0    0     0   216    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             871
Minor Approach Volume:           216
Minor Approach Volume Threshold: 433
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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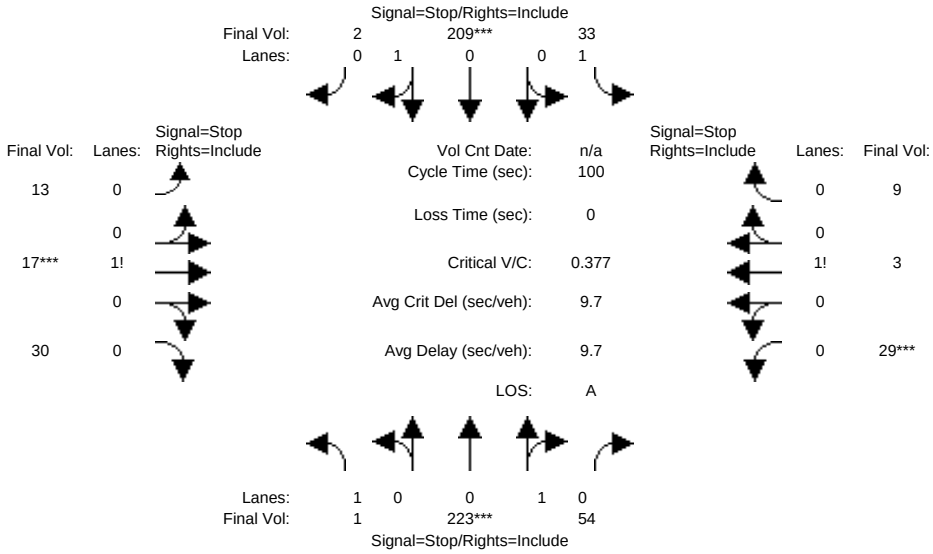
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1048: Second Street and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	223	54	33	209	2	13	17	30	29	3	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	223	54	33	209	2	13	17	30	29	3	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	223	54	33	209	2	13	17	30	29	3	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	223	54	33	209	2	13	17	30	29	3	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	223	54	33	209	2	13	17	30	29	3	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.99	0.01	0.22	0.28	0.50	0.71	0.07	0.22
Final Sat.:	648	591	143	646	705	7	145	190	335	447	46	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.30	0.30	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:		****			****			****			****	
Delay/Veh:	8.2	10.3	10.3	8.5	9.7	9.7	8.3	8.3	8.3	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	10.3	10.3	8.5	9.7	9.7	8.3	8.3	8.3	8.5	8.5	8.5
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.3			9.5			8.3			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.5			8.3			8.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1048 Second Street and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    1  223    54    33  209     2    13   17    30    29    3     9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             522
Minor Approach Volume:           60
Minor Approach Volume Threshold: 509
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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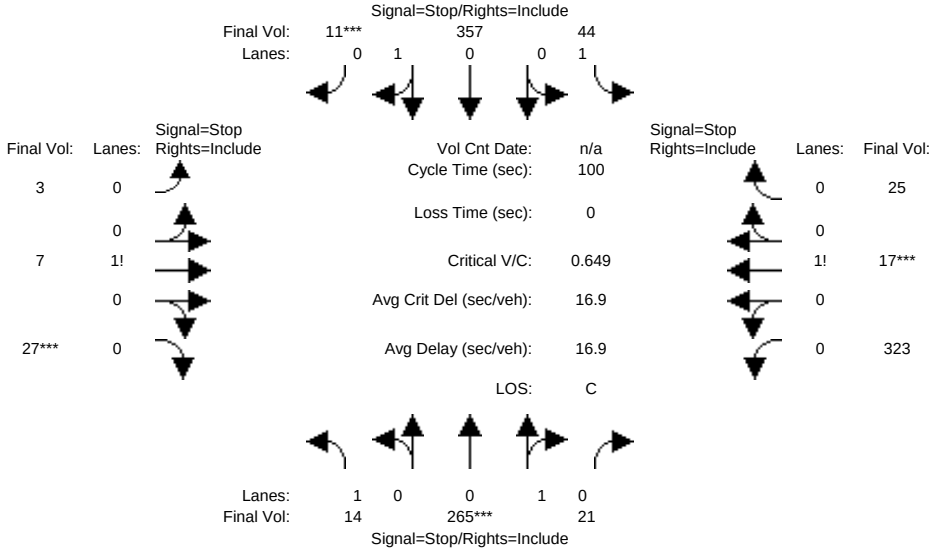
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1048: Second Street and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	14	265	21	44	357	11	3	7	27	323	17	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	265	21	44	357	11	3	7	27	323	17	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	265	21	44	357	11	3	7	27	323	17	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	265	21	44	357	11	3	7	27	323	17	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	265	21	44	357	11	3	7	27	323	17	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.08	0.19	0.73	0.88	0.05	0.07
Final Sat.:	503	508	40	522	550	17	39	91	352	506	27	39
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.52	0.08	0.65	0.65	0.08	0.08	0.08	0.64	0.64	0.64
Crit Moves:		****				****			****		****	
Delay/Veh:	9.7	15.1	15.1	10.0	18.8	18.8	9.7	9.7	9.7	18.2	18.2	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	15.1	15.1	10.0	18.8	18.8	9.7	9.7	9.7	18.2	18.2	18.2
LOS by Move:	A	C	C	A	C	C	A	A	A	C	C	C
ApproachDel:		14.9			17.9			9.7			18.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			17.9			9.7			18.2	
LOS by Appr:		B			C			A			C	
AllWayAvgQ:	0.0	0.9	0.9	0.1	1.6	1.6	0.1	0.1	0.1	1.4	1.4	1.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1048 Second Street and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	14	265	21	44	357	11	3	7	27	323	17	25

Major Street Volume: 712
Minor Approach Volume: 365
Minor Approach Volume Threshold: 402

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

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

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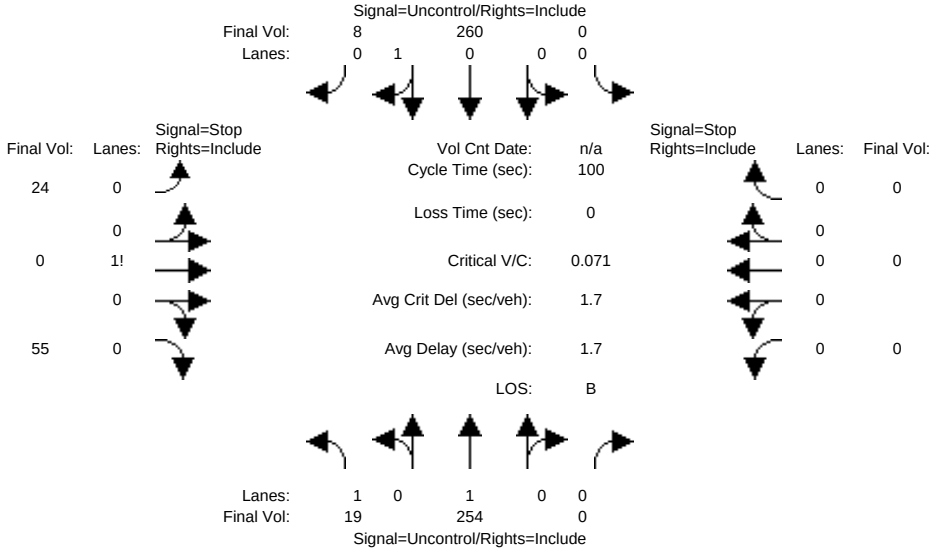
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1049: First Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     19  254     0     0  260     8    24    0    55     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19  254     0     0  260     8    24    0    55     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19  254     0     0  260     8    24    0    55     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   19  254     0     0  260     8    24    0    55     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  268 xxxx xxxxx  xxxx xxxx xxxxx   556  556   264  xxxx xxxx xxxxx
Potent Cap.: 1307 xxxx xxxxx  xxxx xxxx xxxxx   496  442   780  xxxx xxxx xxxxx
Move Cap.:   1307 xxxx xxxxx  xxxx xxxx xxxxx   490  436   780  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.07  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx 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  661 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              11.2           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   19  254     0     0  260     8    24    0    55     0    0     0
ApproachDel:    xxxxxx           xxxxxx             11.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=620]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   19  254     0     0  260     8    24    0    55     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             541
Minor Approach Volume:           79
Minor Approach Volume Threshold: 496
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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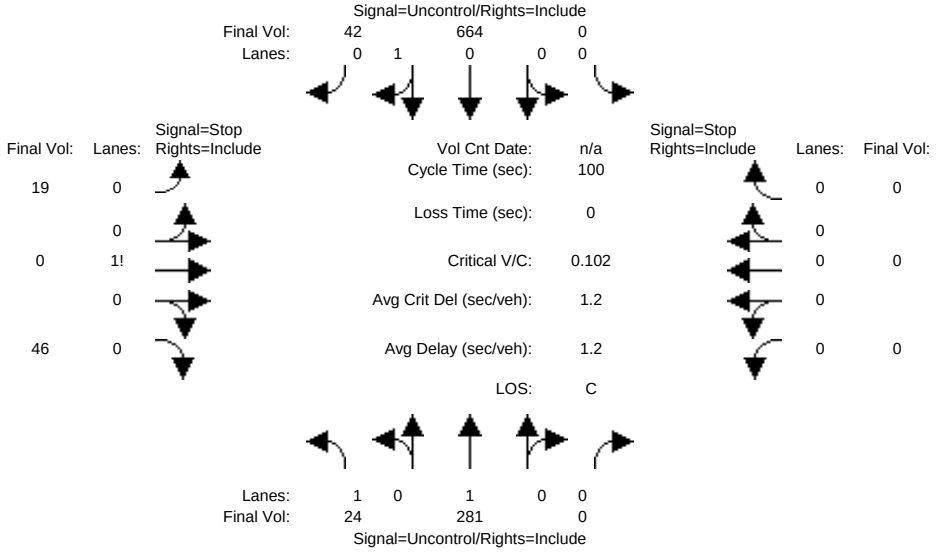
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1049: First Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     24  281     0     0  664    42    19    0    46     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24  281     0     0  664    42    19    0    46     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24  281     0     0  664    42    19    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   24  281     0     0  664    42    19    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  706 xxxx xxxxx  xxxx xxxx xxxxx  1014 1014   685  xxxx xxxx xxxxx
Potent Cap.:  902 xxxx xxxxx  xxxx xxxx xxxxx   267  240   452  xxxx xxxx xxxxx
Move Cap.:    902 xxxx xxxxx  xxxx xxxx xxxxx   261  234   452  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.07 0.00  0.10  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.1 xxxx xxxxx xxxxx 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  372 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             16.7           xxxxxx
ApproachLOS:         *                *                C                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   24  281     0     0  664    42    19    0    46     0    0     0
ApproachDel:    xxxxxx           xxxxxx              16.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=65]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1076]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   24  281     0     0  664    42    19    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1011
Minor Approach Volume:           65
Minor Approach Volume Threshold: 281
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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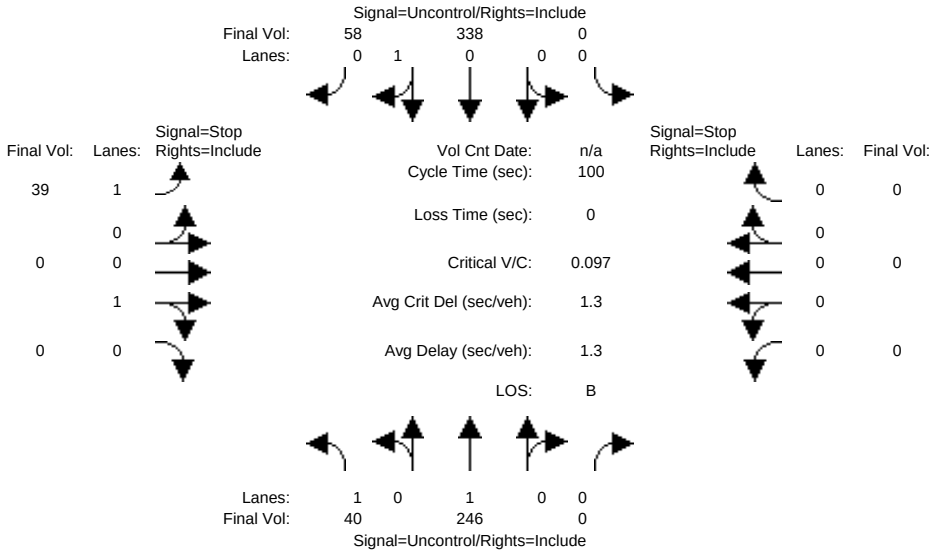
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1050: Third Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     40  246     0     0  338    58    39    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40  246     0     0  338    58    39    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40  246     0     0  338    58    39    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   40  246     0     0  338    58    39    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  396 xxxx xxxxx  xxxx xxxx xxxxx   693  693   367  xxxx xxxx xxxxx
Potent Cap.: 1174 xxxx xxxxx  xxxx xxxx xxxxx   412  369   683  xxxx xxxx xxxxx
Move Cap.:   1174 xxxx xxxxx  xxxx xxxx xxxxx   402  357   683  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.10 0.00  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx xxxx xxxxx  14.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx     0  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             14.9           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1050 Third Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  1  0    0  0  0  0  0
Initial Vol:   40  246     0     0  338    58    39    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx             14.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=39]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=721]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1050 Third Street and Avenue B
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  1  0    0  0  0  0  0
Initial Vol:   40  246     0     0  338    58    39    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             682
Minor Approach Volume:           39
Minor Approach Volume Threshold: 539
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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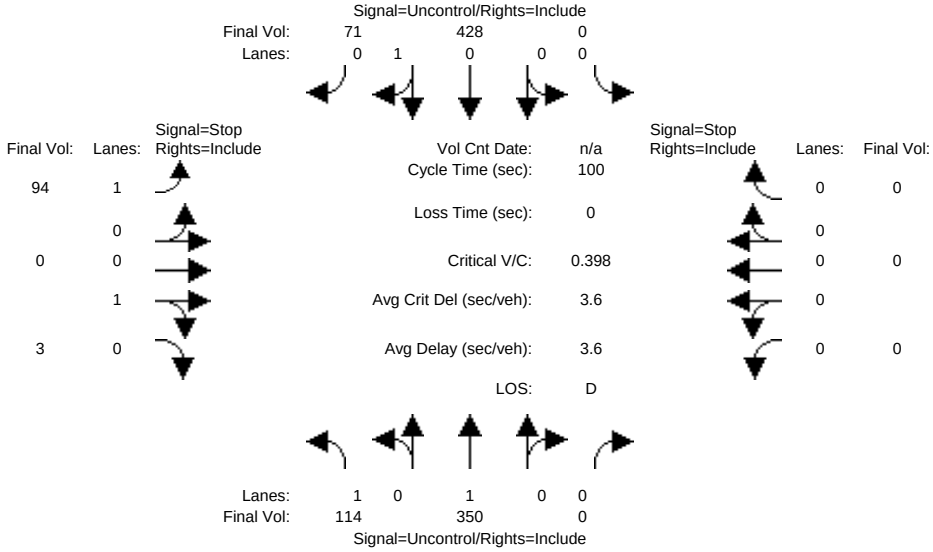
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1050: Third Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    114  350     0     0  428    71    94    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  350     0     0  428    71    94    0     3     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114  350     0     0  428    71    94    0     3     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  114  350     0     0  428    71    94    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  499 xxxx xxxxx  xxxx xxxx xxxxx  1042 1042   464  xxxx xxxx xxxxx
Potent Cap.: 1075 xxxx xxxxx  xxxx xxxx xxxxx   257  232   603  xxxx xxxx xxxxx
Move Cap.:   1075 xxxx xxxxx  xxxx xxxx xxxxx   236  207   603  xxxx xxxx xxxxx
Volume/Cap:  0.11 xxxx  xxxx  xxxx xxxx  xxxx  0.40 0.00  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx  xxxx xxxx xxxxx   1.8 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.7 xxxx xxxxx xxxxx xxxx xxxxx  30.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     D    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   603  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.0 xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.0 xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     B     *    *     *
ApproachDel:    xxxxxx           xxxxxx              29.4           xxxxxx
ApproachLOS:         *                *                 D                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1050 Third Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  1  0    0  0  0  0  0
Initial Vol:  114  350     0     0  428    71    94    0     3     0    0     0
ApproachDel:    xxxxxx           xxxxxx              29.4           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=97]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1060]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1050 Third Street and Avenue B
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  1  0    0  0  0  0  0
Initial Vol:  114  350     0     0  428    71    94    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             963
Minor Approach Volume:           97
Minor Approach Volume Threshold: 390
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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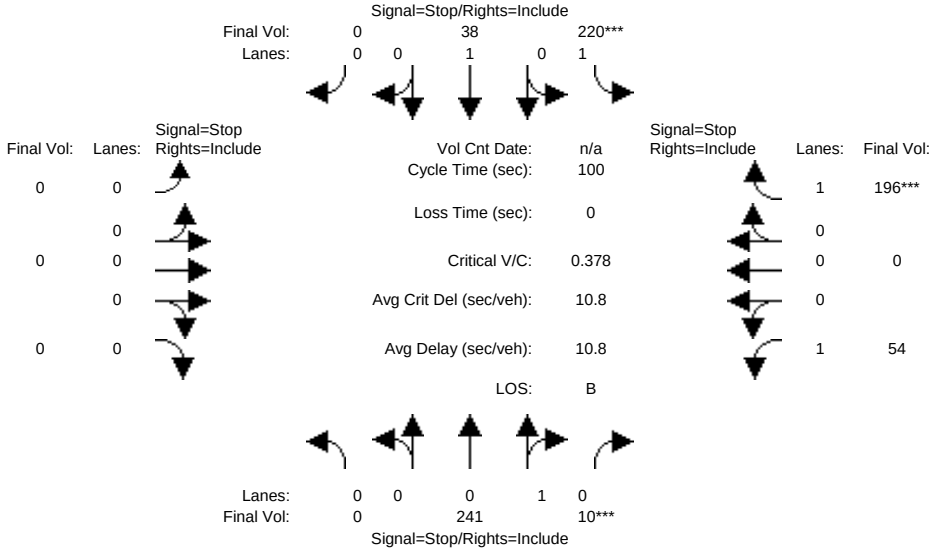
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1051: Stars and Stripes and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	241	10	220	38	0	0	0	0	54	0	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	241	10	220	38	0	0	0	0	54	0	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	10	220	38	0	0	0	0	54	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	10	220	38	0	0	0	0	54	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	10	220	38	0	0	0	0	54	0	196
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	638	26	593	644	0	0	0	0	548	0	671
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.38	0.38	0.37	0.06	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.29
Crit Moves:			****	****								****
Delay/Veh:	0.0	11.3	11.3	11.9	8.4	0.0	0.0	0.0	0.0	9.6	0.0	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	11.9	8.4	0.0	0.0	0.0	0.0	9.6	0.0	9.7
LOS by Move:	*	B	B	B	A	*	*	*	*	A	*	A
ApproachDel:		11.3			11.4		xxxxxx				9.7	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		11.3			11.4		xxxxxx				9.7	
LOS by Appr:		B			B		*				A	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1051 Stars and Stripes and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  241    10   220   38     0     0    0     0    54    0   196
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             509
Minor Approach Volume:           250
Minor Approach Volume Threshold: 664
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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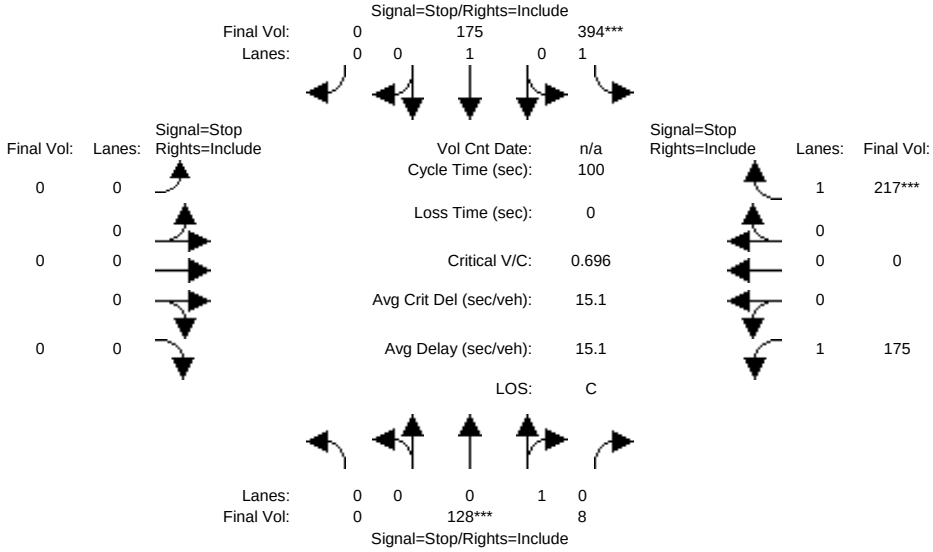
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1051: Stars and Stripes and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	128	8	394	175	0	0	0	0	175	0	217
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	128	8	394	175	0	0	0	0	175	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	128	8	394	175	0	0	0	0	175	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	128	8	394	175	0	0	0	0	175	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	128	8	394	175	0	0	0	0	175	0	217
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	542	34	566	609	0	0	0	0	512	0	616
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.24	0.24	0.70	0.29	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.35
Crit Moves:		****		****								****
Delay/Veh:	0.0	10.8	10.8	21.7	10.7	0.0	0.0	0.0	0.0	12.8	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	10.8	21.7	10.7	0.0	0.0	0.0	0.0	12.8	0.0	11.1
LOS by Move:	*	B	B	C	B	*	*	*	*	B	*	B
ApproachDel:		10.8			18.3			xxxxxx			11.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.8			18.3			xxxxxx			11.9	
LOS by Appr:		B			C			*			B	
AllWayAvgQ:	0.3	0.3	0.3	2.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1051 Stars and Stripes and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Initial Vol:	0	128			8	394	175			0	0		0		0	175		0		217

Major Street Volume: 705
Minor Approach Volume: 392
Minor Approach Volume Threshold: 524

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

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

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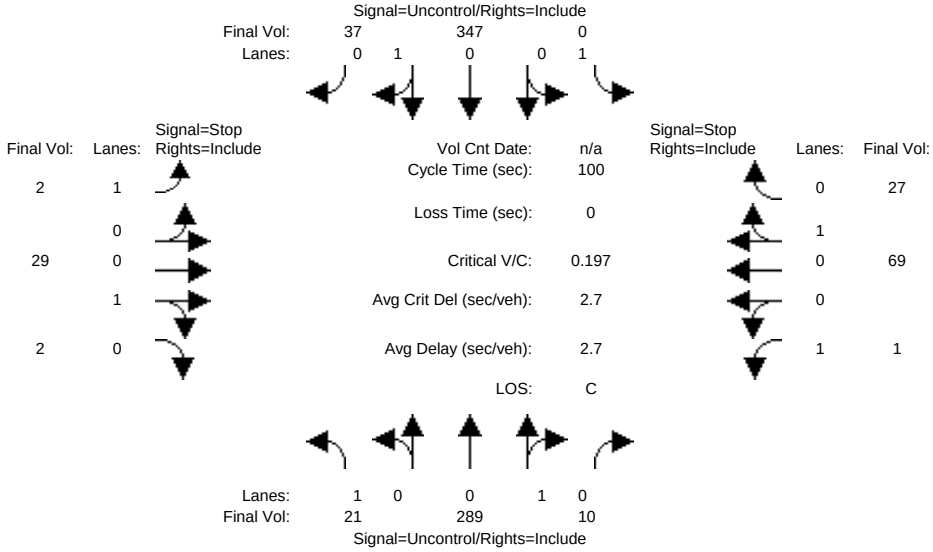
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1052: Third Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     21  289    10     0  347    37     2   29     2     1   69    27
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21  289    10     0  347    37     2   29     2     1   69    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21  289    10     0  347    37     2   29     2     1   69    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   21  289    10     0  347    37     2   29     2     1   69    27
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  384 xxxx xxxxx  xxxx xxxx xxxxx   750  707   366   717  720   294
Potent Cap.: 1186 xxxx xxxxx  xxxx xxxx xxxxx   330  363   684   347  356   750
Move Cap.:   1186 xxxx xxxxx  xxxx xxxx xxxxx   267  356   684   320  350   750
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.08  0.00  0.00 0.20  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx xxxx xxxxx  18.6 xxxx xxxxx  16.3 xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   368  xxxx xxxx   412
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx   0.9
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  15.7 xxxxx xxxx  16.4
Shared LOS:     *    *     *     *    *     *     *    *     C     *    *     C
ApproachDel:    xxxxxx           xxxxxx              15.9             16.4
ApproachLOS:         *                *                 C                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1052 Third Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   21  289    10     0  347    37     2   29     2     1   69    27
ApproachDel:    xxxxxx           xxxxxx             15.9             16.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=33]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=834]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=97]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=834]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1052 Third Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   21  289    10     0  347    37     2   29     2     1   69    27
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             704
Minor Approach Volume:           97
Minor Approach Volume Threshold: 525
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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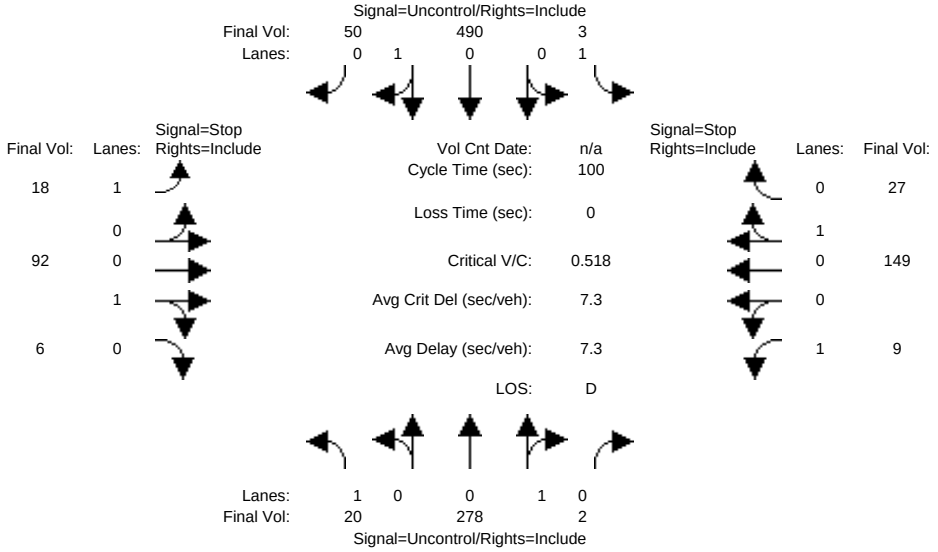
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1052: Third Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     20  278     2     3  490    50    18   92     6     9  149    27
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  278     2     3  490    50    18   92     6     9  149    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  278     2     3  490    50    18   92     6     9  149    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   20  278     2     3  490    50    18   92     6     9  149    27
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
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:  540 xxxx xxxxx   280 xxxx xxxxx   928  841   515   889  865   279
Potent Cap.: 1039 xxxx xxxxx  1294 xxxx xxxxx   250  303   564   266  294   765
Move Cap.:   1039 xxxx xxxxx  1294 xxxx xxxxx   141  297   564   197  287   765
Volume/Cap:  0.02 xxxx  xxxx  0.00 xxxx  xxxx  0.13 0.31  0.01  0.05 0.52  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx   0.4 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:  8.5 xxxx xxxxx   7.8 xxxx xxxxx  34.3 xxxx xxxxx  24.1 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     D    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   306  xxxx xxxx   318
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.3 xxxxx xxxx   3.2
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  22.2 xxxxx xxxx  29.5
Shared LOS:     *    *     *     *    *     *     *    *     C     *    *     D
ApproachDel:    xxxxxx           xxxxxx             24.1             29.2
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1052 Third Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   20  278     2     3  490    50    18   92     6     9  149    27
ApproachDel:    xxxxxx           xxxxxx             24.1             29.2
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=116]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1144]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=185]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1144]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1052 Third Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   20  278     2     3  490    50    18   92     6     9  149    27
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             843
Minor Approach Volume:           185
Minor Approach Volume Threshold: 448
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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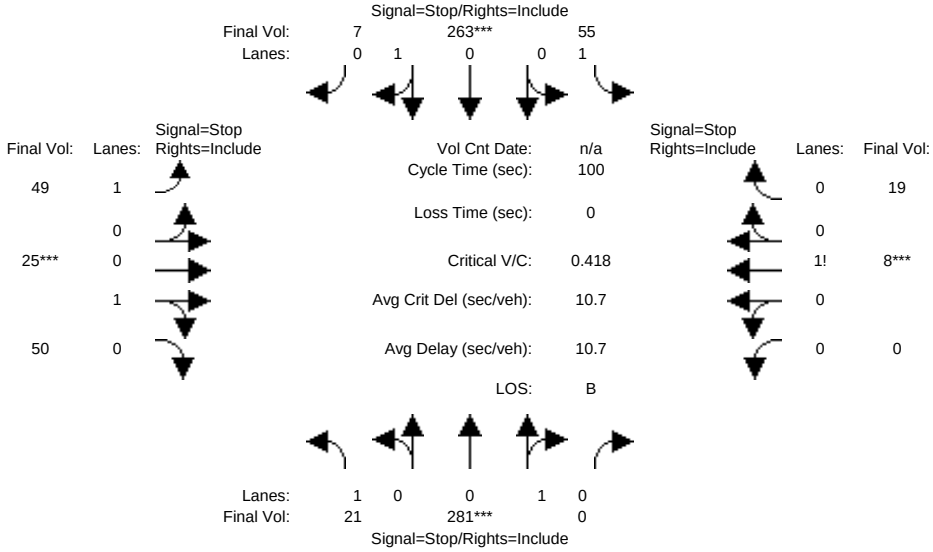
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1053: First Street and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	21	281	0	55	263	7	49	25	50	0	8	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	281	0	55	263	7	49	25	50	0	8	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:	21	281	0	55	263	7	49	25	50	0	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	281	0	55	263	7	49	25	50	0	8	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	281	0	55	263	7	49	25	50	0	8	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.97	0.03	1.00	0.33	0.67	0.00	0.30	0.70
Final Sat.:	610	673	0	614	661	18	515	199	398	0	167	396
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	xxxx	0.09	0.40	0.40	0.10	0.13	0.13	xxxx	0.05	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	8.7	11.6	0.0	9.0	11.2	11.2	9.9	9.0	9.0	0.0	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	11.6	0.0	9.0	11.2	11.2	9.9	9.0	9.0	0.0	9.1	9.1
LOS by Move:	A	B	*	A	B	B	A	A	A	*	A	A
ApproachDel:		11.4			10.8			9.3			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			10.8			9.3			9.1	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.0	0.7	0.7	0.1	0.6	0.6	0.1	0.1	0.1	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1053 First Street and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    0  0  0  1  0
Initial Vol:   21  281     0    55  263     7    49   25    50     0    8    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             627
Minor Approach Volume:           124
Minor Approach Volume Threshold: 575
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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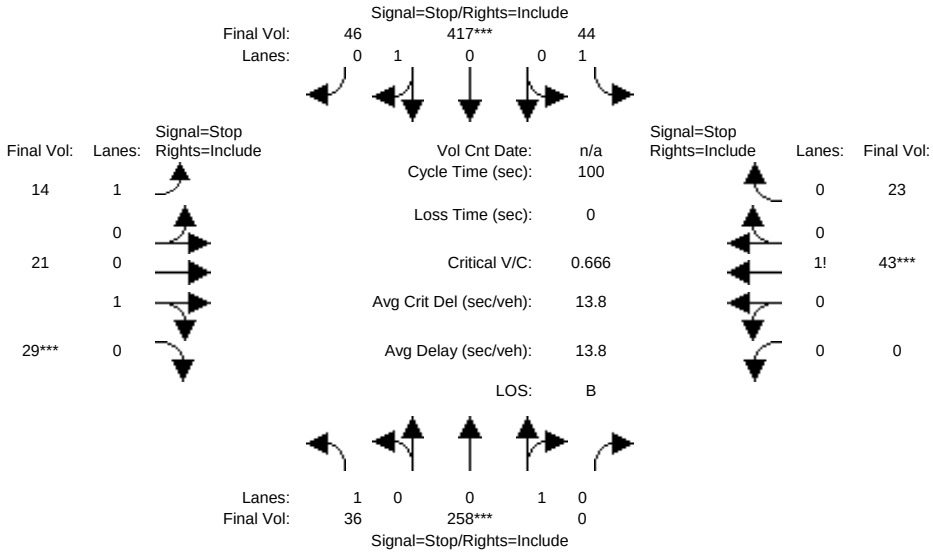
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1053: First Street and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	36	258	0	44	417	46	14	21	29	0	43	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	258	0	44	417	46	14	21	29	0	43	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	258	0	44	417	46	14	21	29	0	43	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	258	0	44	417	46	14	21	29	0	43	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	258	0	44	417	46	14	21	29	0	43	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.90	0.10	1.00	0.42	0.58	0.00	0.65	0.35
Final Sat.:	597	655	0	621	626	69	469	224	309	0	339	181
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	xxxx	0.07	0.67	0.67	0.03	0.09	0.09	xxxx	0.13	0.13
Crit Moves:		****			****				****		****	
Delay/Veh:	8.9	11.4	0.0	8.8	17.2	17.2	9.9	9.3	9.3	0.0	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	11.4	0.0	8.8	17.2	17.2	9.9	9.3	9.3	0.0	10.1	10.1
LOS by Move:	A	B	*	A	C	C	A	A	A	*	B	B
ApproachDel:		11.1			16.4			9.5			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			16.4			9.5			10.1	
LOS by Appr:		B			C			A			B	
AllWayAvgQ:	0.1	0.6	0.6	0.1	1.8	1.8	0.0	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1053 First Street and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	0	0	0	1 0
Initial Vol:	36	258		0	44	417		46	14		21	29	0		43	23

Major Street Volume: 801
Minor Approach Volume: 66
Minor Approach Volume Threshold: 361

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

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

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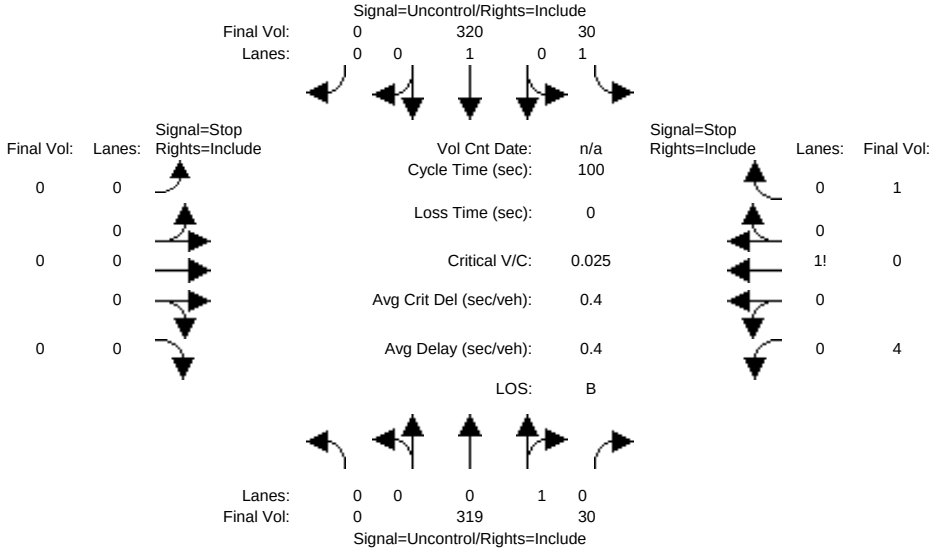
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1054: Second Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  319    30    30  320     0     0    0     0     4    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  319    30    30  320     0     0    0     0     4    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  319    30    30  320     0     0    0     0     4    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  319    30    30  320     0     0    0     0     4    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   349 xxxx xxxxx  xxxx xxxx xxxxx   714  714   334
Potent Cap.: xxxx xxxx xxxxx  1221 xxxx xxxxx  xxxx xxxx xxxxx   401  359   712
Move Cap.:   xxxx xxxx xxxxx  1221 xxxx xxxxx  xxxx xxxx xxxxx   393  350   712
Volume/Cap:  xxxx xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.0 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 xxxx xxxxx  xxxx  432 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             13.4
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  319    30    30  320     0     0    0     0     4    0     1
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             13.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=704]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  319    30    30  320     0     0    0     0     4    0     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             699
Minor Approach Volume:           5
Minor Approach Volume Threshold: 408
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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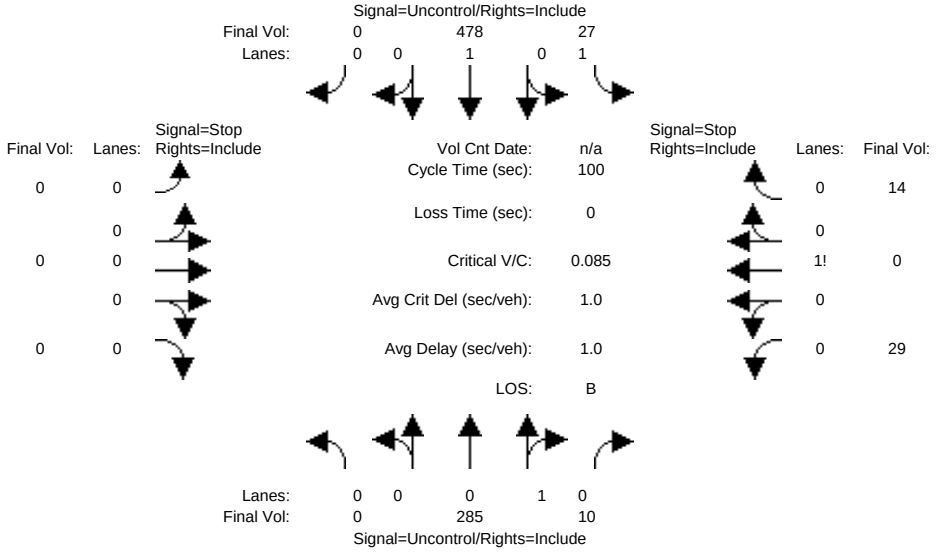
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1054: Second Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  285    10    27  478     0     0    0     0    29    0    14
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  285    10    27  478     0     0    0     0    29    0    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  285    10    27  478     0     0    0     0    29    0    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  285    10    27  478     0     0    0     0    29    0    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   295 xxxx xxxxx  xxxx xxxx xxxxx   822  822   290
Potent Cap.: xxxx xxxx xxxxx  1278 xxxx xxxxx  xxxx xxxx xxxxx   346  311   754
Move Cap.:   xxxx xxxx xxxxx  1278 xxxx xxxxx  xxxx xxxx xxxxx   341  305   754
Volume/Cap:  xxxx xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.09 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 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 xxxx xxxxx  xxxx  415 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 14.7 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             14.7
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  285    10    27  478     0     0    0     0    29    0    14
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             14.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=843]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  285    10    27  478     0     0    0     0    29    0    14
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             800
Minor Approach Volume:           43
Minor Approach Volume Threshold: 362
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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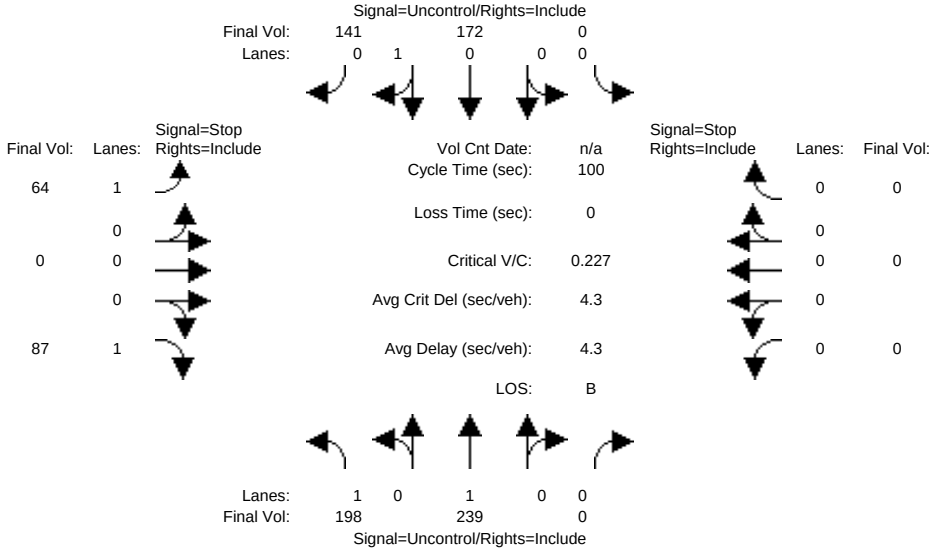
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1055: K Parking Access (Avenue A)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    198  239     0     0  172   141    64    0    87     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  198  239     0     0  172   141    64    0    87     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   198  239     0     0  172   141    64    0    87     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  198  239     0     0  172   141    64    0    87     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  313 xxxx xxxxx  xxxx xxxx xxxxx   878 xxxx   243  xxxx xxxx xxxxx
Potent Cap.: 1259 xxxx xxxxx  xxxx xxxx xxxxx   321 xxxx   801  xxxx xxxx xxxxx
Move Cap.:   1259 xxxx xxxxx  xxxx xxxx xxxxx   282 xxxx   801  xxxx xxxx xxxxx
Volume/Cap:  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.23 xxxx  0.11  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx  xxxx xxxx xxxxx   0.9 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  8.4 xxxx xxxxx xxxxx xxxx xxxxx  21.4 xxxx  10.0 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              14.9           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1055 K Parking Access (Avenue A)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  198  239     0     0  172   141    64    0    87     0    0     0
ApproachDel:    xxxxxx           xxxxxx             14.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=151]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=901]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1055 K Parking Access (Avenue A)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  198  239     0     0  172   141    64    0    87     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             750
Minor Approach Volume:           151
Minor Approach Volume Threshold: 498
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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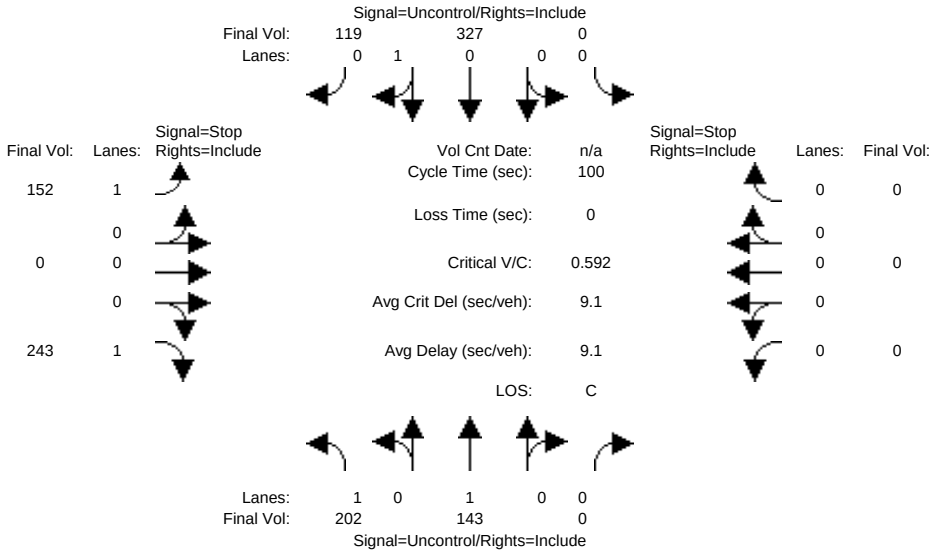
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1055: K Parking Access (Avenue A)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    202  143     0     0  327   119   152    0   243     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  202  143     0     0  327   119   152    0   243     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   202  143     0     0  327   119   152    0   243     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  202  143     0     0  327   119   152    0   243     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  446 xxxx xxxxx  xxxx xxxx xxxxx   934 xxxx   387  xxxx xxxx xxxxx
Potent Cap.: 1125 xxxx xxxxx  xxxx xxxx xxxxx   298 xxxx   666  xxxx xxxx xxxxx
Move Cap.:   1125 xxxx xxxxx  xxxx xxxx xxxxx   257 xxxx   666  xxxx xxxx xxxxx
Volume/Cap:  0.18 xxxx  xxxx  xxxx xxxx  xxxx  0.59 xxxx  0.36  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   3.4 xxxx   1.7  xxxx xxxx xxxxx
Control Del:  8.9 xxxx xxxxx xxxxx xxxx xxxxx  37.5 xxxx  13.5 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     E    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              22.7           xxxxxx
ApproachLOS:         *                *                 C                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1055 K Parking Access (Avenue A)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  202  143     0     0  327   119   152    0   243     0    0     0
ApproachDel:    xxxxxx           xxxxxx              22.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=395]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1186]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1055 K Parking Access (Avenue A)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  202  143     0     0  327   119   152    0   243     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             791
Minor Approach Volume:           395
Minor Approach Volume Threshold: 475
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```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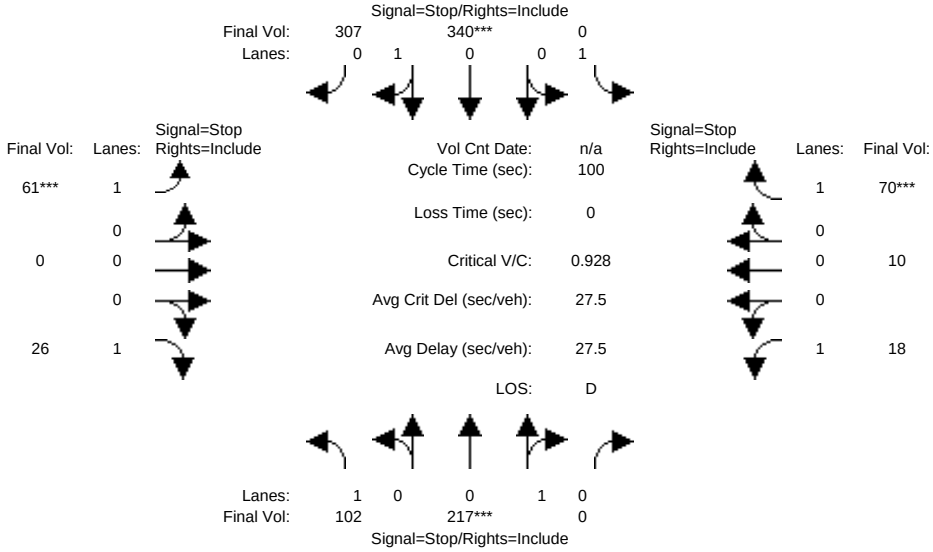
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1056: Avenue A btwn City Place and Third Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	102	217	0	0	340	307	61	0	26	18	10	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	217	0	0	340	307	61	0	26	18	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	217	0	0	340	307	61	0	26	18	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	217	0	0	340	307	61	0	26	18	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	217	0	0	340	307	61	0	26	18	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.53	0.47	1.00	0.00	1.00	0.37	0.63	1.00
Final Sat.:	563	611	0	589	366	331	459	0	542	176	303	543
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	xxxx	0.00	0.93	0.93	0.13	xxxx	0.05	0.10	0.03	0.13
Crit Moves:		****			****		****					****
Delay/Veh:	10.3	11.5	0.0	0.0	40.4	40.4	11.3	0.0	9.3	10.3	10.3	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	11.5	0.0	0.0	40.4	40.4	11.3	0.0	9.3	10.3	10.3	9.9
LOS by Move:	B	B	*	*	E	E	B	*	A	B	B	A
ApproachDel:		11.1			40.4			10.7			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			40.4			10.7			10.0	
LOS by Appr:		B			E			B			A	
AllWayAvgQ:	0.2	0.5	0.5	0.0	6.3	6.3	0.1	0.0	0.0	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1056 Avenue A btwn City Place and Third Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	0 1		0 1 0	1 0	
Initial Vol:	102 217	0		0 340	307		61 0	26		18 10	70	

Major Street Volume: 966
Minor Approach Volume: 98
Minor Approach Volume Threshold: 389

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

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

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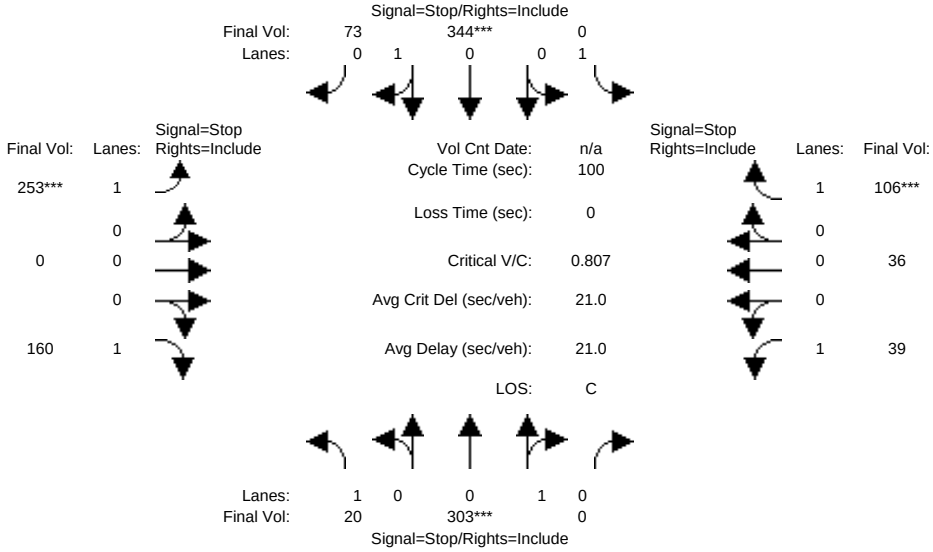
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1056: Avenue A btwn City Place and Third Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	20	303	0	0	344	73	253	0	160	39	36	106
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	303	0	0	344	73	253	0	160	39	36	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	303	0	0	344	73	253	0	160	39	36	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	303	0	0	344	73	253	0	160	39	36	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	303	0	0	344	73	253	0	160	39	36	106
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.82	0.18	1.00	0.00	1.00	0.43	0.57	1.00
Final Sat.:	452	487	0	467	426	90	449	0	525	179	237	466
Capacity Analysis Module:												
Vol/Sat:	0.04	0.62	xxxx	0.00	0.81	0.81	0.56	xxxx	0.30	0.22	0.15	0.23
Crit Moves:		****			****		****					****
Delay/Veh:	10.7	20.0	0.0	0.0	30.8	30.8	19.2	0.0	11.9	12.2	12.2	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	20.0	0.0	0.0	30.8	30.8	19.2	0.0	11.9	12.2	12.2	11.5
LOS by Move:	B	C	*	*	D	D	C	*	B	B	B	B
ApproachDel:		19.4			30.8			16.4			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.4			30.8			16.4			11.8	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	0.0	1.4	1.4	0.0	3.1	3.1	1.1	0.0	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1056 Avenue A btwn City Place and Third Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    0  1  0  1  0
Initial Vol:   20  303     0     0  344    73   253    0   160    39   36   106
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             740
Minor Approach Volume:           413
Minor Approach Volume Threshold: 504
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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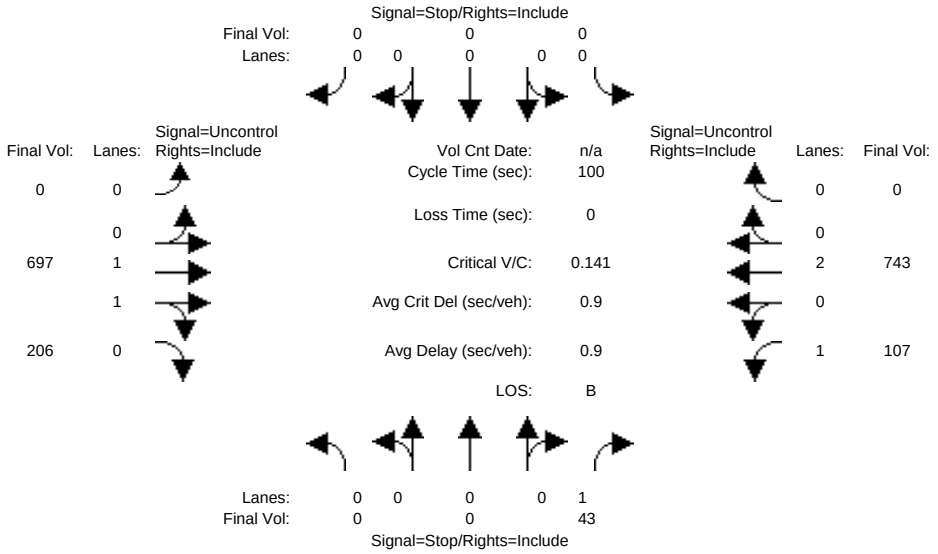
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1057: A1 Parking Access (City Place Pway)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    43     0    0     0     0  697   206   107  743     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    43     0    0     0     0  697   206   107  743     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    43     0    0     0     0  697   206   107  743     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    43     0    0     0     0  697   206   107  743     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   452  xxxx xxxx xxxxx  xxxx xxxx xxxxx   903 xxxx xxxxx
Potent Cap.: xxxx xxxx   561  xxxx xxxx xxxxx  xxxx xxxx xxxxx   761 xxxx xxxxx
Move Cap.:   xxxx xxxx   561  xxxx xxxx xxxxx  xxxx xxxx xxxxx   761 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.08  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.14 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:xxxxx xxxx  12.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.0           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1057 A1 Parking Access (City Place Pway)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:    0    0    43     0    0     0     0  697   206   107  743     0
ApproachDel:      12.0           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1796]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1057 A1 Parking Access (City Place Pway)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:    0    0    43     0    0     0     0  697   206   107  743     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1753
Minor Approach Volume:           43
Minor Approach Volume Threshold: 91 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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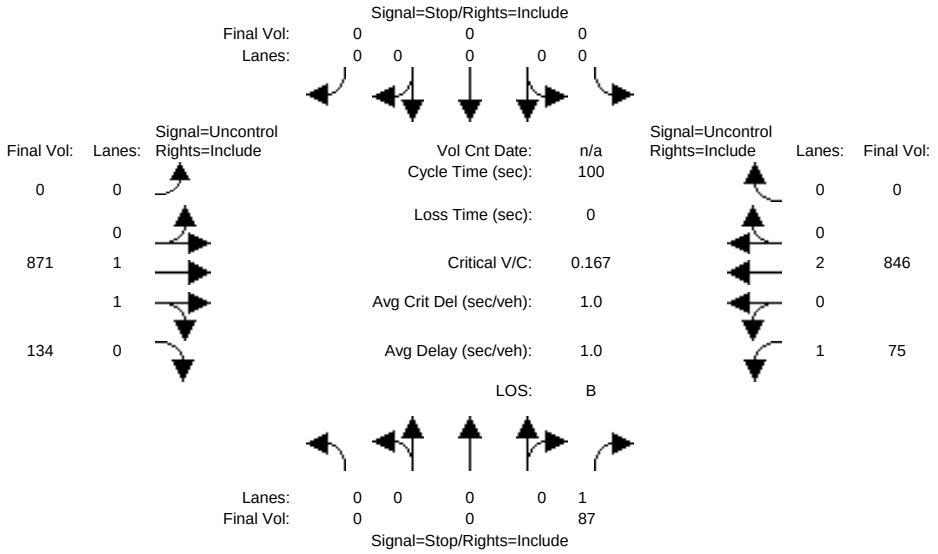
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1057: A1 Parking Access (City Place Pway)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    87     0    0     0     0  871   134    75  846     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    87     0    0     0     0  871   134    75  846     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    87     0    0     0     0  871   134    75  846     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    87     0    0     0     0  871   134    75  846     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   503  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1005 xxxx xxxxx
Potent Cap.: xxxx xxxx   520  xxxx xxxx xxxxx  xxxx xxxx xxxxx   697 xxxx xxxxx
Move Cap.:   xxxx xxxx   520  xxxx xxxx xxxxx  xxxx xxxx xxxxx   697 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.17  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx  13.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.8 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1057 A1 Parking Access (City Place Pway)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:    0    0    87     0    0     0     0  871   134    75  846     0
ApproachDel:      13.3           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=87]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2013]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1057 A1 Parking Access (City Place Pway)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:    0    0    87     0    0     0     0  871   134    75  846     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1926
Minor Approach Volume:           87
Minor Approach Volume Threshold: 59 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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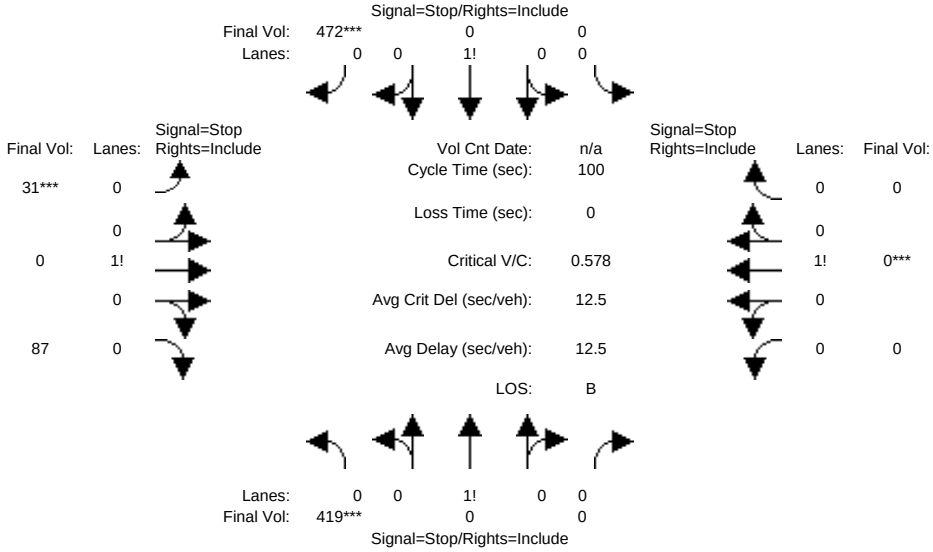
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1058: South of City Place Pkwy/West of Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	419	0	0	0	0	472	31	0	87	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	0	0	0	0	472	31	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	0	0	0	0	472	31	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	0	0	0	0	472	31	0	87	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	0	0	0	0	472	31	0	87	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	1.00	0.26	0.00	0.74	0.00	1.00	0.00
Final Sat.:	724	0	0	0	0	858	158	0	445	0	508	0
Capacity Analysis Module:												
Vol/Sat:	0.58	xxxx	xxxx	xxxx	xxxx	0.55	0.20	xxxx	0.20	xxxx	0.00	xxxx
Crit Moves:	****					****	****				****	
Delay/Veh:	14.1	0.0	0.0	0.0	0.0	11.8	9.4	0.0	9.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	0.0	0.0	0.0	0.0	11.8	9.4	0.0	9.4	0.0	0.0	0.0
LOS by Move:	B	*	*	*	*	B	A	*	A	*	*	*
ApproachDel:	14.1			11.8			9.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.1			11.8			9.4			xxxxxx		
LOS by Appr:	B			B			A			*		
AllWayAvgQ:	1.2	1.2	1.2	1.1	1.1	1.1	0.2	0.2	0.2	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1058 South of City Place Pkwy/West of Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  0  0    0  0  0  0  1    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:  419    0     0     0    0   472    31    0    87     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             891
Minor Approach Volume:           118
Minor Approach Volume Threshold: 250
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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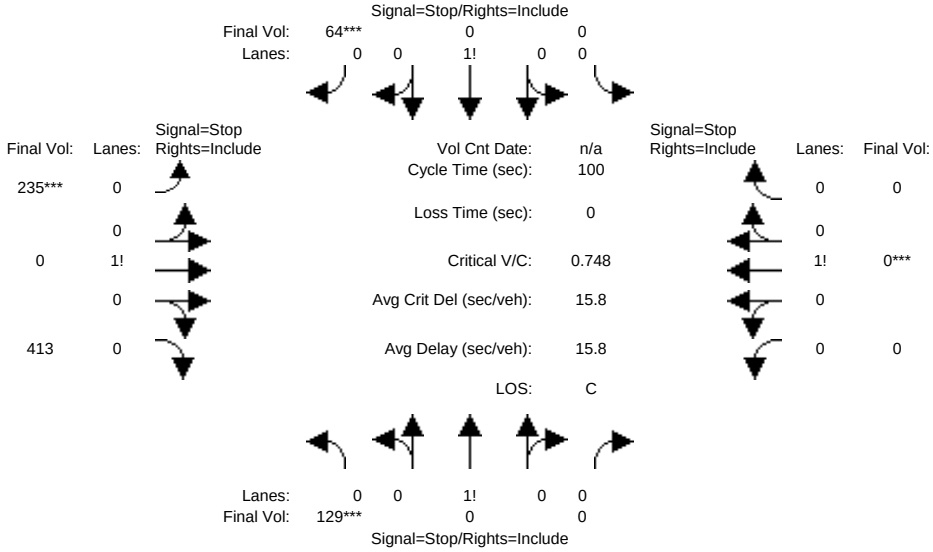
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1058: South of City Place Pkwy/West of Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	129	0	0	0	0	64	235	0	413	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	0	0	0	0	64	235	0	413	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	0	0	0	0	64	235	0	413	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	0	0	0	64	235	0	413	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	0	0	0	0	64	235	0	413	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	1.00	0.36	0.00	0.64	0.00	1.00	0.00
Final Sat.:	593	0	0	0	0	663	314	0	552	0	660	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	xxxx	xxxx	xxxx	0.10	0.75	xxxx	0.75	xxxx	0.00	xxxx
Crit Moves:	****					****	****				****	
Delay/Veh:	9.9	0.0	0.0	0.0	0.0	8.3	17.8	0.0	17.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	0.0	0.0	0.0	8.3	17.8	0.0	17.8	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	A	C	*	C	*	*	*
ApproachDel:	9.9			8.3			17.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.9			8.3			17.8			xxxxxx		
LOS by Appr:	A			A			C			*		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	2.6	2.6	2.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1058 South of City Place Pkwy/West of Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  0  0    0  0  0  0  1    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:  129    0     0     0    0    64   235    0   413     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             648
Minor Approach Volume:           129
Minor Approach Volume Threshold: 335
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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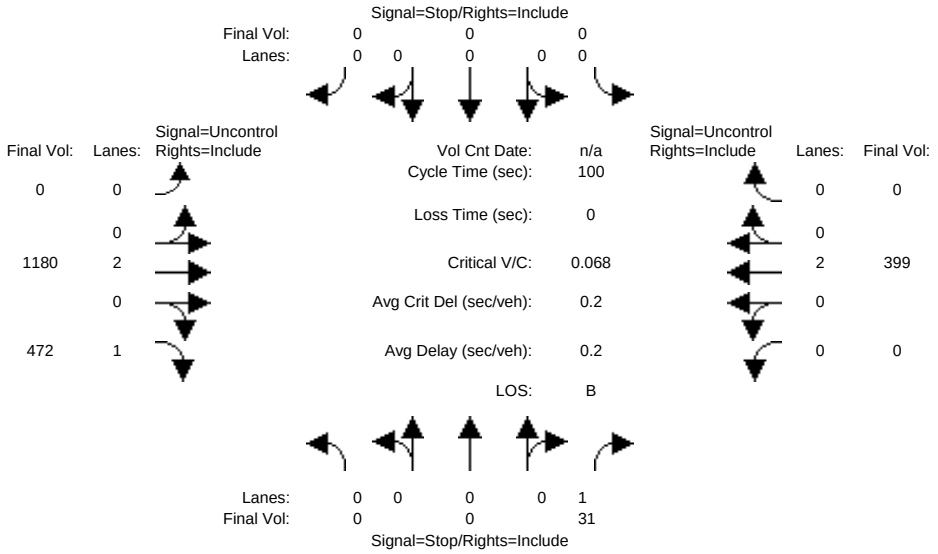
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1059: City Place Parkway west of GA Parkway




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    31     0    0     0     0 1180   472     0  399     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    31     0    0     0     0 1180   472     0  399     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    31     0    0     0     0 1180   472     0  399     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    31     0    0     0     0 1180   472     0  399     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   590  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   456  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   456  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.07  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  13.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.5           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1059 City Place Parkway west of GA Parkway
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  0  1    0  0  2  0  0
Initial Vol:    0    0    31     0    0     0     0 1180   472     0  399     0
ApproachDel:      13.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2082]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1059 City Place Parkway west of GA Parkway
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  0  1    0  0  2  0  0
Initial Vol:    0    0    31     0    0     0     0 1180   472     0  399     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2051
Minor Approach Volume:           31
Minor Approach Volume Threshold: 37 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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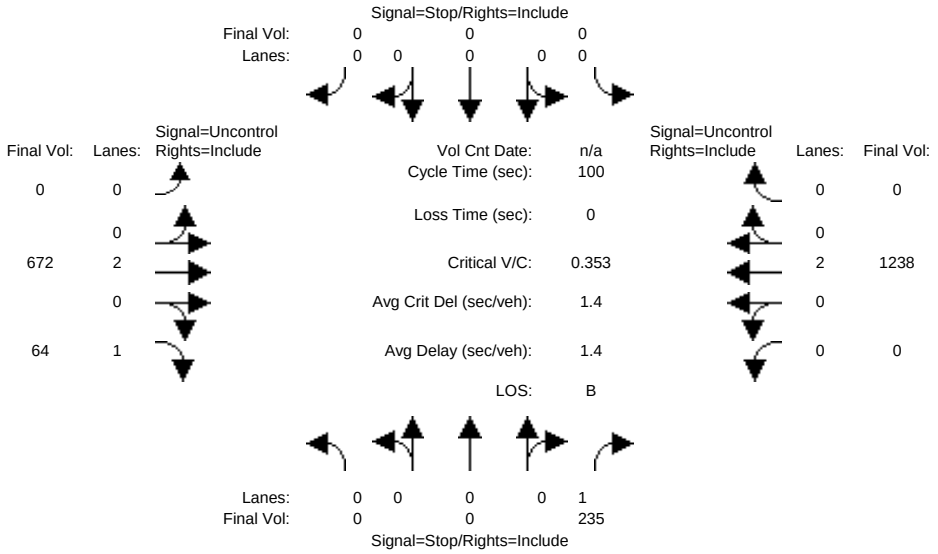
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1059: City Place Parkway west of GA Parkway




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0   235     0    0     0     0  672    64     0 1238     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   235     0    0     0     0  672    64     0 1238     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   235     0    0     0     0  672    64     0 1238     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   235     0    0     0     0  672    64     0 1238     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   336  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   666  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   666  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.35  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   1.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  13.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.3           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1059 City Place Parkway west of GA Parkway
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  0  1    0  0  2  0  0
Initial Vol:    0    0   235     0    0     0     0  672    64     0 1238     0
ApproachDel:      13.3           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=235]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2209]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1059 City Place Parkway west of GA Parkway
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  0  1    0  0  2  0  0
Initial Vol:    0    0   235     0    0     0     0  672    64     0 1238     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1974
Minor Approach Volume:           235
Minor Approach Volume Threshold: 51 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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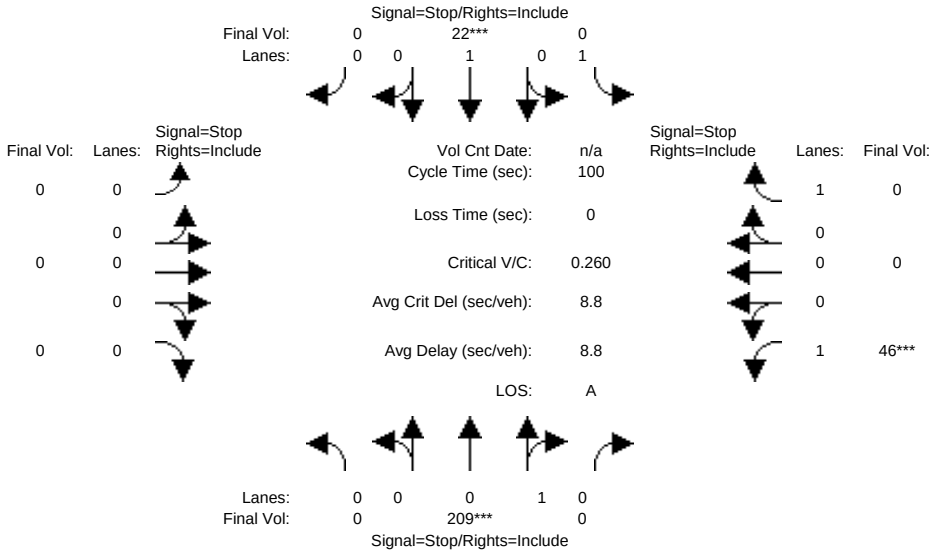
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1060: Creek and Parcel N Parking



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	209	0	0	22	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	209	0	0	22	0	0	0	0	46	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	209	0	0	22	0	0	0	0	46	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	209	0	0	22	0	0	0	0	46	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	209	0	0	22	0	0	0	0	46	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	802	0	675	745	0	0	0	0	631	0	799
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	xxxx	0.00	0.03	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	9.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	8.6	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	8.6	0.0	0.0
LOS by Move:	*	A	*	*	A	*	*	*	*	A	*	*
ApproachDel:		9.0			7.6		xxxxxx				8.6	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		9.0			7.6		xxxxxx				8.6	
LOS by Appr:		A			A		*				A	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1060 Creek and Parcel N Parking

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  209     0     0   22     0     0    0     0    46    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             231
Minor Approach Volume:           46
Minor Approach Volume Threshold: 1004
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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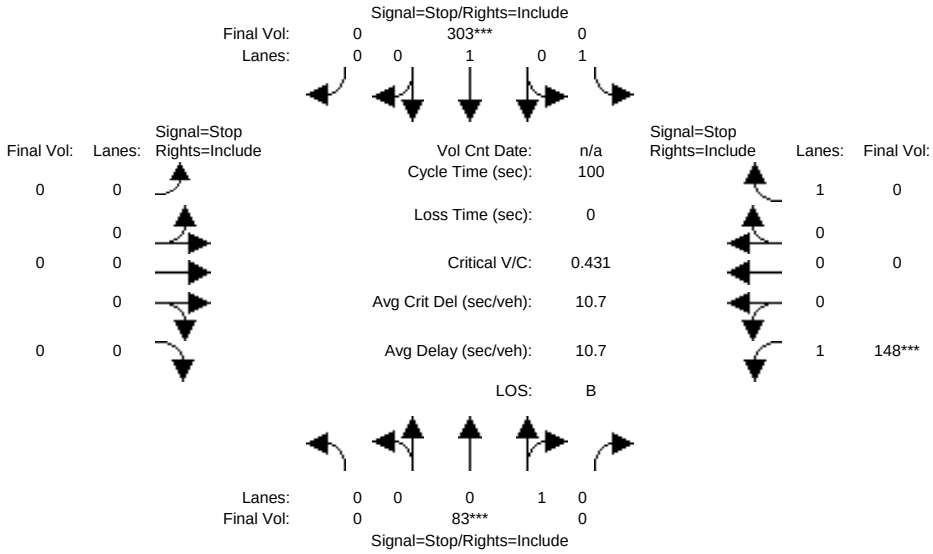
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1060: Creek and Parcel N Parking



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	83	0	0	303	0	0	0	0	148	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	0	0	303	0	0	0	0	148	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	83	0	0	303	0	0	0	0	148	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	83	0	0	303	0	0	0	0	148	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	83	0	0	303	0	0	0	0	148	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	682	0	639	704	0	0	0	0	581	0	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.12	xxxx	0.00	0.43	xxxx	xxxx	xxxx	xxxx	0.25	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.8	0.0	0.0	11.4	0.0	0.0	0.0	0.0	10.5	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	11.4	0.0	0.0	0.0	0.0	10.5	0.0	0.0
LOS by Move:	*	A	*	*	B	*	*	*	*	B	*	*
ApproachDel:		8.8			11.4			xxxxxx			10.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.8			11.4			xxxxxx			10.5	
LOS by Appr:		A			B			*			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1060 Creek and Parcel N Parking

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0   83     0     0  303     0     0    0     0   148    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             386
Minor Approach Volume:           148
Minor Approach Volume Threshold: 783
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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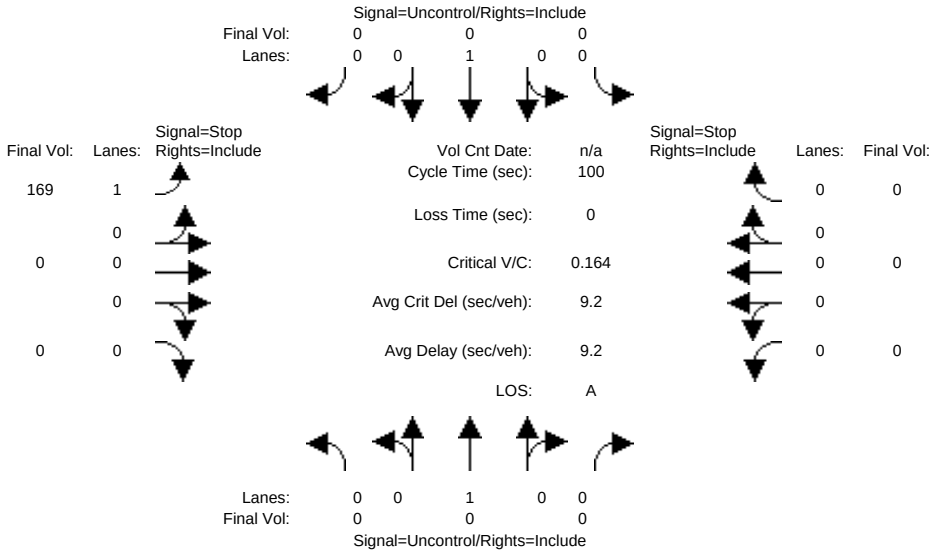
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1064: Slip Ramp and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0   169    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0   169    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0   169    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   169    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.2           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1064 Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   169    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=169]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=169]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1064 Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   169    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             0
Minor Approach Volume:           169
Minor Approach Volume Threshold: +Inf
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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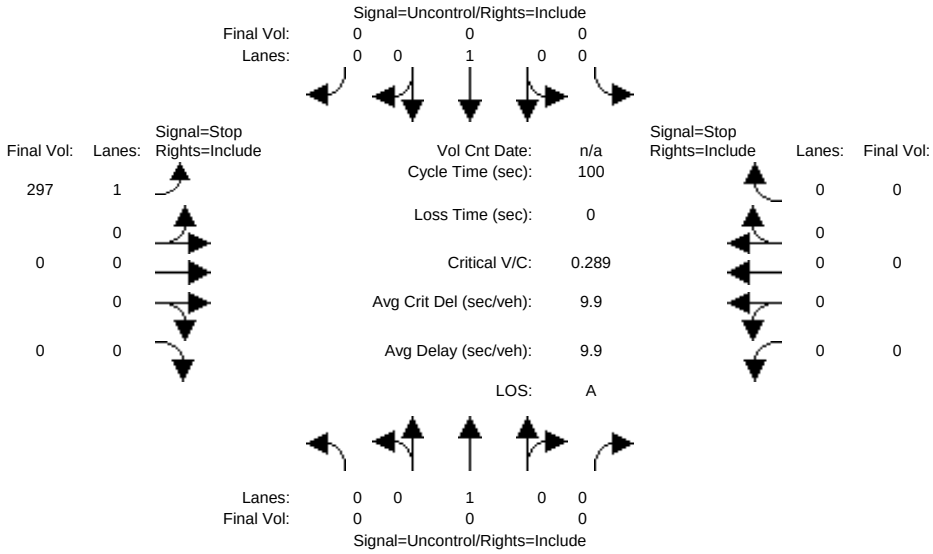
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1064: Slip Ramp and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0   297    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0   297    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0   297    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   297    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.29 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.9 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.9           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1064 Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   297    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=297]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=297]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1064 Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   297    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             0
Minor Approach Volume:           297
Minor Approach Volume Threshold: +Inf
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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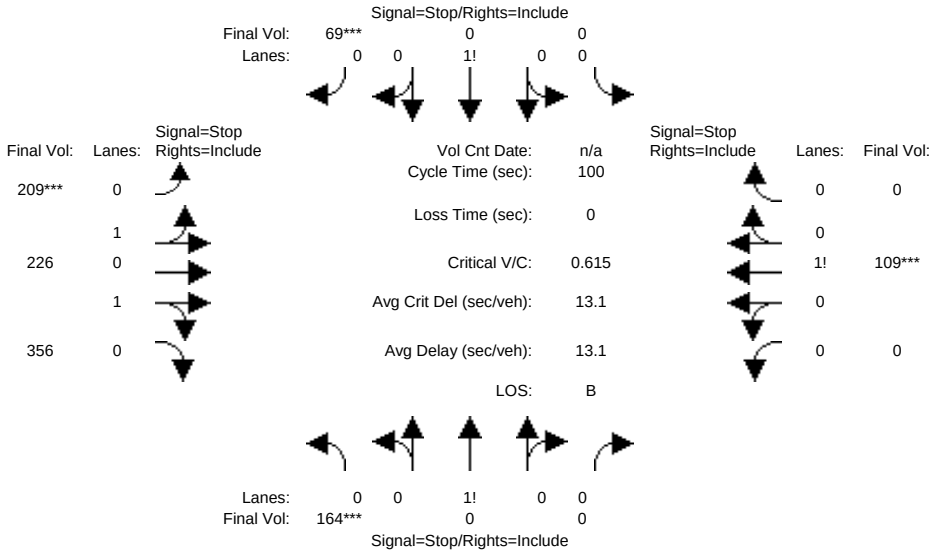
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1066: Convention Center / Creek intersection



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	164	0	0	0	0	69	209	226	356	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	0	0	0	0	69	209	226	356	0	109	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	0	0	0	0	69	209	226	356	0	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	0	0	0	0	69	209	226	356	0	109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	0	0	0	0	69	209	226	356	0	109	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	1.00	0.53	0.57	0.90	0.00	1.00	0.00
Final Sat.:	578	0	0	0	0	625	340	380	690	0	635	0
Capacity Analysis Module:												
Vol/Sat:	0.28	xxxx	xxxx	xxxx	xxxx	0.11	0.62	0.60	0.52	xxxx	0.17	xxxx
Crit Moves:	****					****	****				****	
Delay/Veh:	11.1	0.0	0.0	0.0	0.0	8.9	16.5	15.8	12.1	0.0	9.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	0.0	0.0	0.0	0.0	8.9	16.5	15.8	12.1	0.0	9.5	0.0
LOS by Move:	B	*	*	*	*	A	C	C	B	*	A	*
ApproachDel:	11.1			8.9			14.3			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			8.9			14.3			9.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	1.5	1.0	1.0	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1066 Convention Center / Creek intersection

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  0  0    0  0  0  0  1    0  1  0  1  0    0  0  1  0  0
Initial Vol:  164    0     0     0    0    69   209  226   356     0  109     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             900
Minor Approach Volume:           164
Minor Approach Volume Threshold: 321
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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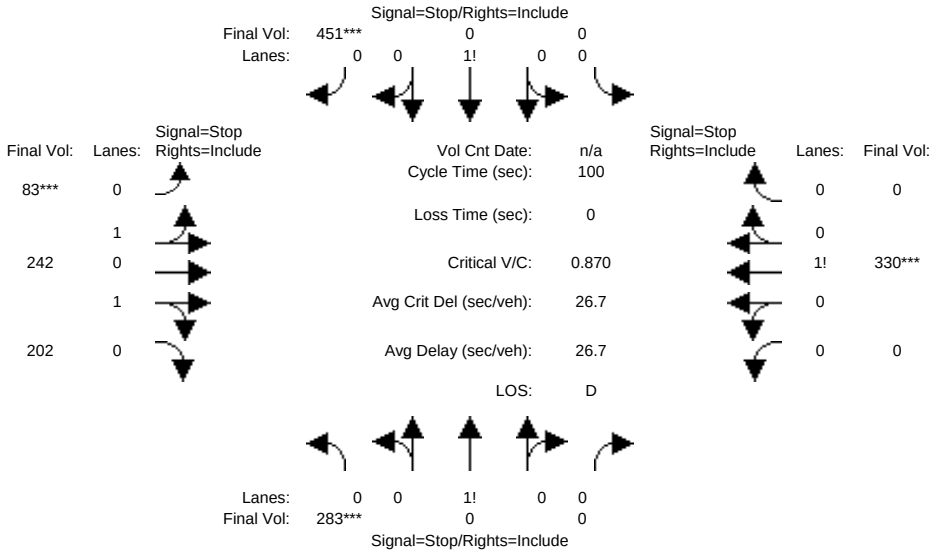
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1066: Convention Center / Creek intersection



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	283	0	0	0	0	451	83	242	202	0	330	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	0	0	0	0	451	83	242	202	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	0	0	0	0	451	83	242	202	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	0	0	0	0	451	83	242	202	0	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	0	0	0	0	451	83	242	202	0	330	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	1.00	0.31	0.92	0.77	0.00	1.00	0.00
Final Sat.:	421	0	0	0	0	518	137	407	363	0	442	0
Capacity Analysis Module:												
Vol/Sat:	0.67	xxxx	xxxx	xxxx	xxxx	0.87	0.61	0.59	0.56	xxxx	0.75	xxxx
Crit Moves:	****					****	****				****	
Delay/Veh:	23.3	0.0	0.0	0.0	0.0	36.7	21.4	20.5	18.1	0.0	27.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	0.0	0.0	0.0	0.0	36.7	21.4	20.5	18.1	0.0	27.1	0.0
LOS by Move:	C	*	*	*	*	E	C	C	C	*	D	*
ApproachDel:	23.3			36.7			19.7			27.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.3			36.7			19.7			27.1		
LOS by Appr:	C			E			C			D		
AllWayAvgQ:	1.4	1.4	1.4	3.9	3.9	3.9	1.3	1.1	1.1	2.0	2.0	2.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1066 Convention Center / Creek intersection

****

Future Volume Alternative: Peak Hour Warrant Met

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0
Initial Vol:	283	0	0		0	0	451		83	242	202		0	330	0	

Major Street Volume: 857
Minor Approach Volume: 451
Minor Approach Volume Threshold: 338

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

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

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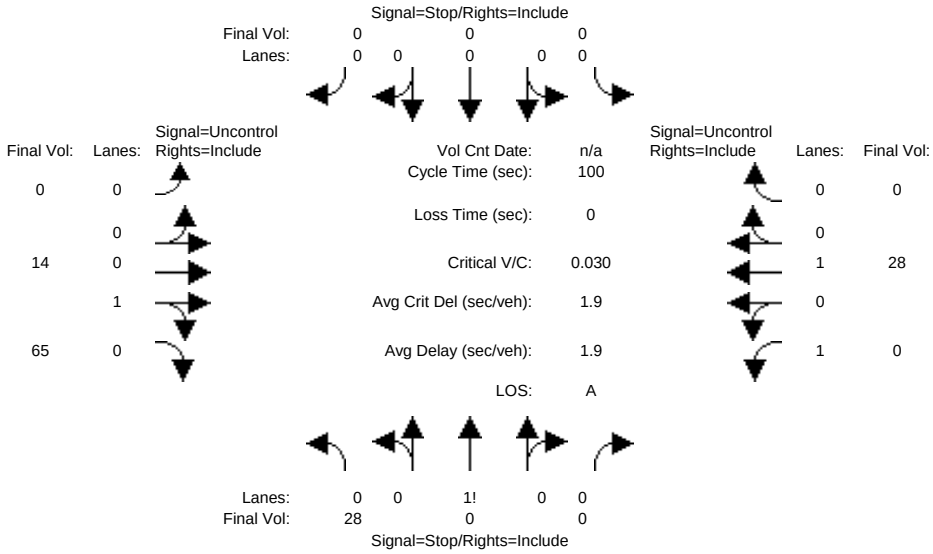
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1069: Q Parking Access and Stars and Stripes




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     28    0     0     0    0     0     0   14    65     0   28     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28    0     0     0    0     0     0   14    65     0   28     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    28    0     0     0    0     0     0   14    65     0   28     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   28    0     0     0    0     0     0   14    65     0   28     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   75 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  934 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    934 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.0 xxxx xxxxx xxxxx 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       9.0           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1069 Q Parking Access and Stars and Stripes
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  0    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:   28    0     0     0    0     0     0   14    65     0   28     0
ApproachDel:       9.0           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=135]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1069 Q Parking Access and Stars and Stripes
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  0    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:   28    0     0     0    0     0     0   14    65     0   28     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             107
Minor Approach Volume:           28
Minor Approach Volume Threshold: 1055
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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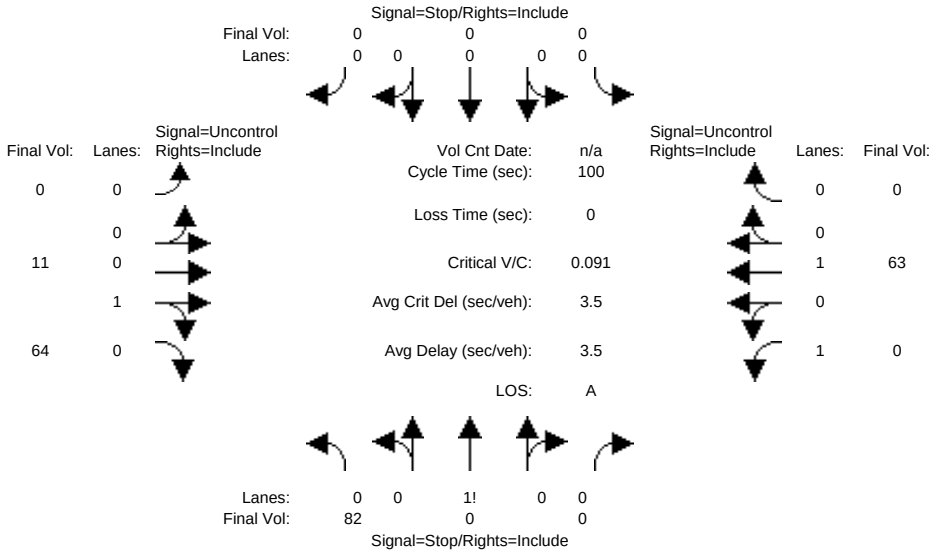
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1069: Q Parking Access and Stars and Stripes




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     82    0     0     0    0     0     0   11    64     0   63     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   82    0     0     0    0     0     0   11    64     0   63     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    82    0     0     0    0     0     0   11    64     0   63     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   82    0     0     0    0     0     0   11    64     0   63     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  106 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  897 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    897 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.09 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.4 xxxx xxxxx xxxxx 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       9.4           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1069 Q Parking Access and Stars and Stripes
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  0    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:   82    0     0     0    0     0     0   11    64     0   63     0
ApproachDel:       9.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=82]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=220]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1069 Q Parking Access and Stars and Stripes
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  0    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:   82    0     0     0    0     0     0   11    64     0   63     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             138
Minor Approach Volume:           82
Minor Approach Volume Threshold: 967
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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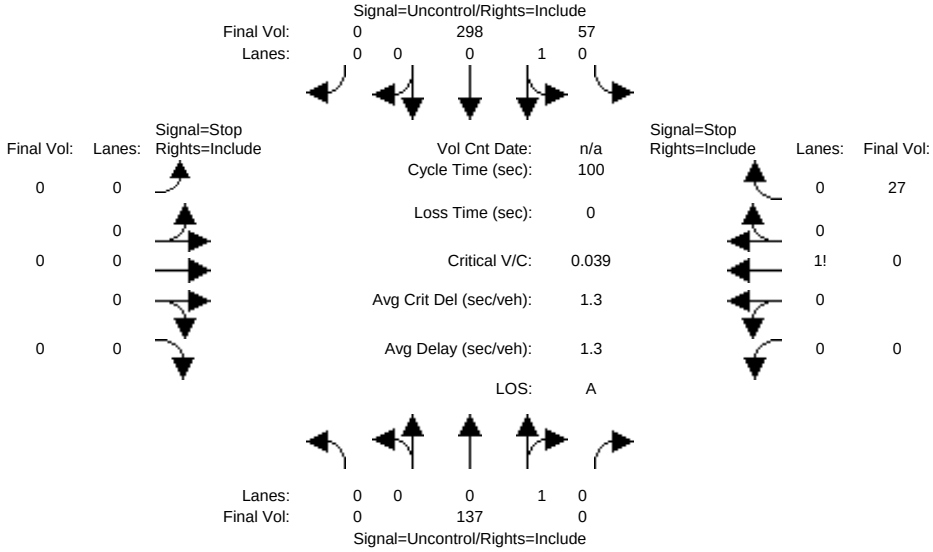
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1071: First Street west of Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  137     0    57  298     0     0    0     0     0    0    27
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  137     0    57  298     0     0    0     0     0    0    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  137     0    57  298     0     0    0     0     0    0    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  137     0    57  298     0     0    0     0     0    0    27
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   137 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   137
Potent Cap.: xxxx xxxx xxxxx  1459 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   917
Move Cap.:   xxxx xxxx xxxxx  1459 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   917
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.0
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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx               9.0
ApproachLOS:         *                 *                 *                 A
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1071 First Street west of Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  137     0    57  298     0     0    0     0     0    0    27
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=519]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1071 First Street west of Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  137     0    57  298     0     0    0     0     0    0    27
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             492
Minor Approach Volume:           27
Minor Approach Volume Threshold: 409
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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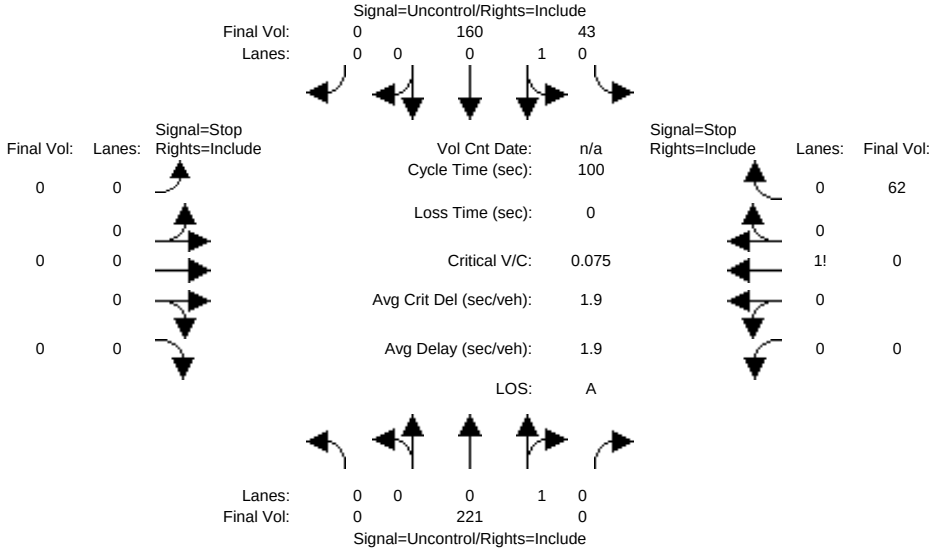
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1071: First Street west of Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  221     0    43  160     0     0    0     0     0    0    62
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  221     0    43  160     0     0    0     0     0    0    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  221     0    43  160     0     0    0     0     0    0    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  221     0    43  160     0     0    0     0     0    0    62
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   221 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   221
Potent Cap.: xxxx xxxx xxxxx  1360 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   824
Move Cap.:   xxxx xxxx xxxxx  1360 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   824
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.2
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.7
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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.7
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1071 First Street west of Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  221     0    43  160     0     0    0     0     0    0    62
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=486]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1071 First Street west of Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  221     0    43  160     0     0    0     0     0    0    62
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             424
Minor Approach Volume:           62
Minor Approach Volume Threshold: 448
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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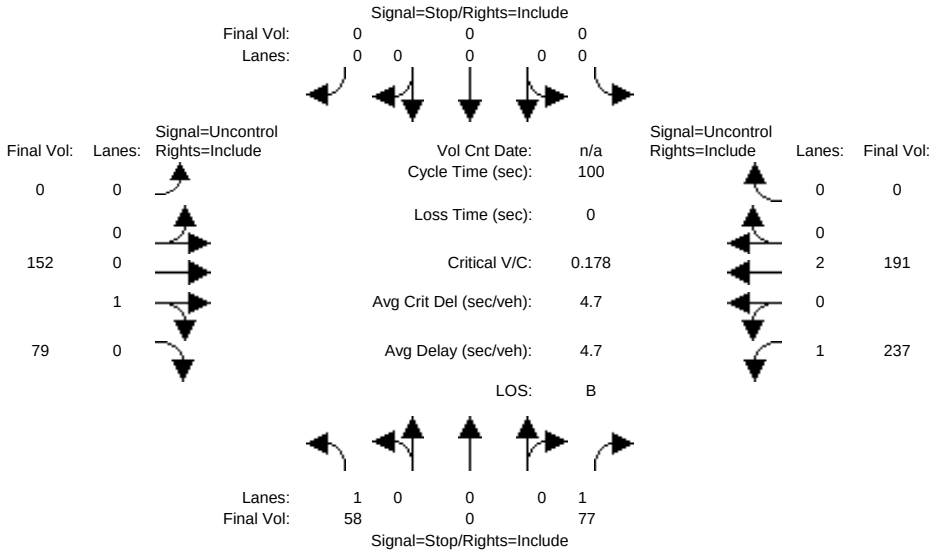
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1073: O Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     58    0    77     0    0     0     0  152    79   237  191     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58    0    77     0    0     0     0  152    79   237  191     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58    0    77     0    0     0     0  152    79   237  191     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   58    0    77     0    0     0     0  152    79   237  191     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  761 xxxx   192  xxxx xxxx xxxxx  xxxx xxxx xxxxx   231 xxxx xxxxx
Potent Cap.:  376 xxxx   855  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1349 xxxx xxxxx
Move Cap.:    325 xxxx   855  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1349 xxxx xxxxx
Volume/Cap:  0.18 xxxx  0.09  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.18 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx
Control Del: 18.4 xxxx   9.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    C    *     A     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.4           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   58    0    77     0    0     0     0  152    79   237  191     0
ApproachDel:      13.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=135]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=794]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   58    0    77     0    0     0     0  152    79   237  191     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             659
Minor Approach Volume:           135
Minor Approach Volume Threshold: 553
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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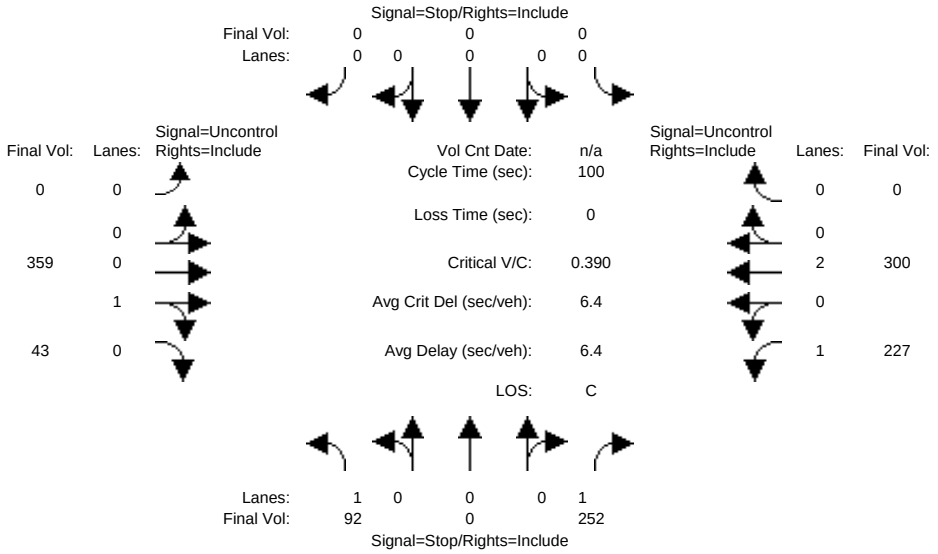
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1073: O Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     92    0   252     0    0     0     0  359    43   227  300     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   92    0   252     0    0     0     0  359    43   227  300     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    92    0   252     0    0     0     0  359    43   227  300     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   92    0   252     0    0     0     0  359    43   227  300     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  985 xxxx   381  xxxx xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx xxxxx
Potent Cap.:  278 xxxx   671  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Move Cap.:    236 xxxx   671  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Volume/Cap:  0.39 xxxx  0.38  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.19 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.7 xxxx   1.7  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx xxxxx
Control Del: 29.7 xxxx  13.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    D    *     B     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      17.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   92    0   252     0    0     0     0  359    43   227  300     0
ApproachDel:      17.9           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=344]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1273]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   92    0   252     0    0     0     0  359    43   227  300     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             929
Minor Approach Volume:           344
Minor Approach Volume Threshold: 406
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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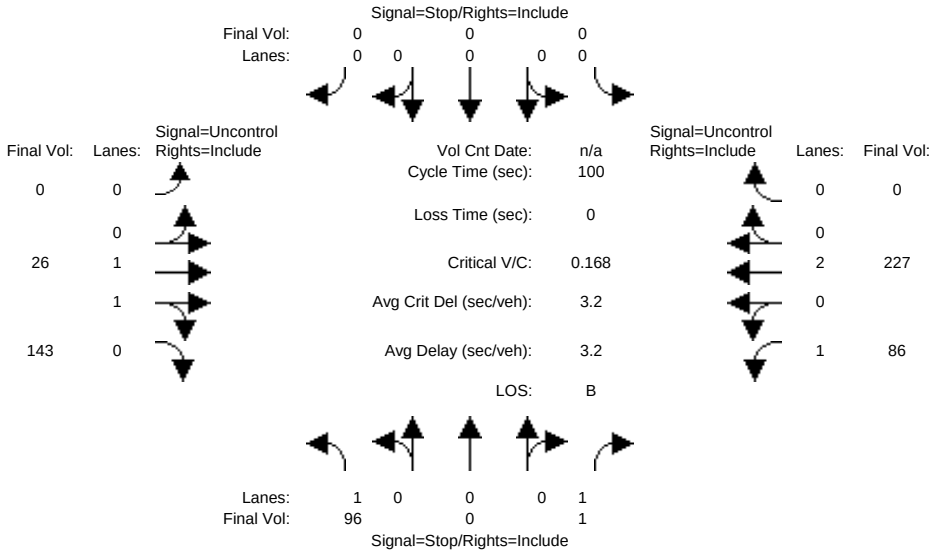
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1074: P Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     96    0     1     0    0     0     0   26   143    86  227     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   96    0     1     0    0     0     0   26   143    86  227     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    96    0     1     0    0     0     0   26   143    86  227     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   96    0     1     0    0     0     0   26   143    86  227     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  383 xxxx    85  xxxx xxxx xxxxx  xxxx xxxx xxxxx   169 xxxx xxxxx
Potent Cap.:  598 xxxx   964  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1421 xxxx xxxxx
Move Cap.:    570 xxxx   964  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1421 xxxx xxxxx
Volume/Cap:  0.17 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del: 12.6 xxxx   8.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    B    *     A     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.6           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:   96    0     1     0    0     0     0   26   143    86  227     0
ApproachDel:      12.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=97]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=579]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:   96    0     1     0    0     0     0   26   143    86  227     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             482
Minor Approach Volume:           97
Minor Approach Volume Threshold: 688
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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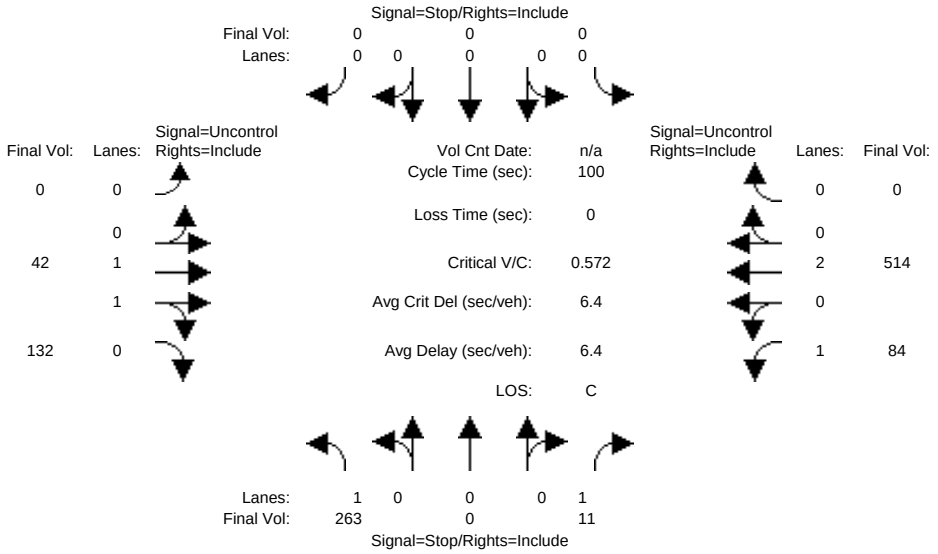
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1074: P Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    263    0    11     0    0     0     0   42   132    84  514     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  263    0    11     0    0     0     0   42   132    84  514     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   263    0    11     0    0     0     0   42   132    84  514     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  263    0    11     0    0     0     0   42   132    84  514     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  533 xxxx    87  xxxx xxxx xxxxx  xxxx xxxx xxxxx   174 xxxx xxxxx
Potent Cap.:  482 xxxx   961  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1415 xxxx xxxxx
Move Cap.:    460 xxxx   961  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1415 xxxx xxxxx
Volume/Cap:  0.57 xxxx  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    3.5 xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del: 22.8 xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    C    *     A     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      22.2           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         C                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:  263    0    11     0    0     0     0   42   132    84  514     0
ApproachDel:      22.2           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=274]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1046]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
Initial Vol:  263    0    11     0    0     0     0   42   132    84  514     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             772
Minor Approach Volume:           274
Minor Approach Volume Threshold: 485
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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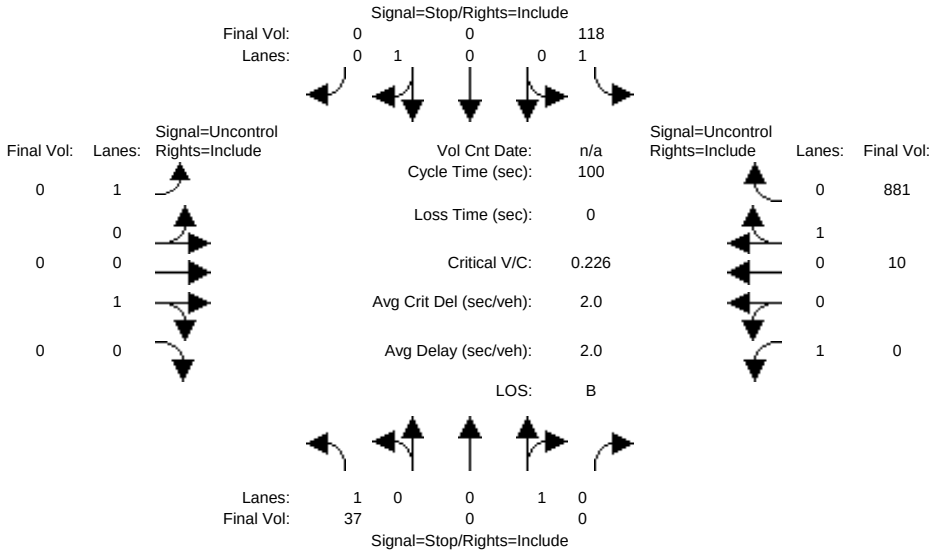
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1082: Parcel N Parking




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     37    0     0   118    0     0     0    0     0     0   10   881
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   37    0     0   118    0     0     0    0     0     0   10   881
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    37    0     0   118    0     0     0    0     0     0   10   881
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   37    0     0   118    0     0     0    0     0     0   10   881
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  451  891     0   451  451   451  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  522  284  1091   522  507   613  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    522  284  1091   522  507   613  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.07 0.00  0.00  0.23 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.9 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.4 xxxx xxxxx  13.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx     0  xxxx xxxx     0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.4             13.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1082 Parcel N Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   37    0     0   118    0     0     0    0     0     0   10   881
ApproachDel:      12.4             13.9           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=37]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1046]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=118]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1046]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1082 Parcel N Parking
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:   37    0     0   118    0     0     0    0     0     0   10   881
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             891
Minor Approach Volume:           118
Minor Approach Volume Threshold: 424
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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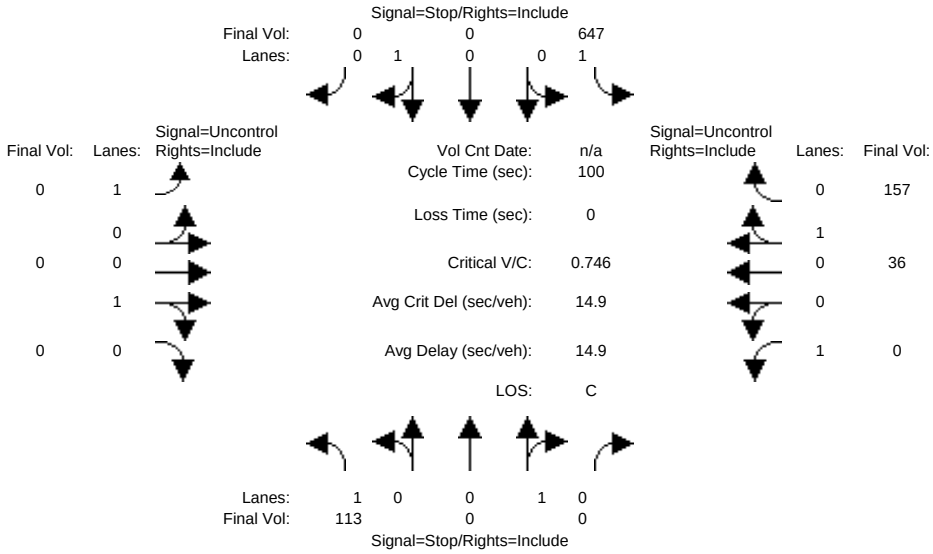
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1082: Parcel N Parking




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    113    0     0   647    0     0     0    0     0     0   36   157
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  113    0     0   647    0     0     0    0     0     0   36   157
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113    0     0   647    0     0     0    0     0     0   36   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  113    0     0   647    0     0     0    0     0     0   36   157
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  115  193     0   115  115   115  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  867  706  1091   867  779   943  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    867  706  1091   867  779   943  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.13 0.00  0.00  0.75 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx   7.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.8 xxxx xxxxx  20.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     C    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx     0  xxxx xxxx     0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       9.8             20.3           xxxxxx           xxxxxx
ApproachLOS:         A                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1082 Parcel N Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:  113    0     0   647    0     0     0    0     0     0   36   157
ApproachDel:       9.8             20.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=113]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=953]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=647]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=953]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1082 Parcel N Parking
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:  113    0     0   647    0     0     0    0     0     0   36   157
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             193
Minor Approach Volume:           647
Minor Approach Volume Threshold: 1082
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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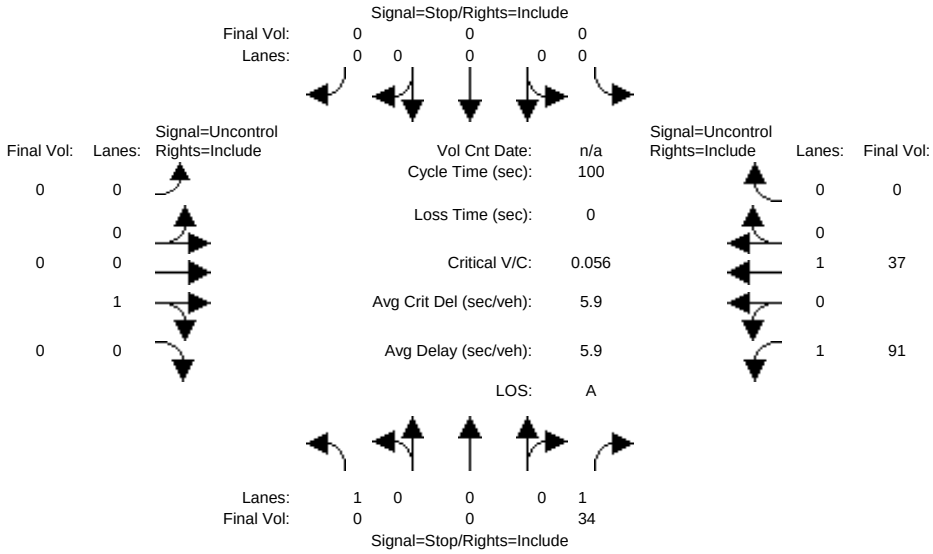
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base AM

Intersection #1083: 3rd Street and M Parking




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    34     0    0     0     0    0     0    91   37     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    34     0    0     0     0    0     0    91   37     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    34     0    0     0     0    0     0    91   37     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    34     0    0     0     0    0     0    91   37     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  219 xxxx     0  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.:  774 xxxx  1091  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Move Cap.:    741 xxxx  1091  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Volume/Cap:  0.00 xxxx  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx   8.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.4           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1083 3rd Street and M Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:    0    0    34     0    0     0     0    0     0    91   37     0
ApproachDel:       8.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=162]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1083 3rd Street and M Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:    0    0    34     0    0     0     0    0     0    91   37     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             128
Minor Approach Volume:           34
Minor Approach Volume Threshold: 1258
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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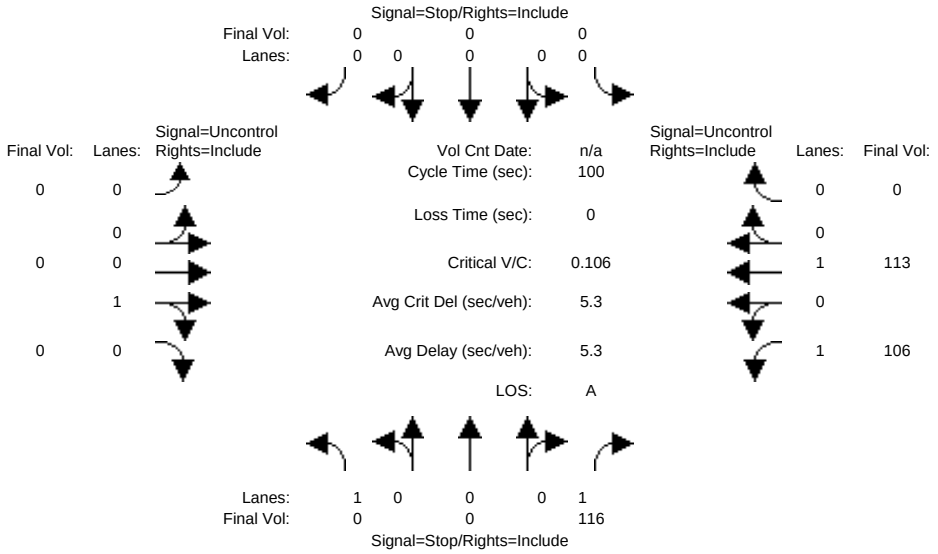
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO Base PM

Intersection #1083: 3rd Street and M Parking




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0   116     0    0     0     0    0     0   106  113     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   116     0    0     0     0    0     0   106  113     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   116     0    0     0     0    0     0   106  113     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   116     0    0     0     0    0     0   106  113     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  325 xxxx     0  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.:  673 xxxx  1091  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Move Cap.:    640 xxxx  1091  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Volume/Cap:  0.00 xxxx  0.11  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx   8.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.7           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1083 3rd Street and M Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:    0    0   116     0    0     0     0    0     0   106  113     0
ApproachDel:       8.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=116]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=335]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1083 3rd Street and M Parking
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
Initial Vol:    0    0   116     0    0     0     0    0     0   106  113     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             219
Minor Approach Volume:           116
Minor Approach Volume Threshold: 1027
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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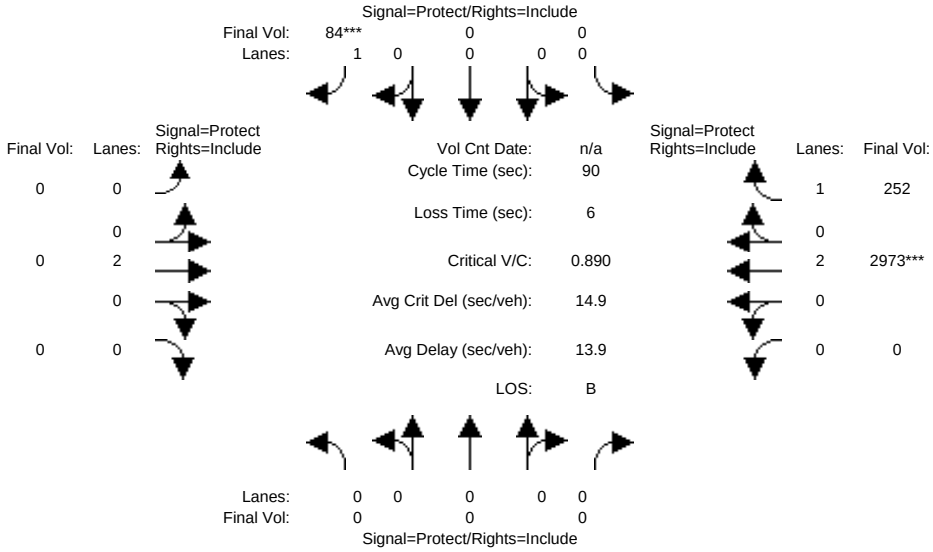
Appendix E

Variant Scheme Traffix Outputs

Draft

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #10: Future Driveway (west of Centennial Boulevard) and Tasman Drive



Street Name: Future Driveway (west of Centenni — Tasman Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	960	0	0	2730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	960	0	0	2730	0
Added Vol:	0	0	0	0	0	84	0	822	0	0	243	252
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	84	0	1782	0	0	2973	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	84	0	0	0	0	2973	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	84	0	0	0	0	2973	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	84	0	0	0	0	2973	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.78	0.14
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.95	0.18
Uniform Del:	0.0	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0	6.5	1.7
IncremntDel:	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	7.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	38.9	0.0	0.0	0.0	0.0	14.2	1.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	38.9	0.0	0.0	0.0	0.0	14.2	1.7
LOS by Move:	A	A	A	A	A	D+	A	A	A	A	B	A
HCM2k95thQ:	0	0	0	0	0	6	0	0	0	0	51	3

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

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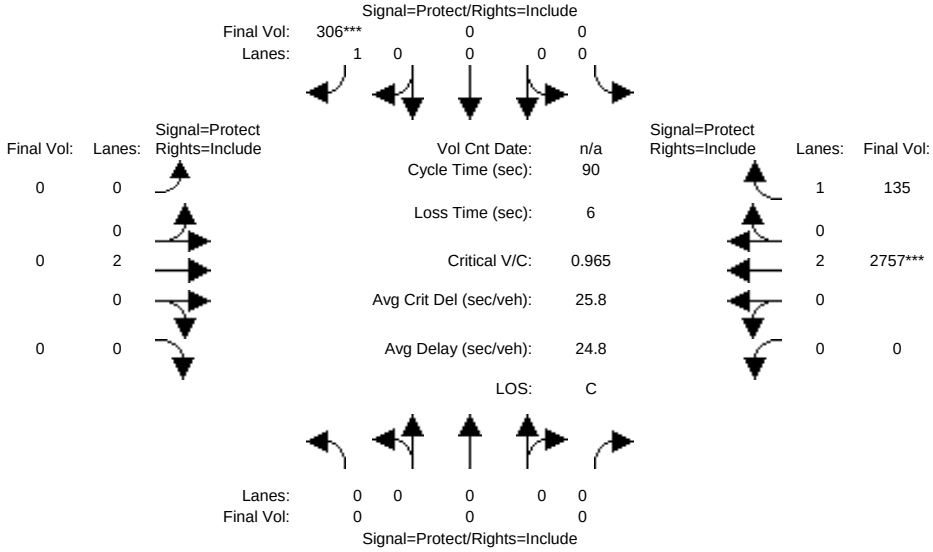
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #10: Future Driveway (west of Centennial Boulevard) and Tasman Drive




```
Street Name:Future Driveway (west of Centenni            Tasman Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1700     0     0 1300     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1700     0     0 1300     0
Added Vol:      0    0     0     0    0   306     0  950     0     0 1457   135
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   306     0 2650     0     0 2757   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.00 0.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   306     0    0     0     0 2757   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0   306     0    0     0     0 2757   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0     0    0   306     0    0     0     0 2757   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  0.00 0.00  1.00  0.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0     0    0  1750     0 3800     0     0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.17  0.00 0.00  0.00  0.00 0.73  0.08
Crit Moves:                               ****                        ****
Green Time:   0.0  0.0   0.0   0.0  0.0  16.3   0.0  0.0   0.0   0.0 67.7  67.7
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.96  0.00 0.00  0.00  0.00 0.96  0.10
Uniform Del:  0.0  0.0   0.0   0.0  0.0  36.6   0.0  0.0   0.0   0.0 10.1   3.0
IncremntDel:  0.0  0.0   0.0   0.0  0.0  40.9   0.0  0.0   0.0   0.0 10.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0  77.5   0.0  0.0   0.0   0.0 20.1   3.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0  77.5   0.0  0.0   0.0   0.0 20.1   3.0
LOS by Move:    A    A     A     A    A    E-     A    A     A     A   C+     A
HCM2k95thQ:     0    0     0     0    0    25     0    0     0     0   52     2
Note: Queue reported is the number of cars per lane.
```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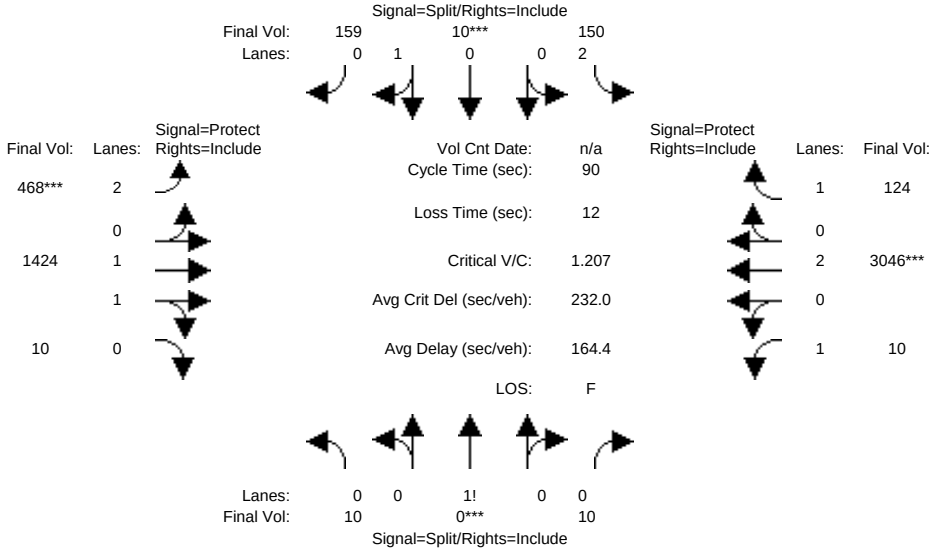
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #11: Centennial Boulevard and Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	30	10	90	160	910	10	10	2620	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	30	10	90	160	910	10	10	2620	40
Added Vol:	0	0	0	120	0	69	308	514	0	0	426	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	150	10	159	468	1424	10	10	3046	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	150	10	159	468	1424	10	10	3046	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	150	10	159	468	1424	10	10	3046	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	150	10	159	468	1424	10	10	3046	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	2.00	0.05	0.95	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	875	0	875	3150	104	1654	3150	3771	26	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.10	0.10	0.15	0.38	0.38	0.01	0.80	0.07
Crit Moves:		****			****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.1	48.1	48.1	9.9	48.9	48.9
Volume/Cap:	0.10	0.00	0.10	0.43	0.87	0.87	1.47	0.71	0.71	0.05	1.47	0.13
Uniform Del:	36.0	0.0	36.0	37.3	39.3	39.3	40.5	15.7	15.7	35.8	20.5	10.1
IncremntDel:	0.2	0.0	0.2	0.8	30.8	30.8	229.8	1.2	1.2	0.1	216	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.2	0.0	36.2	38.2	70.1	70.1	270.3	16.8	16.8	36.0	237	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	38.2	70.1	70.1	270.3	16.8	16.8	36.0	237	10.1
LOS by Move:	D+	A	D+	D+	E	E	F	B	B	D+	F	B+
HCM2k95thQ:	1	0	1	5	11	11	33	26	26	1	150	3

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

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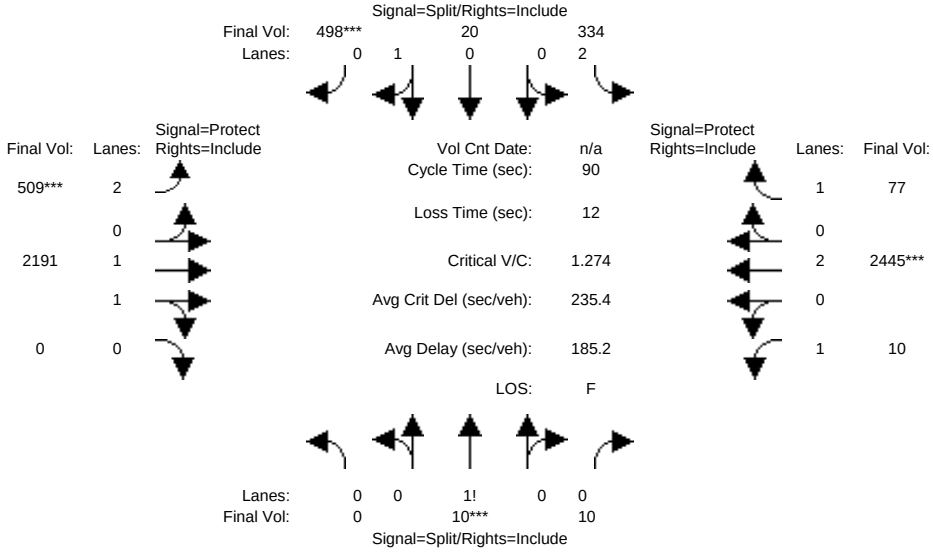
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #11: Centennial Boulevard and Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	10	10	50	20	100	140	1610	0	10	1250	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	10	50	20	100	140	1610	0	10	1250	50
Added Vol:	0	0	0	284	0	398	369	581	0	0	1195	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	334	20	498	509	2191	0	10	2445	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	10	334	20	498	509	2191	0	10	2445	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	334	20	498	509	2191	0	10	2445	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	10	334	20	498	509	2191	0	10	2445	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	0.95	0.95	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	2.00	0.04	0.96	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	3150	69	1731	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.11	0.29	0.29	0.16	0.59	0.00	0.01	0.64	0.04
Crit Moves:		****				****	****				****	
Green Time:	0.0	10.0	10.0	17.9	17.9	17.9	10.1	43.1	0.0	7.0	40.0	40.0
Volume/Cap:	0.00	0.10	0.10	0.53	1.45	1.45	1.45	1.24	0.00	0.07	1.45	0.10
Uniform Del:	0.0	36.0	36.0	32.3	36.0	36.0	40.0	23.5	0.0	38.5	25.0	14.5
IncremntDel:	0.0	0.2	0.2	0.9	216	216.0	216.2	112	0.0	0.2	204	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	36.2	36.2	33.2	252	252.0	256.2	135	0.0	38.7	229	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	33.2	252	252.0	256.2	135	0.0	38.7	229	14.6
LOS by Move:	A	D+	D+	C-	F	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	10	57	57	34	89	0	1	118	3

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

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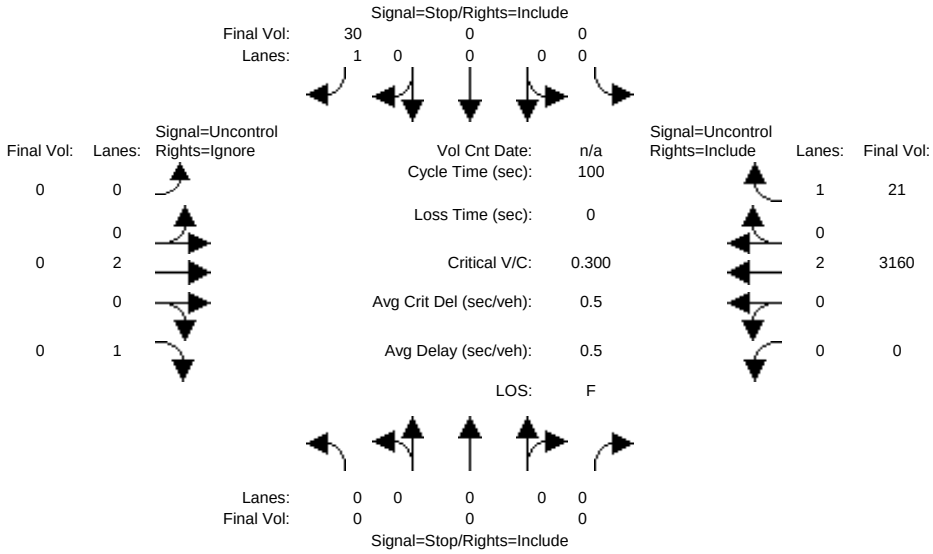
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #12: Future Driveway (east of Centennial Boulevard) and Tasman Drive




```
Street Name:Future Driveway (east of Centenni            Tasman Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  950     0     0 2680     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  950     0     0 2680     0
Added Vol:      0    0     0     0    0    30     0  465   169     0  480    21
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0    30     0 1415   169     0 3160    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0    30     0    0     0     0 3160    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0    30     0    0     0     0 3160    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx  1580  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   100  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   100  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.30  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   1.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  55.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     F     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             55.8           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #12 Future Driveway (east of Centennial Boulevard) and Tasman Drive
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  2  0  1    0  0  2  0  1
Initial Vol:    0    0     0     0    0    30     0 1415   169     0 3160    21
ApproachDel:    xxxxxx             55.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4795]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #12 Future Driveway (east of Centennial Boulevard) and Tasman Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  2  0  1    0  0  2  0  1
Initial Vol:    0    0     0     0    0    30     0 1415   169     0 3160    21
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             4765
Minor Approach Volume:           30
Minor Approach Volume Threshold: -253 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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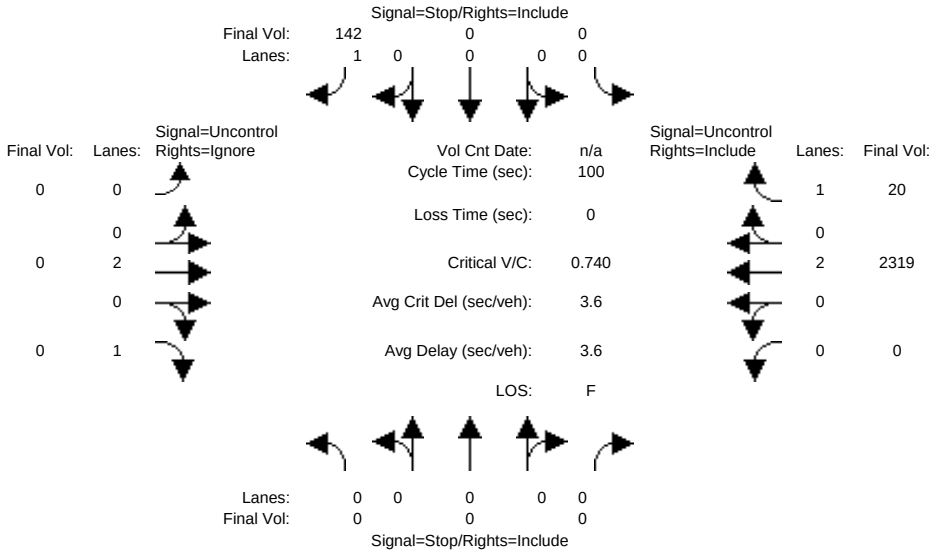
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #12: Future Driveway (east of Centennial Boulevard) and Tasman Drive




```
Street Name:Future Driveway (east of Centenni            Tasman Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1750     0     0 1240     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1750     0     0 1240     0
Added Vol:      0    0     0     0    0   142     0  568   297     0 1079    20
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   142     0 2318   297     0 2319    20
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   142     0    0     0     0 2319    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0   142     0    0     0     0 2319    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx  1160  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   192  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   192  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.74  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   4.8  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  63.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     F     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             63.6           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #12 Future Driveway (east of Centennial Boulevard) and Tasman Drive
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  2  0  1    0  0  2  0  1
Initial Vol:    0    0     0     0    0   142     0 2318   297     0 2319    20
ApproachDel:    xxxxxx             63.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=142]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=5096]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #12 Future Driveway (east of Centennial Boulevard) and Tasman Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  2  0  1    0  0  2  0  1
Initial Vol:    0    0     0     0    0   142     0 2318   297     0 2319    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             4954
Minor Approach Volume:           142
Minor Approach Volume Threshold: -266 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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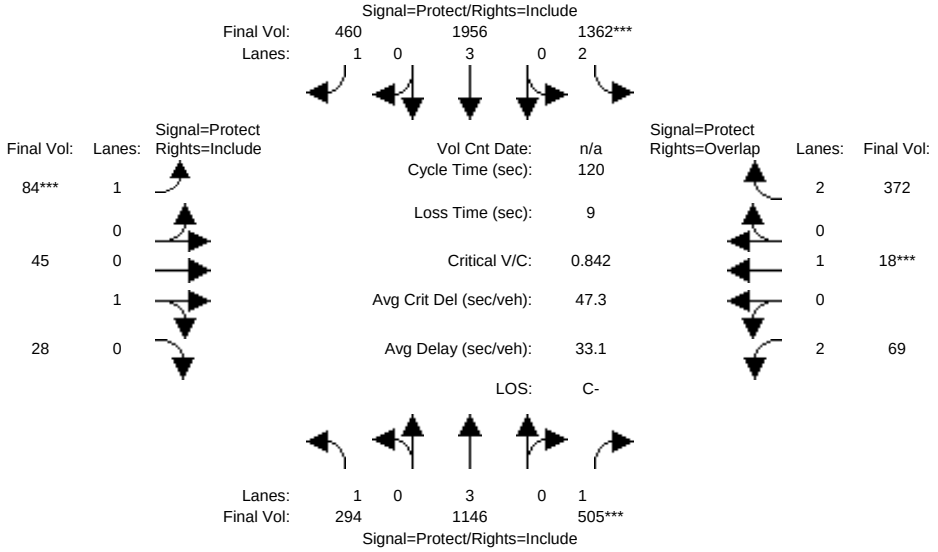
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #60: Great America Parkway and Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Mountain View-Alviso Road/Future					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	860	150	100	1370	460	80	10	20	30	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	860	150	100	1370	460	80	10	20	30	10	20
Added Vol:	4	286	355	1262	586	0	4	35	8	39	8	352
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1146	505	1362	1956	460	84	45	28	69	18	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1146	505	1362	1956	460	84	45	28	69	18	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1146	505	1362	1956	460	84	45	28	69	18	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1146	505	1362	1956	460	84	45	28	69	18	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	0.60	0.40	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1134	706	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.29	0.43	0.34	0.26	0.05	0.04	0.04	0.02	0.01	0.12
Crit Moves:			****	****			****				****	
Green Time:	30.9	37.6	37.6	56.4	63.1	63.1	7.0	10.0	10.0	7.0	10.0	66.4
Volume/Cap:	0.65	0.64	0.92	0.92	0.65	0.50	0.82	0.48	0.48	0.38	0.11	0.21
Uniform Del:	39.8	35.4	39.7	29.7	20.5	18.3	55.9	52.5	52.5	54.4	50.9	13.6
IncremntDel:	3.4	0.8	20.9	9.7	0.5	0.4	39.3	2.3	2.3	1.3	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	36.2	60.6	39.4	21.1	18.7	95.2	54.8	54.8	55.7	51.2	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	36.2	60.6	39.4	21.1	18.7	95.2	54.8	54.8	55.7	51.2	13.6
LOS by Move:	D	D+	E	D	C+	B-	F	D-	D-	E+	D-	B
HCM2k95thQ:	19	21	35	43	28	20	10	6	6	3	1	8

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

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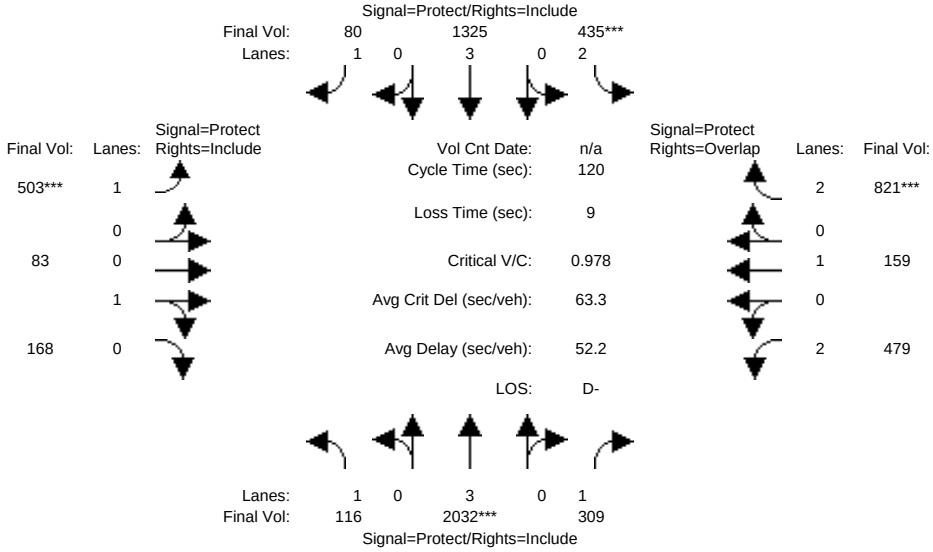
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #60: Great America Parkway and Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Mountain View-Alviso Road/Future					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1610	30	40	1030	80	500	20	140	130	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1610	30	40	1030	80	500	20	140	130	10	80
Added Vol:	36	422	279	395	295	0	3	63	28	349	149	741
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	2032	309	435	1325	80	503	83	168	479	159	821
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2032	309	435	1325	80	503	83	168	479	159	821
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2032	309	435	1325	80	503	83	168	479	159	821
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2032	309	435	1325	80	503	83	168	479	159	821
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	0.33	0.67	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	595	1205	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.18	0.14	0.23	0.05	0.29	0.14	0.14	0.15	0.08	0.26
Crit Moves:		****		****			****					****
Green Time:	13.5	43.7	43.7	16.9	47.2	47.2	35.3	24.1	24.1	26.2	15.0	32.0
Volume/Cap:	0.59	0.98	0.48	0.98	0.59	0.12	0.98	0.70	0.70	0.70	0.67	0.98
Uniform Del:	50.6	37.6	29.4	51.3	28.8	23.1	42.0	44.6	44.6	43.2	50.1	43.7
IncremntDel:	4.7	14.8	0.6	36.8	0.4	0.1	33.9	5.8	5.8	3.1	7.1	25.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.4	52.5	30.0	88.1	29.2	23.2	75.9	50.4	50.4	46.3	57.2	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	52.5	30.0	88.1	29.2	23.2	75.9	50.4	50.4	46.3	57.2	69.3
LOS by Move:	E+	D-	C	F	C	C	E-	D	D	D	E+	E
HCM2k95thQ:	8	44	17	21	23	4	42	19	19	17	10	30

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

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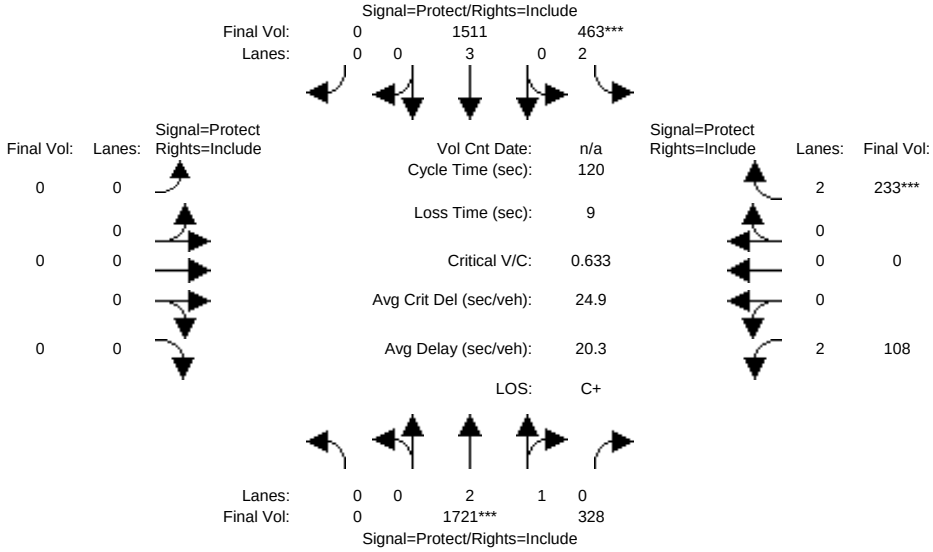
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #61: Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1310	0	0	1340	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	0	0	1340	0	0	0	0	0	0	0
Added Vol:	0	411	328	463	171	0	0	0	0	108	0	233
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1721	328	463	1511	0	0	0	0	108	0	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:	0	1721	328	463	1511	0	0	0	0	108	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1721	328	463	1511	0	0	0	0	108	0	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:	0	1721	328	463	1511	0	0	0	0	108	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.49	0.51	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4723	900	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.07
Crit Moves:		****		****								****
Green Time:	0.0	69.1	69.1	27.9	79.5	0.0	0.0	0.0	0.0	8.7	0.0	14.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.40	0.00	0.00	0.00	0.00	0.48	0.00	0.63
Uniform Del:	0.0	17.0	17.0	41.5	9.3	0.0	0.0	0.0	0.0	53.5	0.0	50.5
IncremntDel:	0.0	0.4	0.4	1.8	0.1	0.0	0.0	0.0	0.0	1.6	0.0	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.4	17.4	43.3	9.4	0.0	0.0	0.0	0.0	55.1	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	17.4	43.3	9.4	0.0	0.0	0.0	0.0	55.1	0.0	54.1
LOS by Move:	A	B	B	D	A	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	29	29	17	15	0	0	0	0	5	0	10

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

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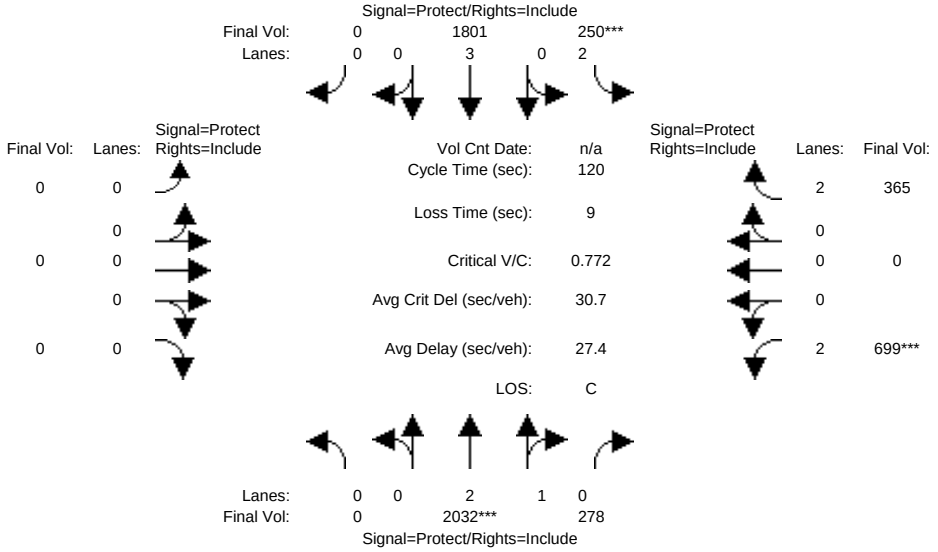
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #61: Great America Parkway and Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	0	0	1380	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	0	0	1380	0	0	0	0	0	0	0
Added Vol:	0	372	278	250	421	0	0	0	0	699	0	365
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2032	278	250	1801	0	0	0	0	699	0	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2032	278	250	1801	0	0	0	0	699	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2032	278	250	1801	0	0	0	0	699	0	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2032	278	250	1801	0	0	0	0	699	0	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4925	674	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.08	0.32	0.00	0.00	0.00	0.00	0.22	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	64.2	64.2	12.3	64.6	0.0	0.0	0.0	0.0	34.5	0.0	29.6
Volume/Cap:	0.00	0.77	0.77	0.77	0.59	0.00	0.00	0.00	0.00	0.77	0.00	0.47
Uniform Del:	0.0	22.1	22.1	52.5	18.7	0.0	0.0	0.0	0.0	39.1	0.0	38.5
IncremntDel:	0.0	1.3	1.3	10.9	0.3	0.0	0.0	0.0	0.0	4.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.4	23.4	63.3	19.0	0.0	0.0	0.0	0.0	43.3	0.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	23.4	63.3	19.0	0.0	0.0	0.0	0.0	43.3	0.0	39.0
LOS by Move:	A	C	C	E	B-	A	A	A	A	D	A	D+
HCM2k95thQ:	0	38	38	11	26	0	0	0	0	26	0	13

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

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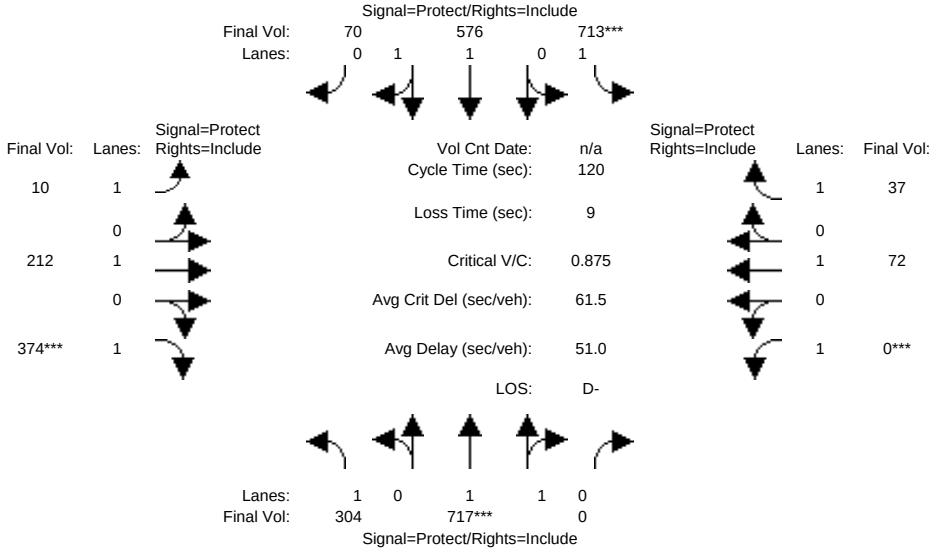
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #85: Lafayette Street and Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	600	0	0	180	70	10	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	600	0	0	180	70	10	0	0	0	0	0
Added Vol:	24	117	0	713	396	0	0	212	374	0	72	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	717	0	713	576	70	10	212	374	0	72	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	717	0	713	576	70	10	212	374	0	72	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	717	0	713	576	70	10	212	374	0	72	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	717	0	713	576	70	10	212	374	0	72	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	0	1750	3357	408	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.17	0.17	0.01	0.11	0.21	0.00	0.04	0.02
Crit Moves:		****		****					****	****		
Green Time:	38.5	24.2	0.0	52.3	38.0	38.0	14.2	27.4	27.4	0.0	20.3	20.3
Volume/Cap:	0.54	0.93	0.00	0.93	0.54	0.54	0.05	0.49	0.93	0.00	0.22	0.13
Uniform Del:	33.5	47.1	0.0	32.2	33.8	33.8	46.9	40.2	45.4	0.0	43.1	42.3
IncremntDel:	1.1	18.4	0.0	18.5	0.5	0.5	0.1	0.9	29.0	0.0	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	34.6	65.5	0.0	50.7	34.3	34.3	47.0	41.0	74.3	0.0	43.4	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	65.5	0.0	50.7	34.3	34.3	47.0	41.0	74.3	0.0	43.4	42.5
LOS by Move:	C-	E	A	D	C-	C-	D	D	E	A	D	D
HCM2k95thQ:	18	26	0	42	17	17	1	13	29	0	4	2

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

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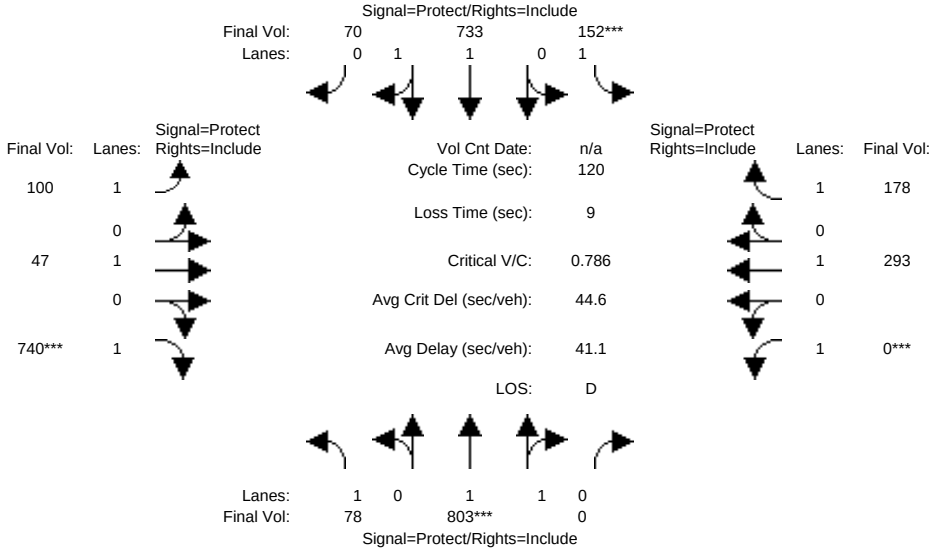
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #85: Lafayette Street and Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	-30	220	0	0	520	70	100	0	660	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	-30	220	0	0	520	70	100	0	660	0	0	0
Added Vol:	108	583	0	152	213	0	0	47	80	0	293	178
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	803	0	152	733	70	100	47	740	0	293	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	803	0	152	733	70	100	47	740	0	293	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	803	0	152	733	70	100	47	740	0	293	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	803	0	152	733	70	100	47	740	0	293	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3377	323	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.09	0.22	0.22	0.06	0.02	0.42	0.00	0.15	0.10
Crit Moves:		****		****					****	****		
Green Time:	9.2	31.1	0.0	12.4	34.3	34.3	18.5	60.5	60.5	0.0	49.0	49.0
Volume/Cap:	0.58	0.84	0.00	0.84	0.76	0.76	0.37	0.05	0.84	0.00	0.38	0.25
Uniform Del:	53.5	42.1	0.0	52.8	39.1	39.1	45.5	15.1	25.5	0.0	24.8	23.4
IncremntDel:	6.3	6.6	0.0	27.7	3.3	3.3	0.9	0.0	7.2	0.0	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	59.8	48.7	0.0	80.5	42.4	42.4	46.4	15.1	32.7	0.0	25.2	23.6
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:	59.8	48.7	0.0	80.5	42.4	42.4	46.4	15.1	32.7	0.0	25.2	23.6
LOS by Move:	E+	D	A	F	D	D	D	B	C-	A	C	C
HCM2k95thQ:	6	27	0	12	24	24	7	2	43	0	14	9

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

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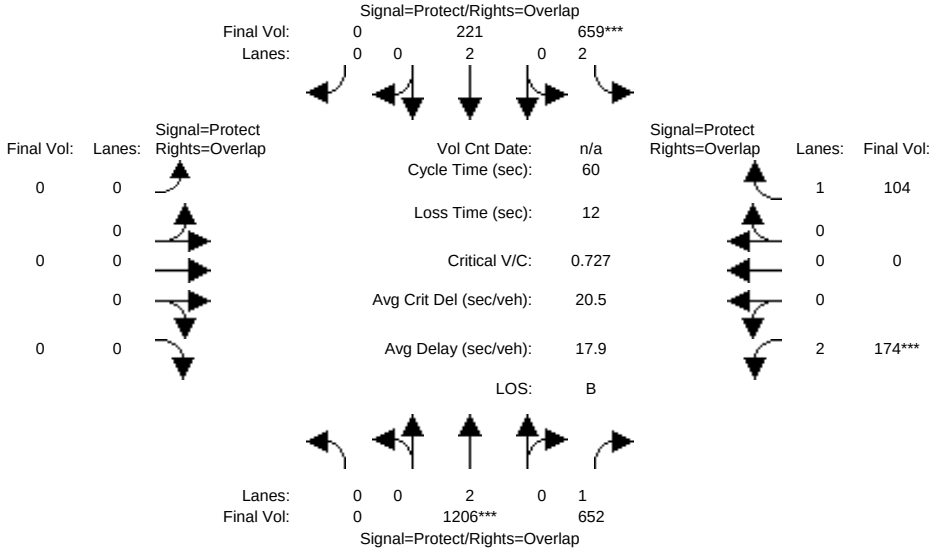
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #87: Lafayette Street and Jug Handle 1



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1170	0	0	110	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	0	0	110	0	0	0	0	0	0	0
Added Vol:	0	36	652	659	111	0	0	0	0	174	0	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1206	652	659	221	0	0	0	0	174	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1206	652	659	221	0	0	0	0	174	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1206	652	659	221	0	0	0	0	174	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1206	652	659	221	0	0	0	0	174	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.37	0.21	0.06	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	24.7	31.7	16.3	24.1	0.0	0.0	0.0	0.0	7.0	0.0	26.3
Volume/Cap:	0.00	0.77	0.70	0.77	0.14	0.00	0.00	0.00	0.00	0.47	0.00	0.14
Uniform Del:	0.0	15.2	10.6	20.1	11.4	0.0	0.0	0.0	0.0	24.8	0.0	10.1
IncremntDel:	0.0	2.4	2.5	4.3	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.6	13.1	24.5	11.4	0.0	0.0	0.0	0.0	25.7	0.0	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	13.1	24.5	11.4	0.0	0.0	0.0	0.0	25.7	0.0	10.1
LOS by Move:	A	B	B	C	B+	A	A	A	A	C	A	B+
HCM2k95thQ:	0	18	18	14	3	0	0	0	0	5	0	3

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

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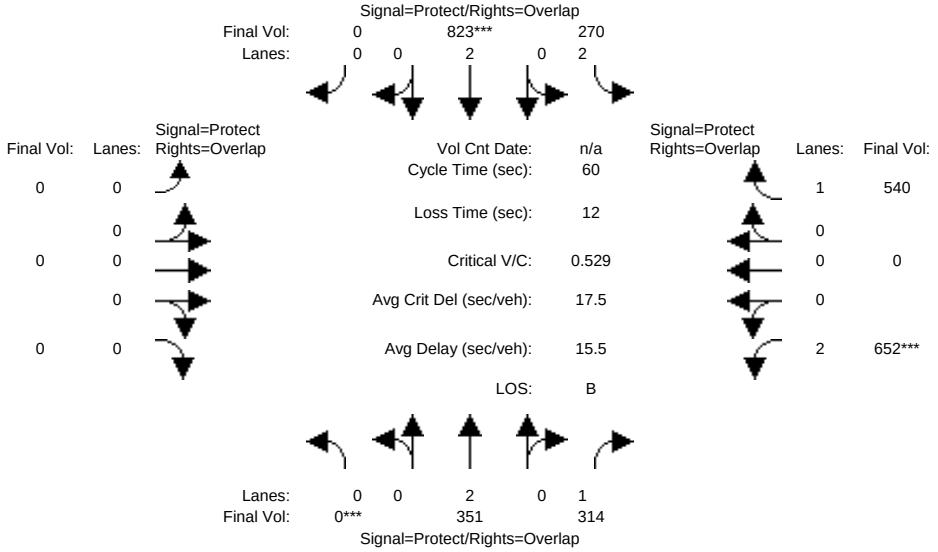
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #87: Lafayette Street and Jug Handle 1



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	200	0	0	800	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	200	0	0	800	0	0	0	0	0	0	0
Added Vol:	0	151	314	270	23	0	0	0	0	652	0	540
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	351	314	270	823	0	0	0	0	652	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	351	314	270	823	0	0	0	0	652	0	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	351	314	270	823	0	0	0	0	652	0	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	351	314	270	823	0	0	0	0	652	0	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.18	0.09	0.22	0.00	0.00	0.00	0.00	0.21	0.00	0.31
Crit Moves:	****				****					****		
Green Time:	0.0	16.4	36.5	11.5	21.0	0.0	0.0	0.0	0.0	20.0	0.0	31.2
Volume/Cap:	0.00	0.34	0.30	0.45	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.59
Uniform Del:	0.0	17.4	5.6	21.4	16.2	0.0	0.0	0.0	0.0	16.8	0.0	10.0
IncremntDel:	0.0	0.2	0.2	0.5	0.9	0.0	0.0	0.0	0.0	1.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.6	5.8	22.0	17.1	0.0	0.0	0.0	0.0	17.9	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	5.8	22.0	17.1	0.0	0.0	0.0	0.0	17.9	0.0	11.0
LOS by Move:	A	B	A	C+	B	A	A	A	A	B	A	B+
HCM2k95thQ:	0	5	6	5	12	0	0	0	0	13	0	15

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

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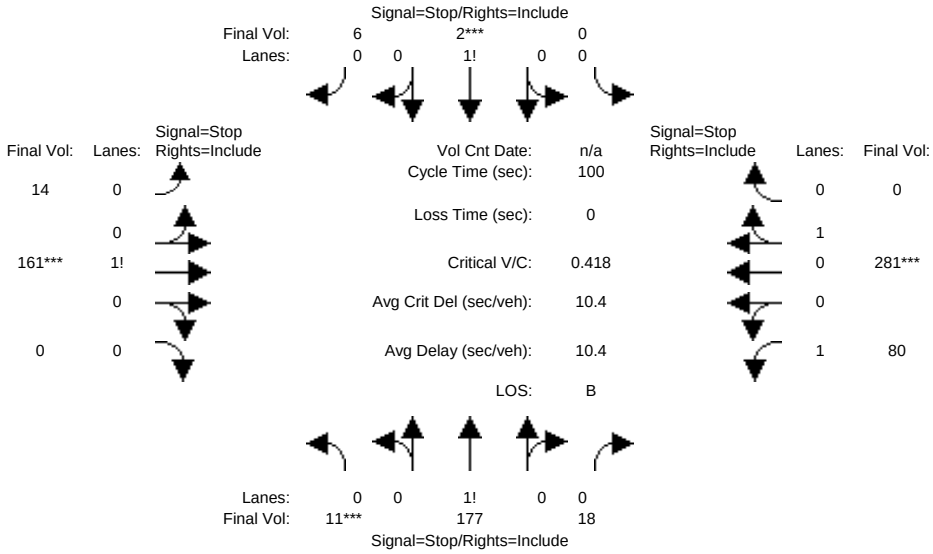
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #88: Second Street / Avenue C




```
Street Name:         Lafayette Street         Future Driveway (north of Calle D
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     11  177    18     0    2     6    14  161     0    80  281     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11  177    18     0    2     6    14  161     0    80  281     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11  177    18     0    2     6    14  161     0    80  281     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  177    18     0    2     6    14  161     0    80  281     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11  177    18     0    2     6    14  161     0    80  281     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 0.86  0.09  0.00 0.25  0.75  0.08 0.92  0.00  1.00 1.00  0.00
Final Sat.:    35  570    58     0  160   479    55  637     0   615  673     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.31  0.31  xxxx 0.01  0.01  0.25 0.25  xxxx  0.13 0.42  xxxx
Crit Moves:  ****                 ****             ****             ****
Delay/Veh:   10.2 10.2  10.2   0.0  8.1   8.1   9.6  9.6   0.0   9.3 11.5   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.2 10.2  10.2   0.0  8.1   8.1   9.6  9.6   0.0   9.3 11.5   0.0
LOS by Move:    B    B     B     *    A     A     A    A     *     A    B     *
ApproachDel:      10.2              8.1              9.6             11.0
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       10.2              8.1              9.6             11.0
LOS by Appr:         B                A                A                B
AllWayAvgQ:   0.4  0.4   0.4   0.0  0.0   0.0   0.3  0.3   0.3   0.1  0.7   0.7
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #88 Second Street / Avenue C

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0	0	0 0 1	0	0	1 0 0	0	1	0 0 1	0	0
Initial Vol:	11 177	18	0	2	6	14	161	0	80	281	0	0

Major Street Volume: 536
Minor Approach Volume: 206
Minor Approach Volume Threshold: 500

SIGNAL WARRANT DISCLAIMER

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

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

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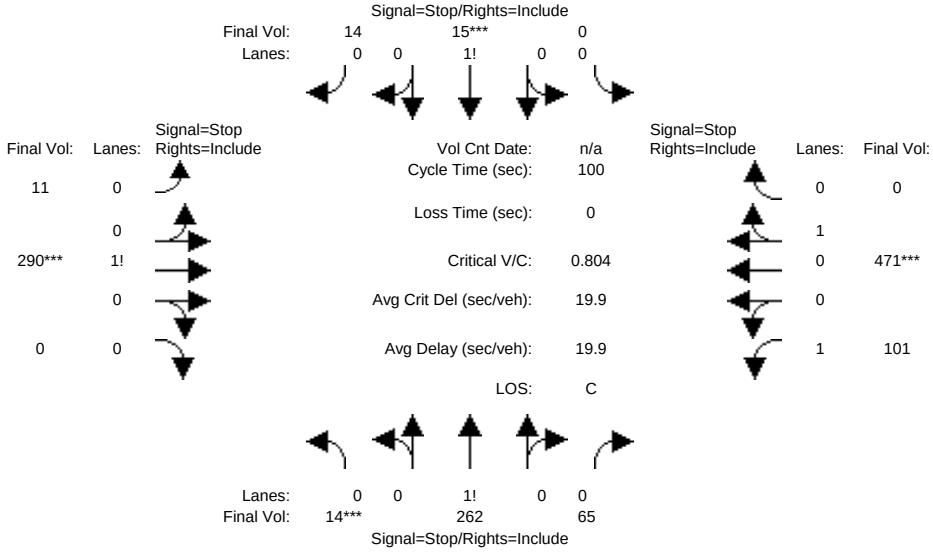
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #88: Second Street / Avenue C




```
Street Name:         Lafayette Street         Future Driveway (north of Calle D
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     14  262    65     0   15    14    11  290     0   101  471     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  262    65     0   15    14    11  290     0   101  471     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  262    65     0   15    14    11  290     0   101  471     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  262    65     0   15    14    11  290     0   101  471     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14  262    65     0   15    14    11  290     0   101  471     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.04 0.77  0.19  0.00 0.52  0.48  0.04 0.96  0.00  1.00 1.00  0.00
Final Sat.:    23  438   109     0  238   222    21  558     0   541  586     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.60 0.60  0.60  xxxx 0.06  0.06  0.52 0.52  xxxx  0.19 0.80  xxxx
Crit Moves:  ****                 ****             ****             ****
Delay/Veh:   16.7 16.7  16.7   0.0 10.0  10.0  14.8 14.8   0.0  10.7 28.1   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  16.7 16.7  16.7   0.0 10.0  10.0  14.8 14.8   0.0  10.7 28.1   0.0
LOS by Move:    C    C     C     *    B     B     B    B     *     B    D     *
ApproachDel:      16.7             10.0             14.8             25.0
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       16.7             10.0             14.8             25.0
LOS by Appr:         C                B                B                D
AllWayAvgQ:   1.2  1.2   1.2   0.0  0.0   0.0   0.9  0.9   0.9   0.2  3.1   3.1
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #88 Second Street / Avenue C
*******************************************************************************
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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0 0		0 0 0	1 0		0 1 0	0 0		1 0 0	1 0	
Initial Vol:	14 262	65		0 15	14		11 290	0		101 471	0	

Major Street Volume: 873
Minor Approach Volume: 341
Minor Approach Volume Threshold: 332

SIGNAL WARRANT DISCLAIMER

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

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

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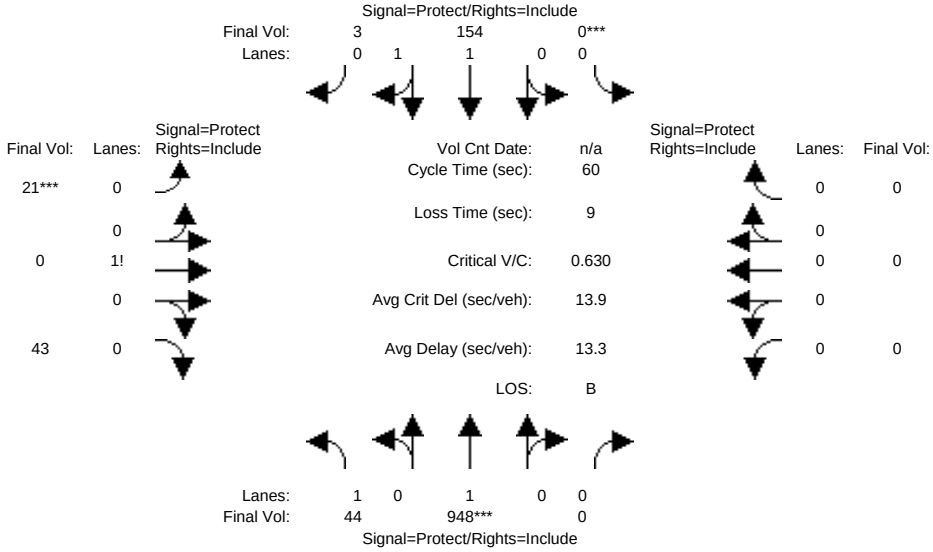
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1000: Lick Mill / Calle del Mundo



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	0	0	0	0	0	0	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	0	0	40	0	0	0
Added Vol:	24	948	0	0	154	3	21	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	948	0	0	154	3	21	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	948	0	0	154	3	21	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	948	0	0	154	3	21	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	948	0	0	154	3	21	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.96	0.04	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	3721	72	574	0	1176	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.00	0.00	0.04	0.04	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	18.1	37.0	0.0	0.0	25.9	25.9	7.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.08	0.81	0.00	0.00	0.10	0.10	0.31	0.00	0.22	0.00	0.00	0.00
Uniform Del:	15.0	8.8	0.0	0.0	10.1	10.1	24.3	0.0	21.6	0.0	0.0	0.0
IncremntDel:	0.1	4.3	0.0	0.0	0.0	0.0	0.9	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	15.1	13.1	0.0	0.0	10.1	10.1	25.2	0.0	22.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	13.1	0.0	0.0	10.1	10.1	25.2	0.0	22.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B+	B+	C	A	C+	A	A	A
HCM2k95thQ:	1	28	0	0	2	2	3	0	3	0	0	0

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

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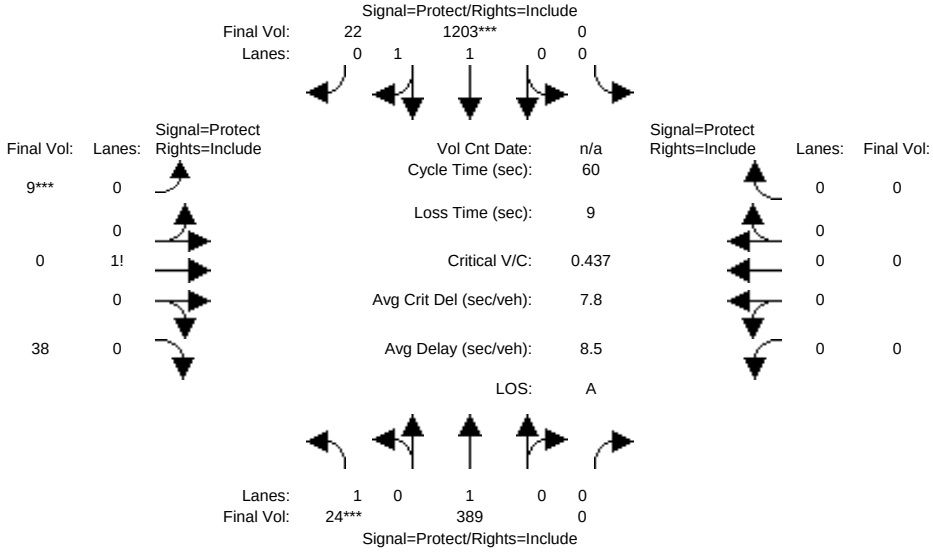
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1000: Lick Mill / Calle del Mundo



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	0	0	0	0	0	0	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	0	0	20	0	0	0
Added Vol:	4	389	0	0	1203	22	9	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	389	0	0	1203	22	9	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	389	0	0	1203	22	9	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	389	0	0	1203	22	9	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	389	0	0	1203	22	9	0	38	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.96	0.04	0.19	0.00	0.81	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	3634	66	335	0	1415	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.00	0.00	0.33	0.33	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	28.0	0.0	0.0	37.0	37.0	7.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.12	0.44	0.00	0.00	0.54	0.54	0.23	0.00	0.16	0.00	0.00	0.00
Uniform Del:	23.7	10.7	0.0	0.0	6.6	6.6	24.1	0.0	21.4	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.0	0.0	0.3	0.3	0.6	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	24.0	11.1	0.0	0.0	6.8	6.8	24.6	0.0	21.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	11.1	0.0	0.0	6.8	6.8	24.6	0.0	21.7	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	A	A	C	A	C+	A	A	A
HCM2k95thQ:	1	10	0	0	12	12	2	0	2	0	0	0

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

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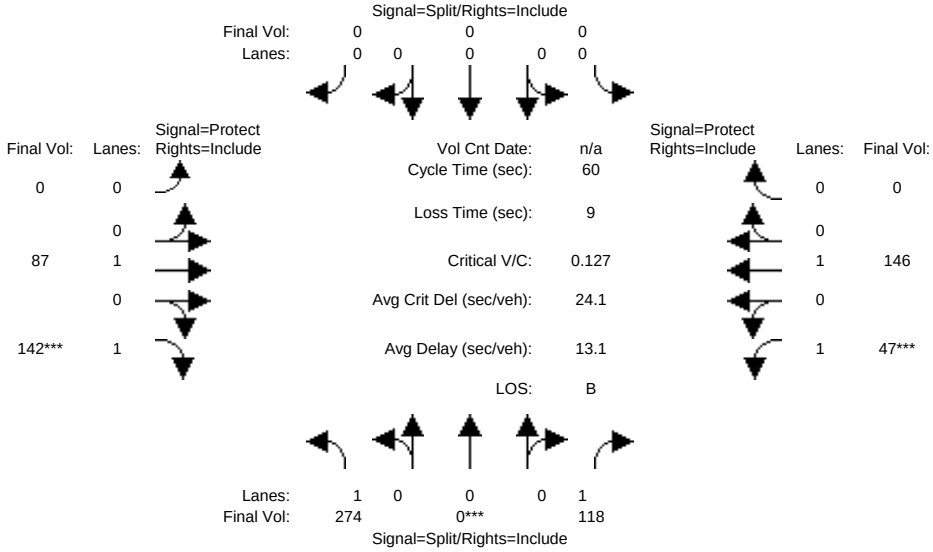
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1004: Stars and Stripes and Centennial



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	274	0	118	0	0	0	0	87	142	47	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	0	118	0	0	0	0	87	142	47	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	0	118	0	0	0	0	87	142	47	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	0	118	0	0	0	0	87	142	47	146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	0	118	0	0	0	0	87	142	47	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.07	0.00	0.00	0.00	0.00	0.05	0.08	0.03	0.08	0.00
Crit Moves:		****							****	****		
Green Time:	73.9	0.0	73.9	0.0	0.0	0.0	0.0	10.0	10.0	7.0	10.0	0.0
Volume/Cap:	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.49	0.23	0.46	0.00
Uniform Del:	1.9	0.0	1.7	0.0	0.0	0.0	0.0	21.8	22.7	24.1	22.6	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.3	0.6	1.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	1.9	0.0	1.7	0.0	0.0	0.0	0.0	22.3	24.0	24.6	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	0.0	1.7	0.0	0.0	0.0	0.0	22.3	24.0	24.6	23.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C+	C	C	C	A
HCM2k95thQ:	0	0	0	0	0	0	0	3	6	2	6	0

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

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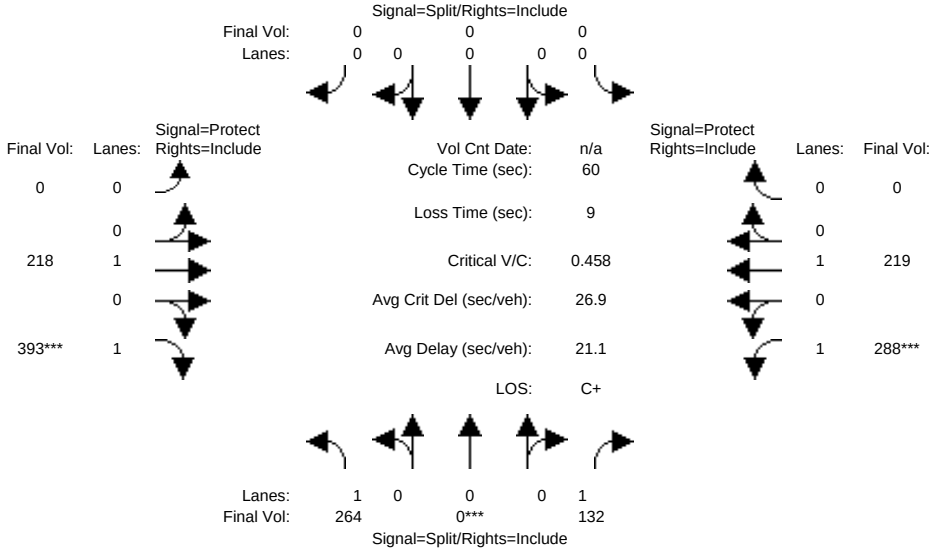
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1004: Stars and Stripes and Centennial



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	264	0	132	0	0	0	0	218	393	288	219	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	132	0	0	0	0	218	393	288	219	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	0	132	0	0	0	0	218	393	288	219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	0	132	0	0	0	0	218	393	288	219	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	0	132	0	0	0	0	218	393	288	219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.11	0.22	0.16	0.12	0.00
Crit Moves:		****							****	****		
Green Time:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	18.0	18.0	13.2	18.4	0.0
Volume/Cap:	0.46	0.00	0.23	0.00	0.00	0.00	0.00	0.38	0.75	0.75	0.38	0.00
Uniform Del:	15.9	0.0	14.6	0.0	0.0	0.0	0.0	16.6	18.9	21.8	16.3	0.0
IncremntDel:	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.4	5.9	7.9	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	16.5	0.0	14.8	0.0	0.0	0.0	0.0	17.0	24.8	29.7	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	0.0	14.8	0.0	0.0	0.0	0.0	17.0	24.8	29.7	16.7	0.0
LOS by Move:	B	A	B	A	A	A	A	B	C	C	B	A
HCM2k95thQ:	8	0	4	0	0	0	0	7	17	14	7	0

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

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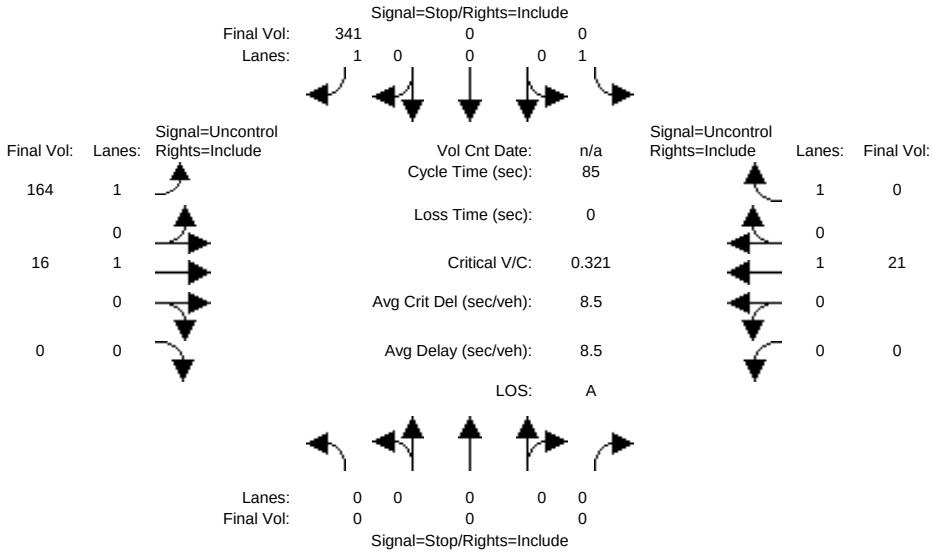
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1012: Avenue D / Second Street




```
Street Name:             Avenue D                        Second Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0   341   164   16     0     0   21     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   341   164   16     0     0   21     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   341   164   16     0     0   21     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0   341   164   16     0     0   21     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   365 xxxx    21    21 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   639 xxxx  1062  1608 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   589 xxxx  1062  1608 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  0.32  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   1.4   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.0   7.5 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             10.0           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1012 Avenue D / Second Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
Initial Vol:    0    0     0     0    0   341   164   16     0     0   21     0
ApproachDel:    xxxxxx             10.0           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=341]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=542]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1012 Avenue D / Second Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
Initial Vol:    0    0     0     0    0   341   164   16     0     0   21     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             201
Minor Approach Volume:           341
Minor Approach Volume Threshold: 1064
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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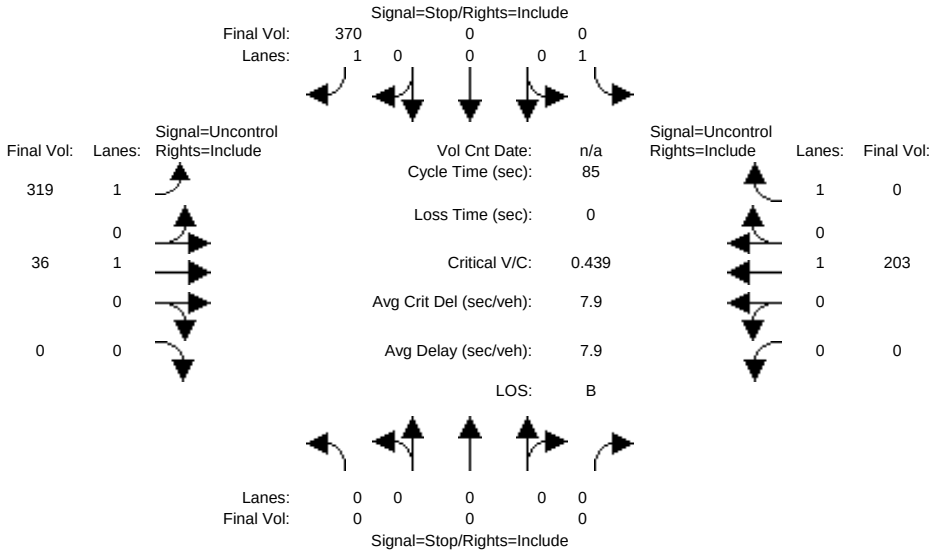
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1012: Avenue D / Second Street




```
Street Name:             Avenue D                        Second Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0   370   319   36     0     0  203     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0   370   319   36     0     0  203     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0   370   319   36     0     0  203     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0   370   319   36     0     0  203     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   877 xxxx   203   203 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   322 xxxx   843  1381 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   264 xxxx   843  1381 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  0.44  0.23 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   2.3   0.9 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.6   8.4 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             12.6           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1012 Avenue D / Second Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
Initial Vol:    0    0     0     0    0   370   319   36     0     0  203     0
ApproachDel:    xxxxxx             12.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=370]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=928]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1012 Avenue D / Second Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
Initial Vol:    0    0     0     0    0   370   319   36     0     0  203     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             558
Minor Approach Volume:           370
Minor Approach Volume Threshold: 625
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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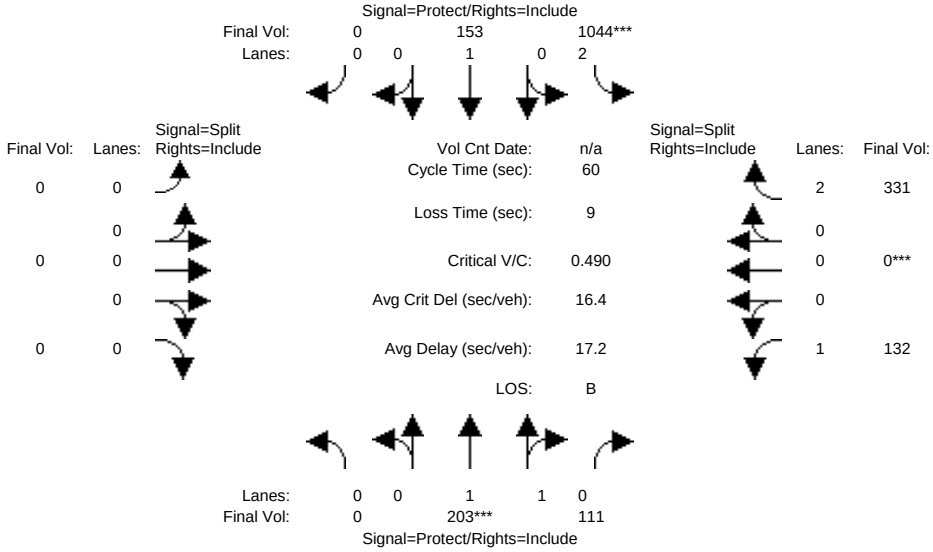
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1036: City Place Parkway and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	203	111	1044	153	0	0	0	0	132	0	331
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	111	1044	153	0	0	0	0	132	0	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	111	1044	153	0	0	0	0	132	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	111	1044	153	0	0	0	0	132	0	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	111	1044	153	0	0	0	0	132	0	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	1.25	0.75	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2384	1304	3150	1900	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.33	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.11
Crit Moves:		****		****							****	
Green Time:	0.0	10.0	10.0	28.1	22.4	0.0	0.0	0.0	0.0	12.9	0.0	12.9
Volume/Cap:	0.00	0.51	0.51	0.71	0.22	0.00	0.00	0.00	0.00	0.35	0.00	0.49
Uniform Del:	0.0	22.8	22.8	12.7	12.8	0.0	0.0	0.0	0.0	20.0	0.0	20.7
IncremntDel:	0.0	0.7	0.7	1.6	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.5	23.5	14.3	12.9	0.0	0.0	0.0	0.0	20.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.5	23.5	14.3	12.9	0.0	0.0	0.0	0.0	20.6	0.0	21.3
LOS by Move:	A	C	C	B	B	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	7	7	19	4	0	0	0	0	4	0	6

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

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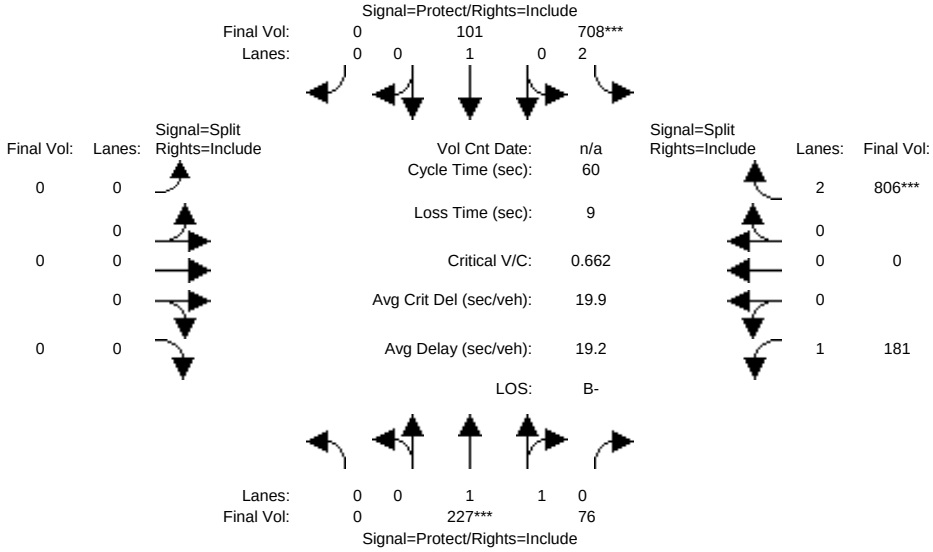
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1036: City Place Parkway and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	227	76	708	101	0	0	0	0	181	0	806
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	227	76	708	101	0	0	0	0	181	0	806
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	76	708	101	0	0	0	0	181	0	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	227	76	708	101	0	0	0	0	181	0	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	227	76	708	101	0	0	0	0	181	0	806
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	1.48	0.52	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2771	928	3150	1900	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.22	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.26
Crit Moves:		****		****								****
Green Time:	0.0	10.0	10.0	19.2	17.2	0.0	0.0	0.0	0.0	21.8	0.0	21.8
Volume/Cap:	0.00	0.49	0.49	0.70	0.19	0.00	0.00	0.00	0.00	0.28	0.00	0.70
Uniform Del:	0.0	22.7	22.7	17.9	16.2	0.0	0.0	0.0	0.0	13.5	0.0	16.3
IncremntDel:	0.0	0.6	0.6	2.3	0.2	0.0	0.0	0.0	0.0	0.2	0.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.3	23.3	20.2	16.3	0.0	0.0	0.0	0.0	13.8	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	23.3	20.2	16.3	0.0	0.0	0.0	0.0	13.8	0.0	18.3
LOS by Move:	A	C	C	C+	B	A	A	A	A	B	A	B-
HCM2k95thQ:	0	7	7	16	3	0	0	0	0	5	0	15

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

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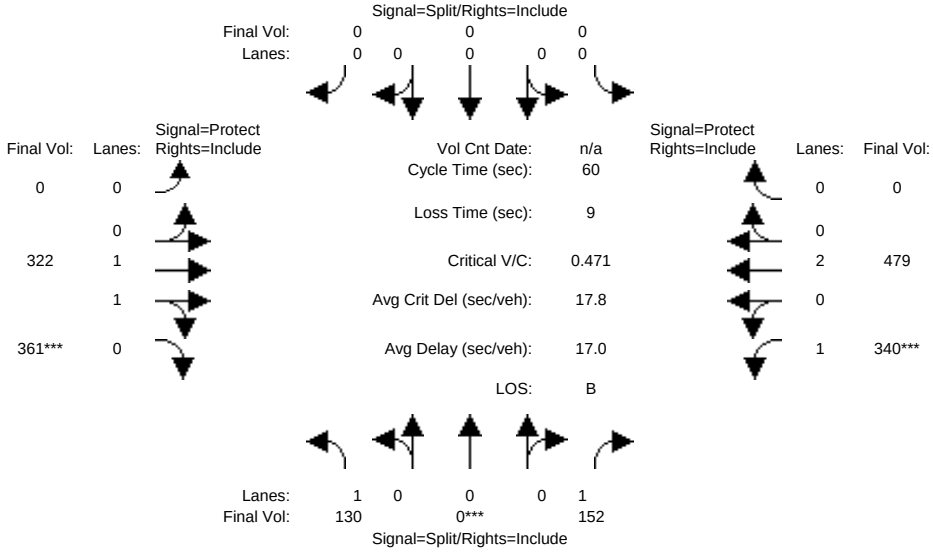
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1037: City Place Parkway and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	130	0	152	0	0	0	0	322	361	340	479	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	152	0	0	0	0	322	361	340	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	152	0	0	0	0	322	361	340	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	152	0	0	0	0	322	361	340	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	0	152	0	0	0	0	322	361	340	479	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.17	0.21	0.19	0.13	0.00
Crit Moves:		****							****	****		
Green Time:	11.1	0.0	11.1	0.0	0.0	0.0	0.0	20.6	20.6	19.4	23.5	0.0
Volume/Cap:	0.40	0.00	0.47	0.00	0.00	0.00	0.00	0.49	0.60	0.60	0.32	0.00
Uniform Del:	21.6	0.0	21.9	0.0	0.0	0.0	0.0	15.6	16.3	17.1	12.7	0.0
IncremntDel:	0.8	0.0	1.1	0.0	0.0	0.0	0.0	0.3	0.9	1.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	22.4	0.0	22.9	0.0	0.0	0.0	0.0	15.9	17.2	18.9	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	0.0	22.9	0.0	0.0	0.0	0.0	15.9	17.2	18.9	12.8	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B-	B	A
HCM2k95thQ:	6	0	7	0	0	0	0	9	11	11	6	0

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

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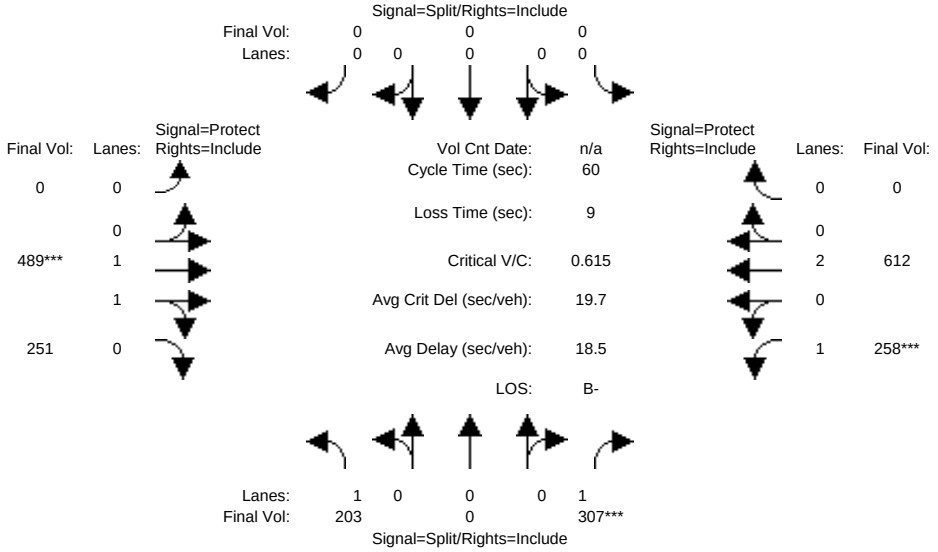
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1037: City Place Parkway and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	203	0	307	0	0	0	0	489	251	258	612	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	0	307	0	0	0	0	489	251	258	612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	0	307	0	0	0	0	489	251	258	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	307	0	0	0	0	489	251	258	612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	0	307	0	0	0	0	489	251	258	612	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.30	0.70	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	2444	1255	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.20	0.15	0.16	0.00
Crit Moves:			****					****		****		
Green Time:	17.1	0.0	17.1	0.0	0.0	0.0	0.0	19.5	19.5	14.4	19.9	0.0
Volume/Cap:	0.41	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.48	0.00
Uniform Del:	17.3	0.0	18.6	0.0	0.0	0.0	0.0	17.1	17.1	20.3	15.9	0.0
IncremntDel:	0.5	0.0	2.3	0.0	0.0	0.0	0.0	1.0	1.0	2.7	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	17.9	0.0	20.9	0.0	0.0	0.0	0.0	18.0	18.0	23.1	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	20.9	0.0	0.0	0.0	0.0	18.0	18.0	23.1	16.2	0.0
LOS by Move:	B	A	C+	A	A	A	A	B-	B-	C	B	A
HCM2k95thQ:	7	0	12	0	0	0	0	11	11	9	9	0

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

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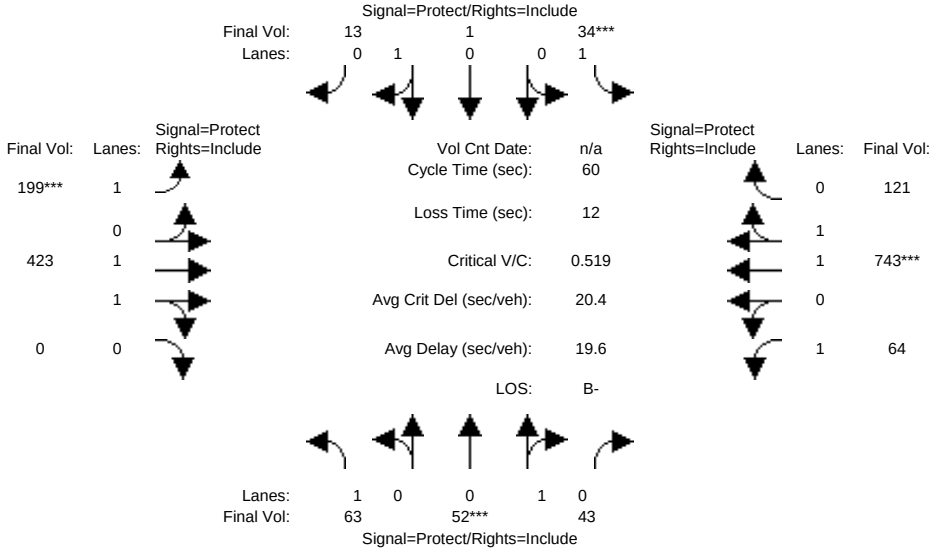
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1038: City Place Pkwy / Avenue C



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	63	52	43	34	1	13	199	423	0	64	743	121
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	52	43	34	1	13	199	423	0	64	743	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	52	43	34	1	13	199	423	0	64	743	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	52	43	34	1	13	199	423	0	64	743	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	52	43	34	1	13	199	423	0	64	743	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.70	0.30
Final Sat.:	1750	1001	828	1750	126	1634	1750	3800	0	1750	3229	526
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.02	0.01	0.01	0.11	0.11	0.00	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	10.3	18.2	0.0	12.8	20.7	20.7
Volume/Cap:	0.31	0.31	0.31	0.17	0.05	0.05	0.67	0.37	0.00	0.17	0.67	0.67
Uniform Del:	24.3	22.0	22.0	23.9	21.0	21.0	23.3	16.4	0.0	19.3	16.7	16.7
IncremntDel:	0.9	0.6	0.6	0.4	0.1	0.1	5.6	0.2	0.0	0.2	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	25.1	22.6	22.6	24.3	21.1	21.1	28.9	16.6	0.0	19.5	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	22.6	22.6	24.3	21.1	21.1	28.9	16.6	0.0	19.5	18.0	18.0
LOS by Move:	C	C+	C+	C	C+	C+	C	B	A	B-	B-	B-
HCM2k95thQ:	3	4	4	1	0	0	8	6	0	2	13	13

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

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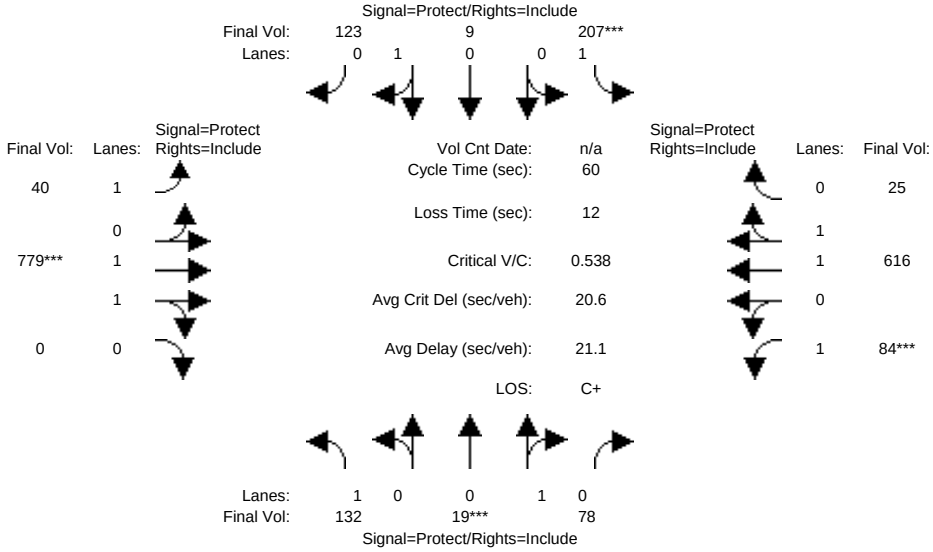
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1038: City Place Pkwy / Avenue C



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	132	19	78	207	9	123	40	779	0	84	616	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	19	78	207	9	123	40	779	0	84	616	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	19	78	207	9	123	40	779	0	84	616	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	19	78	207	9	123	40	779	0	84	616	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	19	78	207	9	123	40	779	0	84	616	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.92	0.92	0.97	0.95
Lanes:	1.00	0.20	0.80	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1750	353	1447	1750	123	1677	1750	3700	0	1750	3556	144
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.12	0.07	0.07	0.02	0.21	0.00	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	8.7	10.0	10.0	11.2	12.4	12.4	10.8	19.8	0.0	7.0	16.0	16.0
Volume/Cap:	0.52	0.32	0.32	0.64	0.35	0.35	0.13	0.64	0.00	0.41	0.65	0.65
Uniform Del:	23.7	22.0	22.0	22.6	20.3	20.3	20.6	17.0	0.0	24.6	19.5	19.5
IncremntDel:	1.9	0.6	0.6	4.1	0.6	0.6	0.2	1.1	0.0	1.3	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	25.6	22.6	22.6	26.7	20.9	20.9	20.8	18.1	0.0	25.9	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	22.6	22.6	26.7	20.9	20.9	20.8	18.1	0.0	25.9	21.0	21.0
LOS by Move:	C	C+	C+	C	C+	C+	C+	B-	A	C	C+	C+
HCM2k95thQ:	6	4	4	8	4	4	1	12	0	3	11	11

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

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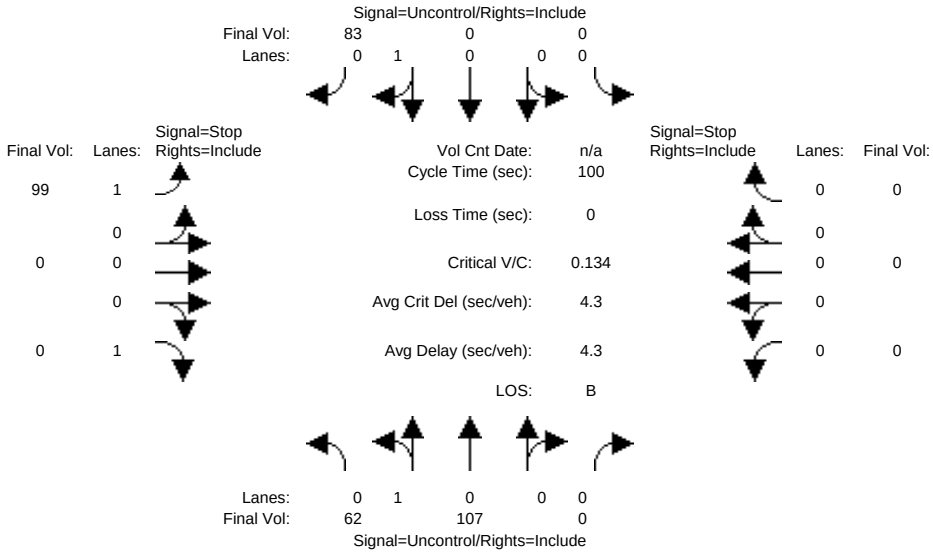
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1040: J Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     62  107     0     0    0    83    99    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  107     0     0    0    83    99    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  107     0     0    0    83    99    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   62  107     0     0    0    83    99    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   83 xxxx xxxxx  xxxx xxxx xxxxx   231 xxxx     0  xxxx xxxx xxxxx
Potent Cap.: 1527 xxxx xxxxx  xxxx xxxx xxxxx   762 xxxx  1091  xxxx xxxx xxxxx
Move Cap.:   1527 xxxx xxxxx  xxxx xxxx xxxxx   737 xxxx  1091  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.13 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  10.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.6           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   62  107     0     0    0    83    99    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=99]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=351]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:   62  107     0     0    0    83    99    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             252
Minor Approach Volume:           99
Minor Approach Volume Threshold: 726
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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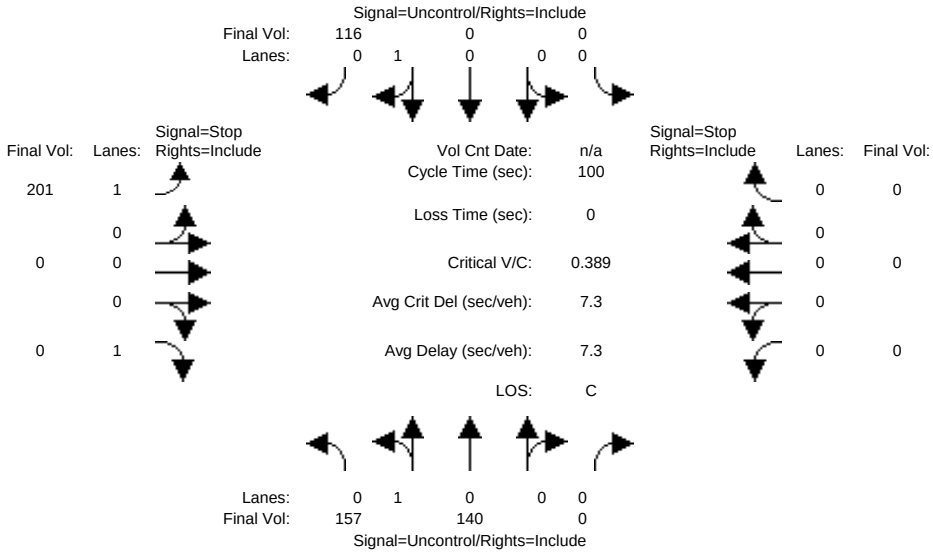
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1040: J Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    157  140     0     0    0   116   201    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  157  140     0     0    0   116   201    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157  140     0     0    0   116   201    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  157  140     0     0    0   116   201    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  116 xxxx xxxxx  xxxx xxxx xxxxx   454 xxxx     0  xxxx xxxx xxxxx
Potent Cap.: 1485 xxxx xxxxx  xxxx xxxx xxxxx   568 xxxx  1091  xxxx xxxx xxxxx
Move Cap.:   1485 xxxx xxxxx  xxxx xxxx xxxxx   517 xxxx  1091  xxxx xxxx xxxxx
Volume/Cap:  0.11 xxxx  xxxx  xxxx xxxx  xxxx  0.39 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx  xxxx xxxx xxxxx   1.8 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx  16.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              16.3           xxxxxx
ApproachLOS:         *                *                 C                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:  157  140     0     0    0   116   201    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx             16.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=201]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=614]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1040 J Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  0  1    1  0  0  0  1    0  0  0  0  0
Initial Vol:  157  140     0     0    0   116   201    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             413
Minor Approach Volume:           201
Minor Approach Volume Threshold: 571
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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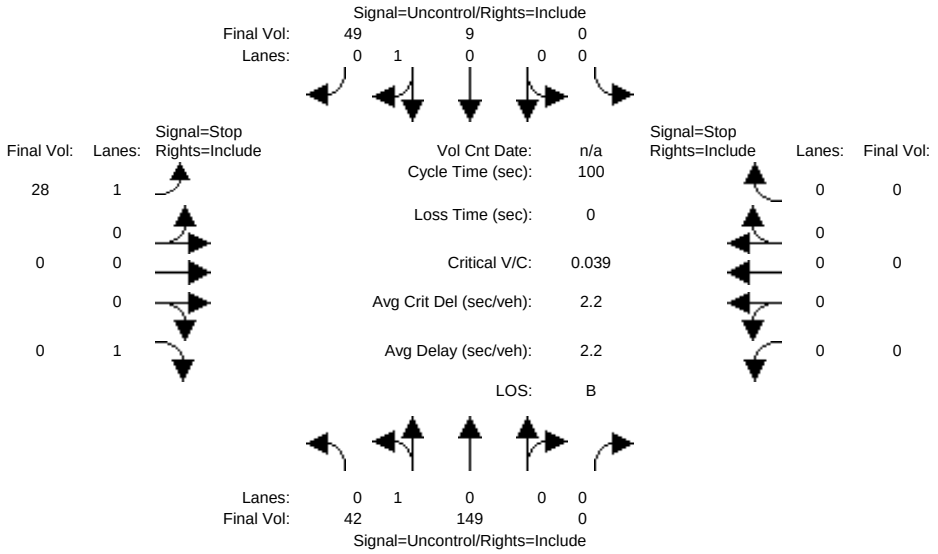
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1041: H Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     42  149     0     0    9    49    28    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   42  149     0     0    9    49    28    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    42  149     0     0    9    49    28    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   42  149     0     0    9    49    28    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   58 xxxx xxxxx  xxxx xxxx xxxxx   267 xxxx    34  xxxx xxxx xxxxx
Potent Cap.: 1559 xxxx xxxxx  xxxx xxxx xxxxx   727 xxxx  1046  xxxx xxxx xxxxx
Move Cap.:   1559 xxxx xxxxx  xxxx xxxx xxxxx   712 xxxx  1046  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   42  149     0     0    9    49    28    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              10.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=277]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   42  149     0     0    9    49    28    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             249
Minor Approach Volume:           28
Minor Approach Volume Threshold: 730
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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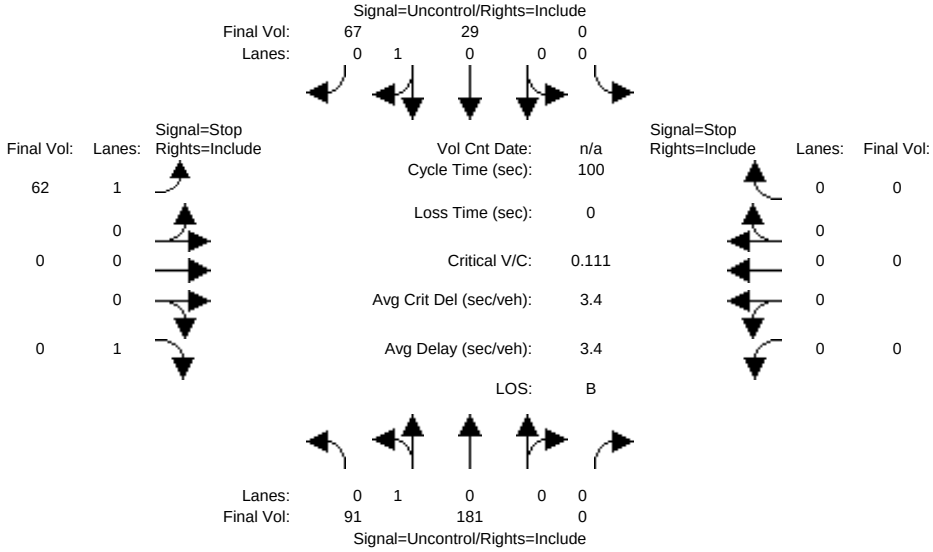
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1041: H Parking Access East 1 (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     91  181     0     0   29    67    62    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91  181     0     0   29    67    62    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  181     0     0   29    67    62    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   91  181     0     0   29    67    62    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   96 xxxx xxxxx  xxxx xxxx xxxxx   426 xxxx    63  xxxx xxxx xxxxx
Potent Cap.: 1510 xxxx xxxxx  xxxx xxxx xxxxx   589 xxxx  1008  xxxx xxxx xxxxx
Move Cap.:   1510 xxxx xxxxx  xxxx xxxx xxxxx   561 xxxx  1008  xxxx xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  12.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              12.2           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   91  181     0     0   29    67    62    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              12.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=430]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1041 H Parking Access East 1 (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   91  181     0     0   29    67    62    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             368
Minor Approach Volume:           62
Minor Approach Volume Threshold: 607
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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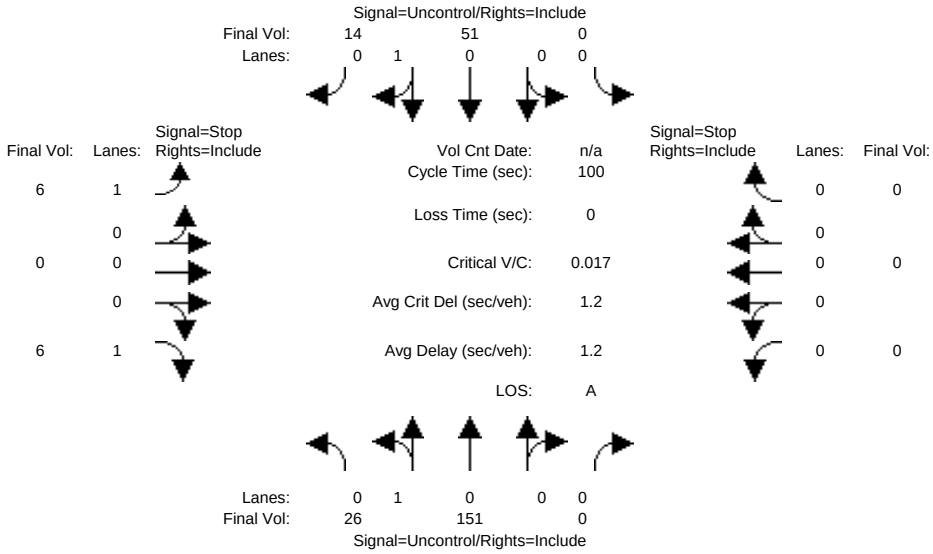
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1042: G Parking Access East (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     26  151     0     0   51    14     6    0     6     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  151     0     0   51    14     6    0     6     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  151     0     0   51    14     6    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   26  151     0     0   51    14     6    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   65 xxxx xxxxx  xxxx xxxx xxxxx   261 xxxx    58  xxxx xxxx xxxxx
Potent Cap.: 1550 xxxx xxxxx  xxxx xxxx xxxxx   732 xxxx  1014  xxxx xxxx xxxxx
Move Cap.:   1550 xxxx xxxxx  xxxx xxxx xxxxx   723 xxxx  1014  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.0 xxxx   8.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.3           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   26  151     0     0   51    14     6    0     6     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=254]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   26  151     0     0   51    14     6    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             242
Minor Approach Volume:           12
Minor Approach Volume Threshold: 739
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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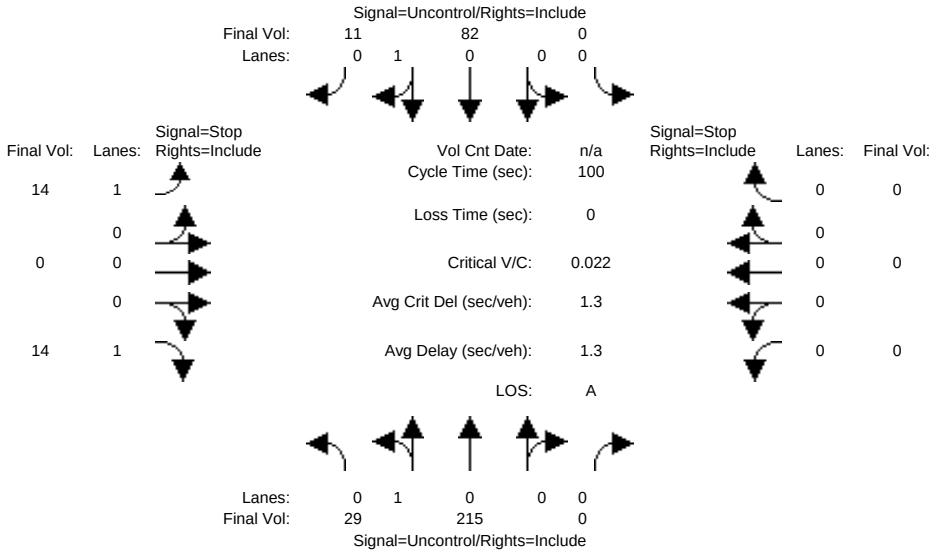
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1042: G Parking Access East (Avenue C)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     29  215     0     0   82    11    14    0    14     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  215     0     0   82    11    14    0    14     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  215     0     0   82    11    14    0    14     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   29  215     0     0   82    11    14    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   93 xxxx xxxxx  xxxx xxxx xxxxx   361 xxxx    88  xxxx xxxx xxxxx
Potent Cap.: 1514 xxxx xxxxx  xxxx xxxx xxxxx   642 xxxx   976  xxxx xxxx xxxxx
Move Cap.:   1514 xxxx xxxxx  xxxx xxxx xxxxx   633 xxxx   976  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.8 xxxx   8.7 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   29  215     0     0   82    11    14    0    14     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=365]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1042 G Parking Access East (Avenue C)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   29  215     0     0   82    11    14    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             337
Minor Approach Volume:           28
Minor Approach Volume Threshold: 635
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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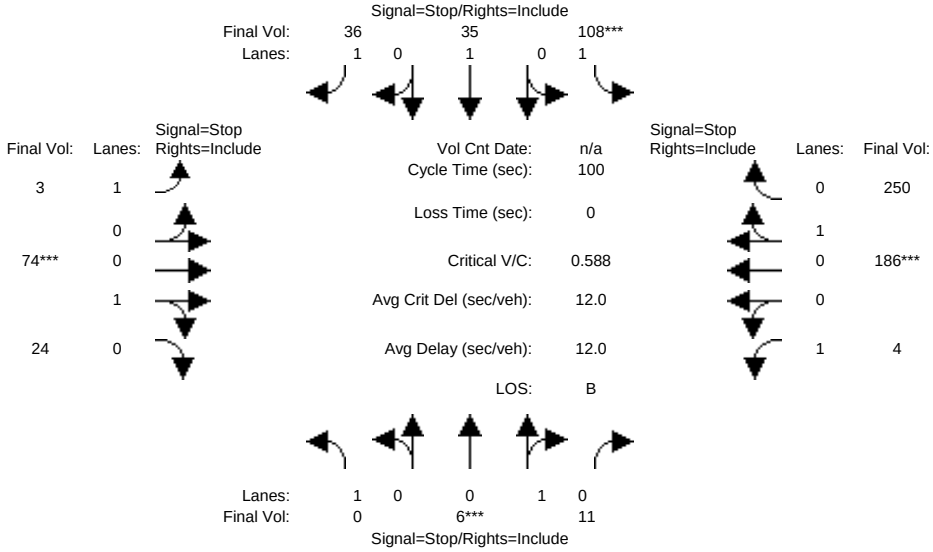
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1043: Stars and Stripes and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	6	11	108	35	36	3	74	24	4	186	250
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	11	108	35	36	3	74	24	4	186	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	6	11	108	35	36	3	74	24	4	186	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	11	108	35	36	3	74	24	4	186	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	6	11	108	35	36	3	74	24	4	186	250
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	1.00	1.00	1.00	1.00	0.76	0.24	1.00	0.43	0.57
Final Sat.:	502	205	375	521	559	627	580	493	160	619	316	425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.21	0.06	0.06	0.01	0.15	0.15	0.01	0.59	0.59
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.5	8.5	10.7	9.0	8.3	8.7	8.9	8.9	8.4	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	10.7	9.0	8.3	8.7	8.9	8.9	8.4	13.8	13.8
LOS by Move:	*	A	A	B	A	A	A	A	A	A	B	B
ApproachDel:		8.5			9.9			8.9			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.9			8.9			13.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.2	0.2	0.0	1.3	1.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1043 Stars and Stripes and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Initial Vol:	0	6	11	108	35	36	3	74	24	4	186	250

Major Street Volume: 541
Minor Approach Volume: 179
Minor Approach Volume Threshold: 638

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

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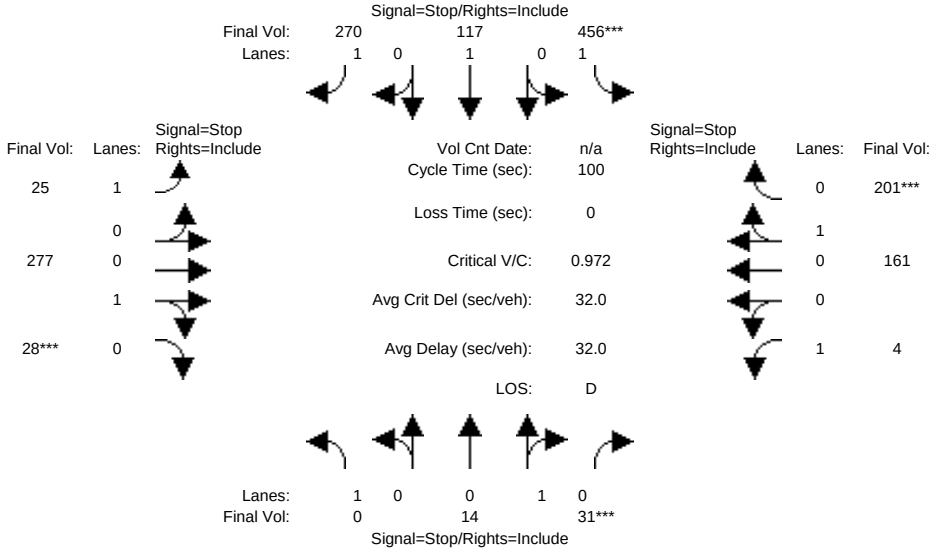
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1043: Stars and Stripes and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	14	31	456	117	270	25	277	28	4	161	201
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	14	31	456	117	270	25	277	28	4	161	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	14	31	456	117	270	25	277	28	4	161	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	14	31	456	117	270	25	277	28	4	161	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	14	31	456	117	270	25	277	28	4	161	201
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.31	0.69	1.00	1.00	1.00	1.00	0.91	0.09	1.00	0.44	0.56
Final Sat.:	386	135	298	469	491	549	437	430	43	440	222	277
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.97	0.24	0.49	0.06	0.64	0.64	0.01	0.73	0.73
Crit Moves:			****	****					****			****
Delay/Veh:	0.0	11.3	11.3	62.0	12.0	15.1	11.2	22.3	22.3	10.8	25.8	25.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	62.0	12.0	15.1	11.2	22.3	22.3	10.8	25.8	25.8
LOS by Move:	*	B	B	F	B	C	B	C	C	B	D	D
ApproachDel:		11.3			40.0			21.4			25.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			40.0			21.4			25.6	
LOS by Appr:		B			E			C			D	
AllWayAvgQ:	0.0	0.1	0.1	6.7	0.3	0.9	0.1	1.6	1.6	0.0	2.2	2.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1043 Stars and Stripes and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Initial Vol:	0	14	31	456	117	270	25	277	28	4	161	201

Major Street Volume: 888
Minor Approach Volume: 366
Minor Approach Volume Threshold: 425

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

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

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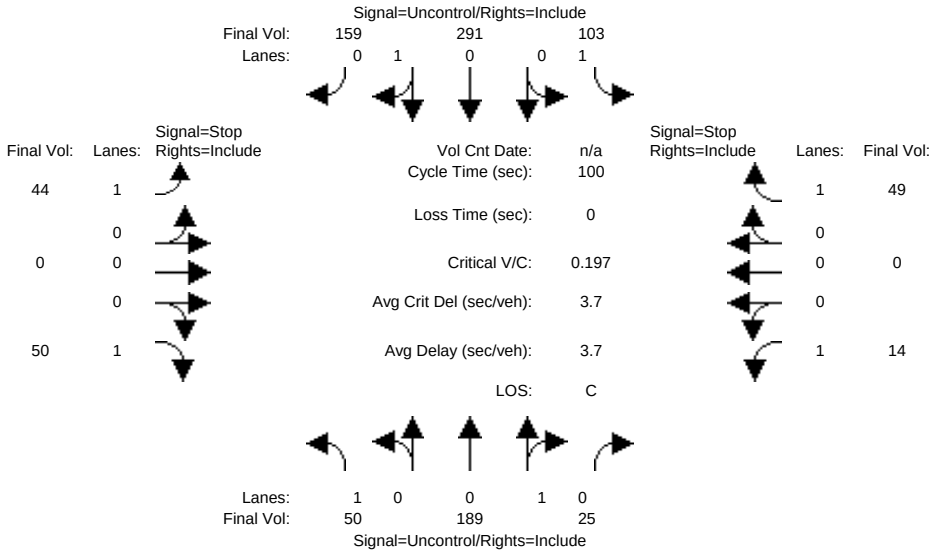
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1044: A2 / G Parking Access (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     50  189    25   103  291   159    44    0    50    14    0    49
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   50  189    25   103  291   159    44    0    50    14    0    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    50  189    25   103  291   159    44    0    50    14    0    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   50  189    25   103  291   159    44    0    50    14    0    49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  450 xxxx xxxxx   214 xxxx xxxxx   903 xxxx   371   903 xxxx   202
Potent Cap.: 1121 xxxx xxxxx  1368 xxxx xxxxx   261 xxxx   680   260 xxxx   844
Move Cap.:   1121 xxxx xxxxx  1368 xxxx xxxxx   224 xxxx   680   220 xxxx   844
Volume/Cap:  0.04 xxxx  xxxx  0.08 xxxx  xxxx  0.20 xxxx  0.07  0.06 xxxx  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.2 xxxx xxxxx   0.7 xxxx   0.2   0.2 xxxx   0.2
Control Del:  8.4 xxxx xxxxx   7.8 xxxx xxxxx  25.0 xxxx  10.7  22.5 xxxx   9.5
LOS by Move:    A    *     *     A    *     *     D    *     B     C    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             17.4             12.4
ApproachLOS:         *                *                C                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   50  189    25   103  291   159    44    0    50    14    0    49
ApproachDel:    xxxxxx           xxxxxx             17.4             12.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=94]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=974]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=63]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=974]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   50  189    25   103  291   159    44    0    50    14    0    49
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             817
Minor Approach Volume:           94
Minor Approach Volume Threshold: 461
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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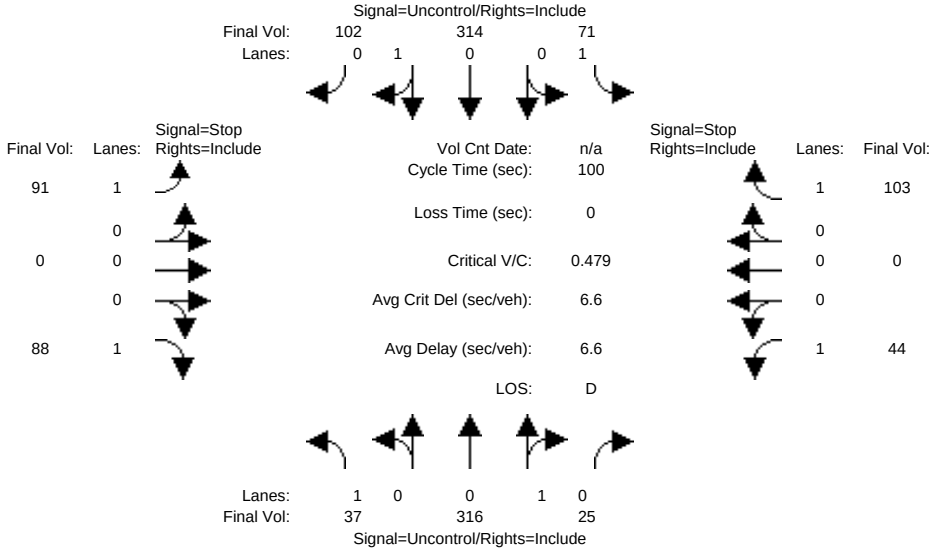
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1044: A2 / G Parking Access (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     37  316    25    71  314   102    91    0    88    44    0   103
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   37  316    25    71  314   102    91    0    88    44    0   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    37  316    25    71  314   102    91    0    88    44    0   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   37  316    25    71  314   102    91    0    88    44    0   103
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  416 xxxx xxxxx   341 xxxx xxxxx   961 xxxx   365   954 xxxx   329
Potent Cap.: 1154 xxxx xxxxx  1229 xxxx xxxxx   238 xxxx   685   241 xxxx   718
Move Cap.:   1154 xxxx xxxxx  1229 xxxx xxxxx   190 xxxx   685   196 xxxx   718
Volume/Cap:  0.03 xxxx  xxxx  0.06 xxxx  xxxx  0.48 xxxx  0.13  0.22 xxxx  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.2 xxxx xxxxx   2.3 xxxx   0.4   0.8 xxxx   0.5
Control Del:  8.2 xxxx xxxxx   8.1 xxxx xxxxx  40.2 xxxx  11.0  28.7 xxxx  10.9
LOS by Move:    A    *     *     A    *     *     E    *     B     D    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              25.9             16.2
ApproachLOS:         *                *                 D                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   37  316    25    71  314   102    91    0    88    44    0   103
ApproachDel:    xxxxxx           xxxxxx             25.9             16.2
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=179]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1191]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=147]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1191]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1044 A2 / G Parking Access (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    1  0  0  0  1
Initial Vol:   37  316    25    71  314   102    91    0    88    44    0   103
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             865
Minor Approach Volume:           179
Minor Approach Volume Threshold: 436
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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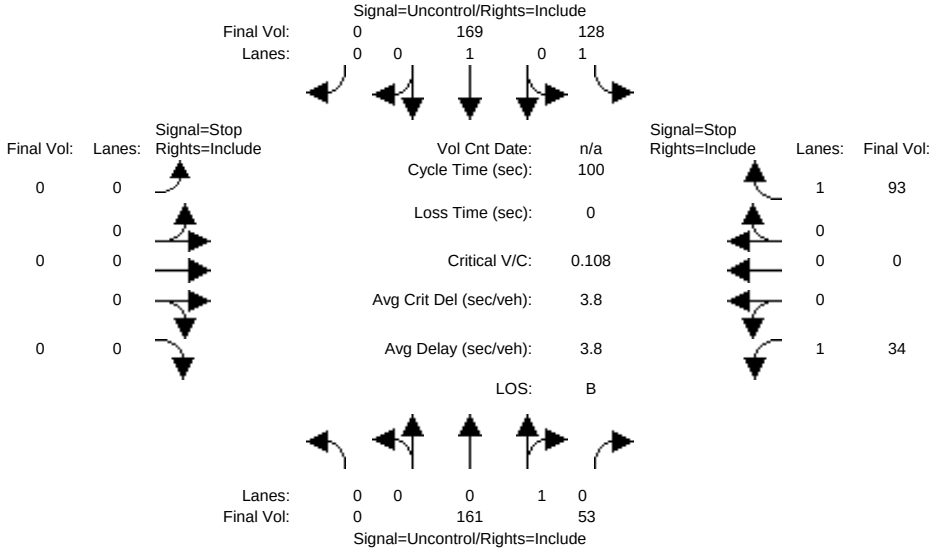
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1045: Parking H Access West (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  161    53   128  169     0     0    0     0    34    0    93
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  161    53   128  169     0     0    0     0    34    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  161    53   128  169     0     0    0     0    34    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  161    53   128  169     0     0    0     0    34    0    93
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   214 xxxx xxxxx  xxxx xxxx xxxxx   613 xxxx   188
Potent Cap.: xxxx xxxx xxxxx  1368 xxxx xxxxx  xxxx xxxx xxxxx   459 xxxx   860
Move Cap.:   xxxx xxxx xxxxx  1368 xxxx xxxxx  xxxx xxxx xxxxx   427 xxxx   860
Volume/Cap:  xxxx xxxx  xxxx  0.09 xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.4
Control Del:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx  14.2 xxxx   9.7
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.9
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1045 Parking H Access West (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  161    53   128  169     0     0    0     0    34    0    93
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.9
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=127]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=638]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1045 Parking H Access West (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  161    53   128  169     0     0    0     0    34    0    93
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             511
Minor Approach Volume:           127
Minor Approach Volume Threshold: 663
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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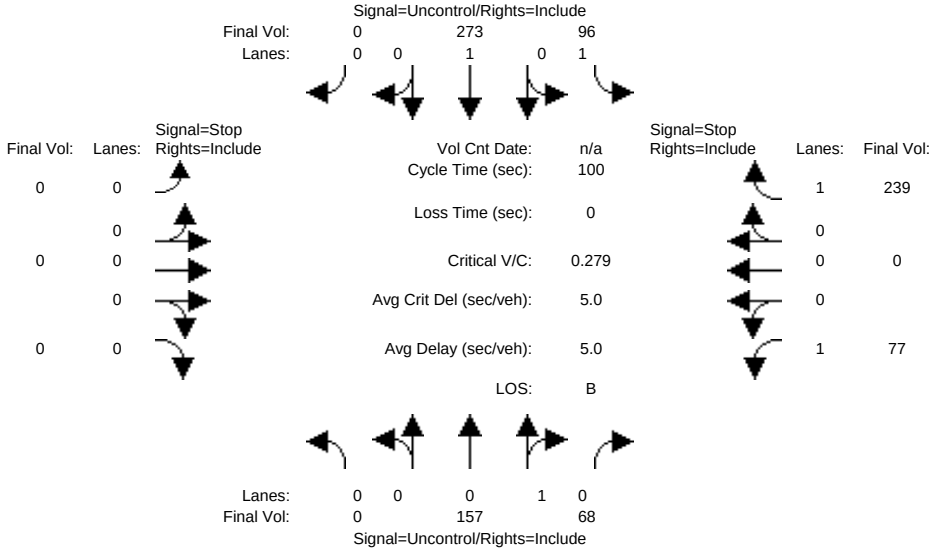
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1045: Parking H Access West (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  157    68    96  273     0     0    0     0    77    0   239
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  157    68    96  273     0     0    0     0    77    0   239
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  157    68    96  273     0     0    0     0    77    0   239
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  157    68    96  273     0     0    0     0    77    0   239
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   225 xxxx xxxxx  xxxx xxxx xxxxx   656 xxxx   191
Potent Cap.: xxxx xxxx xxxxx  1356 xxxx xxxxx  xxxx xxxx xxxxx   433 xxxx   856
Move Cap.:   xxxx xxxx xxxxx  1356 xxxx xxxxx  xxxx xxxx xxxxx   410 xxxx   856
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.19 xxxx  0.28
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx   1.1
Control Del:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx  15.8 xxxx  10.8
LOS by Move:    *    *     *     A    *     *     *    *     *     C    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.0
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1045 Parking H Access West (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157    68    96  273     0     0    0     0    77    0   239
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=316]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=910]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1045 Parking H Access West (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157    68    96  273     0     0    0     0    77    0   239
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             594
Minor Approach Volume:           316
Minor Approach Volume Threshold: 598
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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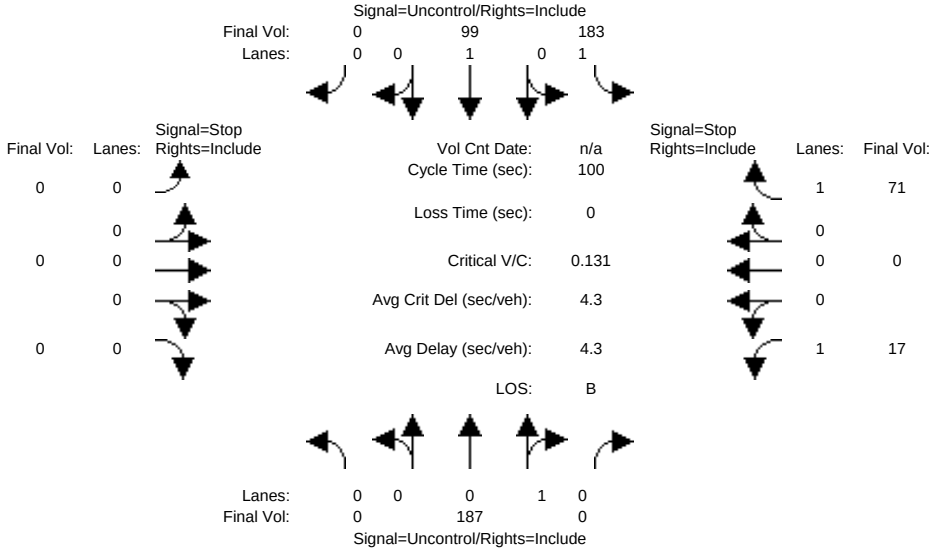
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1046: J Parking Access West 1 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  187     0   183   99     0     0    0     0    17    0    71
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  187     0   183   99     0     0    0     0    17    0    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  187     0   183   99     0     0    0     0    17    0    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  187     0   183   99     0     0    0     0    17    0    71
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   187 xxxx xxxxx  xxxx xxxx xxxxx   652 xxxx   187
Potent Cap.: xxxx xxxx xxxxx  1399 xxxx xxxxx  xxxx xxxx xxxxx   436 xxxx   860
Move Cap.:   xxxx xxxx xxxxx  1399 xxxx xxxxx  xxxx xxxx xxxxx   392 xxxx   860
Volume/Cap:  xxxx xxxx  xxxx  0.13 xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.3
Control Del:xxxxx xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx  14.6 xxxx   9.6
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.5
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  187     0   183   99     0     0    0     0    17    0    71
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.5
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=557]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  187     0   183   99     0     0    0     0    17    0    71
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             469
Minor Approach Volume:           88
Minor Approach Volume Threshold: 700
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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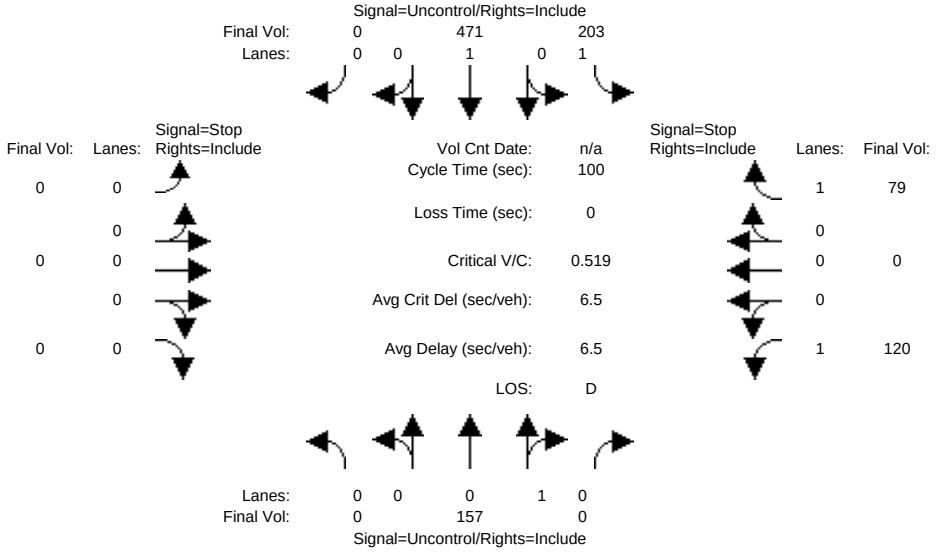
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1046: J Parking Access West 1 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  157     0   203  471     0     0    0     0   120    0    79
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  157     0   203  471     0     0    0     0   120    0    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  157     0   203  471     0     0    0     0   120    0    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  157     0   203  471     0     0    0     0   120    0    79
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   157 xxxx xxxxx  xxxx xxxx xxxxx  1034 xxxx   157
Potent Cap.: xxxx xxxx xxxxx  1435 xxxx xxxxx  xxxx xxxx xxxxx   259 xxxx   894
Move Cap.:   xxxx xxxx xxxxx  1435 xxxx xxxxx  xxxx xxxx xxxxx   231 xxxx   894
Volume/Cap:  xxxx xxxx  xxxx  0.14 xxxx  xxxx  xxxx xxxx  xxxx  0.52 xxxx  0.09
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx   2.7 xxxx   0.3
Control Del:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx  36.2 xxxx   9.4
LOS by Move:    *    *     *     A    *     *     *    *     *     E    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             25.6
ApproachLOS:         *                *                *                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157     0   203  471     0     0    0     0   120    0    79
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             25.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=199]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1030]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1046 J Parking Access West 1 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157     0   203  471     0     0    0     0   120    0    79
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             831
Minor Approach Volume:           199
Minor Approach Volume Threshold: 454
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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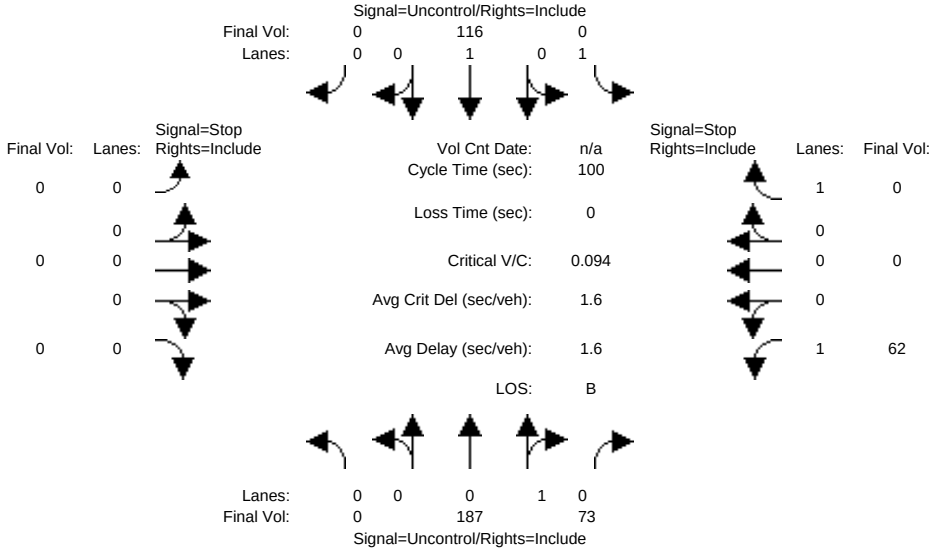
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1047: J Parking Access West 2 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  187    73     0  116     0     0    0     0    62    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  187    73     0  116     0     0    0     0    62    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  187    73     0  116     0     0    0     0    62    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  187    73     0  116     0     0    0     0    62    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   340 xxxx   224
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   660 xxxx   821
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   660 xxxx   821
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.09 xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.0
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  187    73     0  116     0     0    0     0    62    0     0
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=438]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  187    73     0  116     0     0    0     0    62    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             376
Minor Approach Volume:           62
Minor Approach Volume Threshold: 795
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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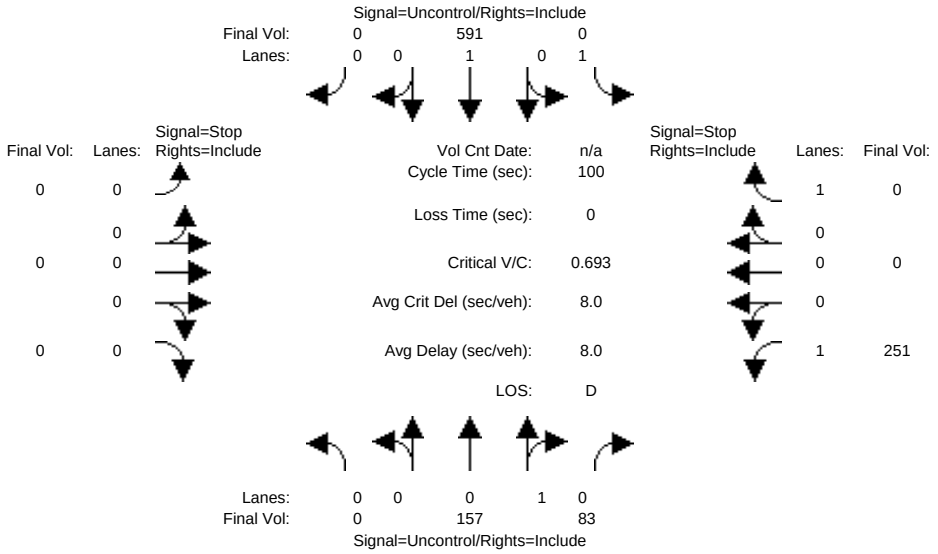
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1047: J Parking Access West 2 (Avenue B)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  157    83     0  591     0     0    0     0   251    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  157    83     0  591     0     0    0     0   251    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  157    83     0  591     0     0    0     0   251    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  157    83     0  591     0     0    0     0   251    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   790 xxxx   199
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   362 xxxx   848
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   362 xxxx   848
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.69 xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   5.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  34.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     D    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             34.6
ApproachLOS:         *                *                *                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157    83     0  591     0     0    0     0   251    0     0
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             34.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=251]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1082]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1047 J Parking Access West 2 (Avenue B)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  157    83     0  591     0     0    0     0   251    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             831
Minor Approach Volume:           251
Minor Approach Volume Threshold: 454
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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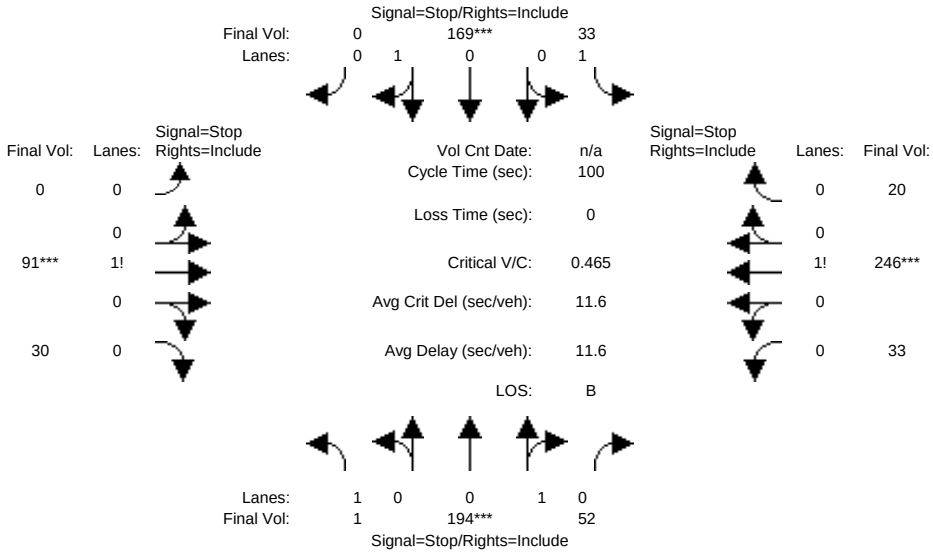
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1048: Second Street and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	194	52	33	169	0	0	91	30	33	246	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	194	52	33	169	0	0	91	30	33	246	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:	1	194	52	33	169	0	0	91	30	33	246	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	194	52	33	169	0	0	91	30	33	246	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	194	52	33	169	0	0	91	30	33	246	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	1.00	0.00	0.00	0.75	0.25	0.11	0.82	0.07
Final Sat.:	537	470	126	528	571	0	0	452	149	71	529	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.06	0.30	xxxx	xxxx	0.20	0.20	0.46	0.46	0.46
Crit Moves:		****			****			****			****	
Delay/Veh:	9.1	12.1	12.1	9.5	10.9	0.0	0.0	9.7	9.7	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	12.1	12.1	9.5	10.9	0.0	0.0	9.7	9.7	12.4	12.4	12.4
LOS by Move:	A	B	B	A	B	*	*	A	A	B	B	B
ApproachDel:		12.1			10.7			9.7			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			10.7			9.7			12.4	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.4	0.4	0.2	0.2	0.2	0.7	0.7	0.7

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1048 Second Street and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  0  1  0    0  0  1! 0  0
Initial Vol:    1  194    52    33  169     0     0   91    30    33  246    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             449
Minor Approach Volume:           299
Minor Approach Volume Threshold: 561
-------------------------------------------------------------------------------
```

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

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

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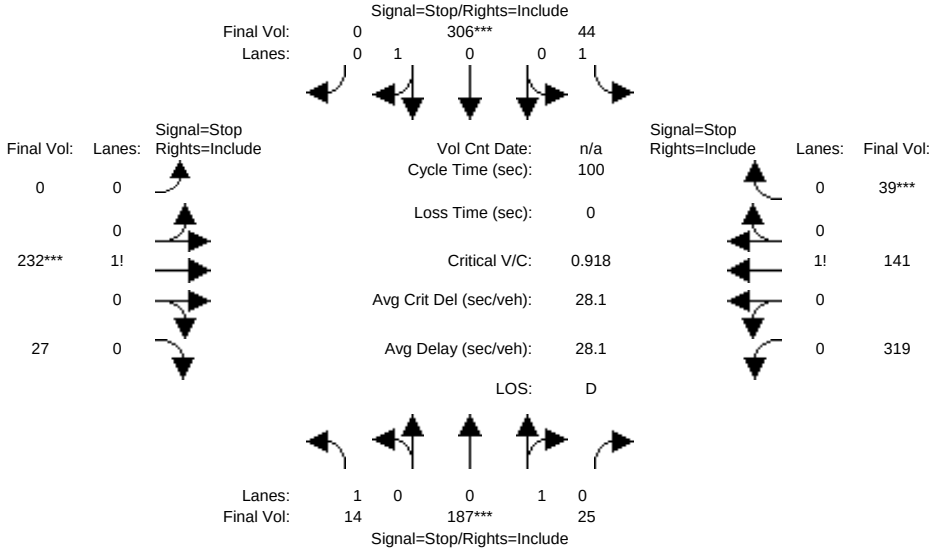
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1048: Second Street and Avenue B



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	14	187	25	44	306	0	0	232	27	319	141	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	187	25	44	306	0	0	232	27	319	141	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	187	25	44	306	0	0	232	27	319	141	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	187	25	44	306	0	0	232	27	319	141	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	187	25	44	306	0	0	232	27	319	141	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	1.00	0.00	0.00	0.90	0.10	0.64	0.28	0.08
Final Sat.:	414	391	52	435	464	0	0	434	51	347	154	42
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.10	0.66	xxxx	xxxx	0.53	0.53	0.92	0.92	0.92
Crit Moves:		****			****			****				****
Delay/Veh:	11.2	16.4	16.4	11.5	22.0	0.0	0.0	16.8	16.8	44.5	44.5	44.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.4	16.4	11.5	22.0	0.0	0.0	16.8	16.8	44.5	44.5	44.5
LOS by Move:	B	C	C	B	C	*	*	C	C	E	E	E
ApproachDel:		16.1			20.6			16.8			44.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			20.6			16.8			44.5	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.0	0.7	0.7	0.1	1.5	1.5	0.9	0.9	0.9	5.3	5.3	5.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1048 Second Street and Avenue B

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  0  1  0    0  0  1! 0  0
Initial Vol:   14  187    25    44  306     0     0  232    27   319  141    39
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             758
Minor Approach Volume:           350
Minor Approach Volume Threshold: 380
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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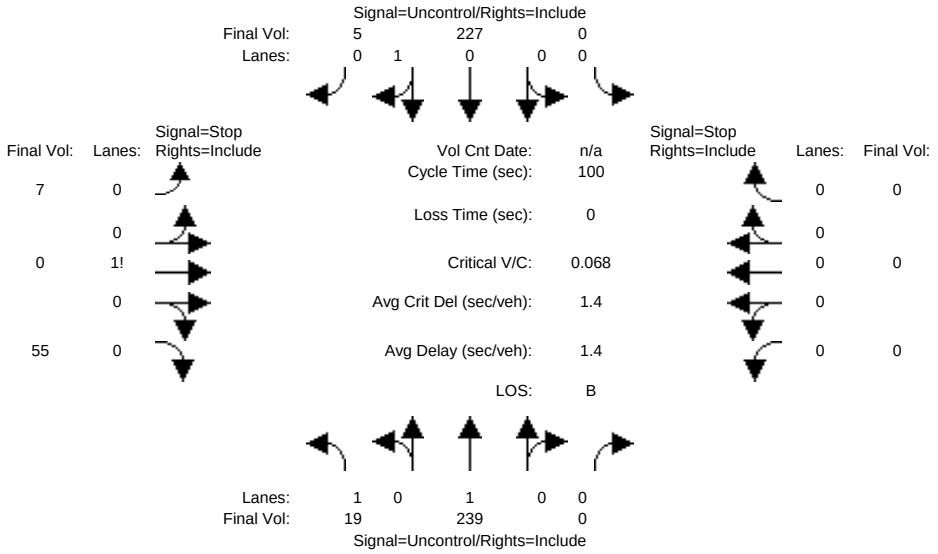
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1049: First Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     19  239     0     0  227     5     7    0    55     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19  239     0     0  227     5     7    0    55     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19  239     0     0  227     5     7    0    55     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   19  239     0     0  227     5     7    0    55     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  232 xxxx xxxxx  xxxx xxxx xxxxx   507  507   230  xxxx xxxx xxxxx
Potent Cap.: 1348 xxxx xxxxx  xxxx xxxx xxxxx   529  472   815  xxxx xxxx xxxxx
Move Cap.:   1348 xxxx xxxxx  xxxx xxxx xxxxx   524  465   815  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.07  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx 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  767 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.1           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   19  239     0     0  227     5     7    0    55     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.1           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=552]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   19  239     0     0  227     5     7    0    55     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             490
Minor Approach Volume:           62
Minor Approach Volume Threshold: 531
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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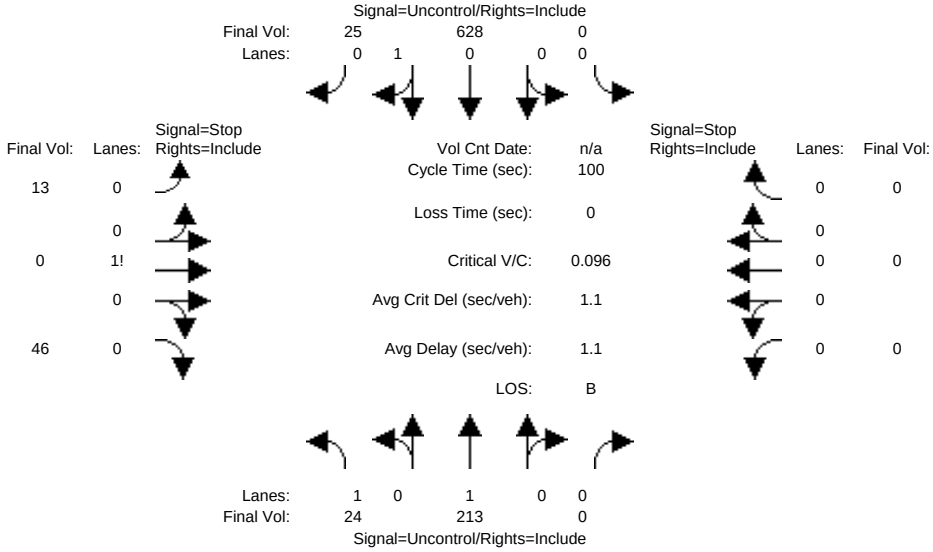
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1049: First Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     24  213     0     0  628    25    13    0    46     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24  213     0     0  628    25    13    0    46     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24  213     0     0  628    25    13    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   24  213     0     0  628    25    13    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  653 xxxx xxxxx  xxxx xxxx xxxxx   902  902   641  xxxx xxxx xxxxx
Potent Cap.:  943 xxxx xxxxx  xxxx xxxx xxxxx   311  280   479  xxxx xxxx xxxxx
Move Cap.:    943 xxxx xxxxx  xxxx xxxx xxxxx   305  273   479  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.10  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.9 xxxx xxxxx xxxxx 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  425 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              14.8           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1049 First Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   24  213     0     0  628    25    13    0    46     0    0     0
ApproachDel:    xxxxxx           xxxxxx             14.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=949]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1049 First Street and Avenue B
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   24  213     0     0  628    25    13    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             890
Minor Approach Volume:           59
Minor Approach Volume Threshold: 325
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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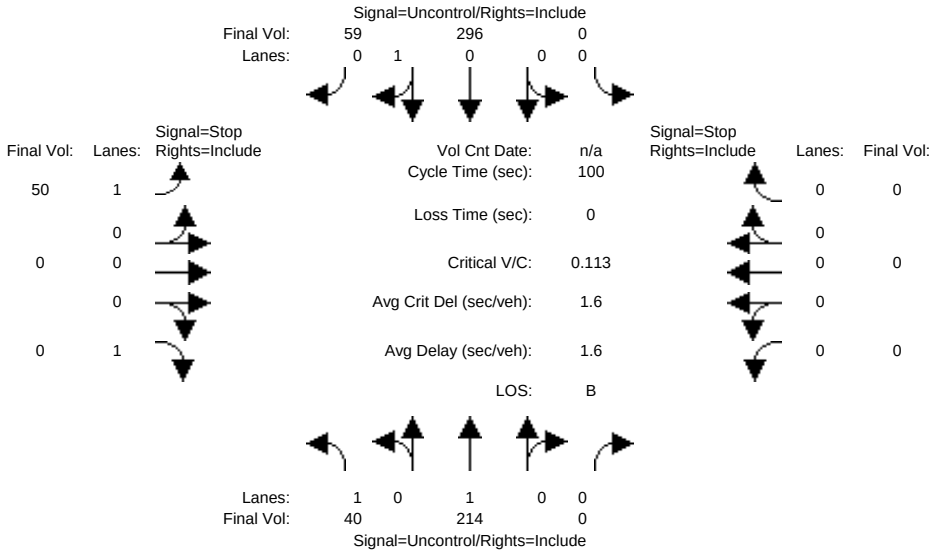
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1050: Third Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     40  214     0     0  296    59    50    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40  214     0     0  296    59    50    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40  214     0     0  296    59    50    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   40  214     0     0  296    59    50    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  355 xxxx xxxxx  xxxx xxxx xxxxx   620 xxxx   326  xxxx xxxx xxxxx
Potent Cap.: 1215 xxxx xxxxx  xxxx xxxx xxxxx   455 xxxx   720  xxxx xxxx xxxxx
Move Cap.:   1215 xxxx xxxxx  xxxx xxxx xxxxx   444 xxxx   720  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx xxxx xxxxx  14.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             14.1           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1050 Third Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   40  214     0     0  296    59    50    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx             14.1           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=659]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1050 Third Street and Avenue B
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   40  214     0     0  296    59    50    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             609
Minor Approach Volume:           50
Minor Approach Volume Threshold: 587
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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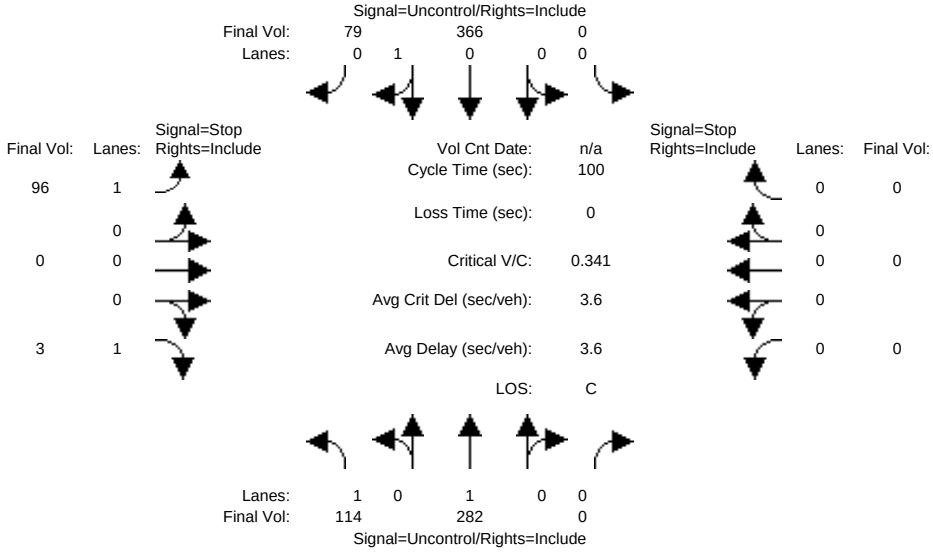
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1050: Third Street and Avenue B




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    114  282     0     0  366    79    96    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  282     0     0  366    79    96    0     3     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114  282     0     0  366    79    96    0     3     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  114  282     0     0  366    79    96    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  445 xxxx xxxxx  xxxx xxxx xxxxx   916 xxxx   406  xxxx xxxx xxxxx
Potent Cap.: 1126 xxxx xxxxx  xxxx xxxx xxxxx   305 xxxx   650  xxxx xxxx xxxxx
Move Cap.:   1126 xxxx xxxxx  xxxx xxxx xxxxx   281 xxxx   650  xxxx xxxx xxxxx
Volume/Cap:  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.34 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx   1.5 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  8.6 xxxx xxxxx xxxxx xxxx xxxxx  24.3 xxxx  10.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              23.9           xxxxxx
ApproachLOS:         *                *                 C                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1050 Third Street and Avenue B
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  114  282     0     0  366    79    96    0     3     0    0     0
ApproachDel:    xxxxxx           xxxxxx              23.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=99]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=940]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1050 Third Street and Avenue B
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  114  282     0     0  366    79    96    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             841
Minor Approach Volume:           99
Minor Approach Volume Threshold: 449
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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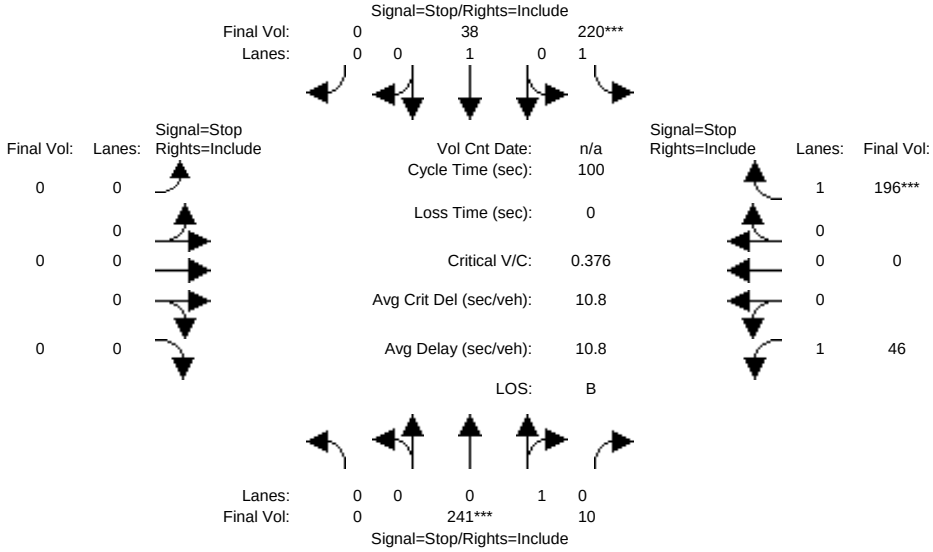
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1051: Stars and Stripes and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	241	10	220	38	0	0	0	0	46	0	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	241	10	220	38	0	0	0	0	46	0	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	10	220	38	0	0	0	0	46	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	10	220	38	0	0	0	0	46	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	10	220	38	0	0	0	0	46	0	196
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	641	27	597	647	0	0	0	0	548	0	671
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.38	0.38	0.37	0.06	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.29
Crit Moves:		****		****								****
Delay/Veh:	0.0	11.2	11.2	11.8	8.4	0.0	0.0	0.0	0.0	9.5	0.0	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	11.8	8.4	0.0	0.0	0.0	0.0	9.5	0.0	9.7
LOS by Move:	*	B	B	B	A	*	*	*	*	A	*	A
ApproachDel:		11.2			11.3		xxxxxx				9.7	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		11.2			11.3		xxxxxx				9.7	
LOS by Appr:		B			B		*				A	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1051 Stars and Stripes and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  241    10   220   38     0     0    0     0    46    0   196
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             509
Minor Approach Volume:           242
Minor Approach Volume Threshold: 664
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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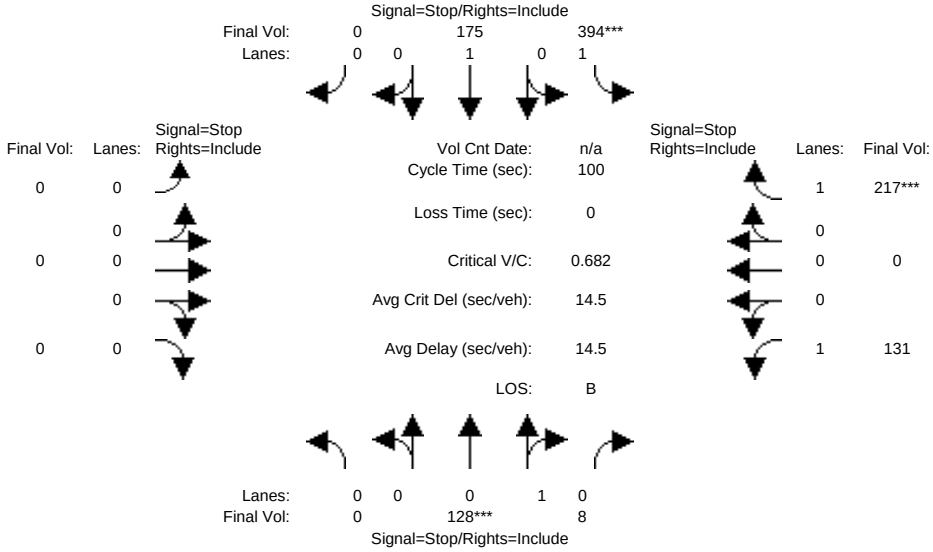
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1051: Stars and Stripes and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	128	8	394	175	0	0	0	0	131	0	217
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	128	8	394	175	0	0	0	0	131	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	128	8	394	175	0	0	0	0	131	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	128	8	394	175	0	0	0	0	131	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	128	8	394	175	0	0	0	0	131	0	217
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	554	35	578	624	0	0	0	0	512	0	617
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.23	0.23	0.68	0.28	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.35
Crit Moves:		****		****								****
Delay/Veh:	0.0	10.6	10.6	20.6	10.5	0.0	0.0	0.0	0.0	11.6	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	10.6	20.6	10.5	0.0	0.0	0.0	0.0	11.6	0.0	11.1
LOS by Move:	*	B	B	C	B	*	*	*	*	B	*	B
ApproachDel:		10.6			17.5			xxxxxx			11.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.6			17.5			xxxxxx			11.3	
LOS by Appr:		B			C			*			B	
AllWayAvgQ:	0.3	0.3	0.3	1.9	0.4	0.0	0.0	0.0	0.0	0.3	0.0	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1051 Stars and Stripes and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0  128     8   394  175     0     0    0     0   131    0   217
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             705
Minor Approach Volume:           348
Minor Approach Volume Threshold: 524
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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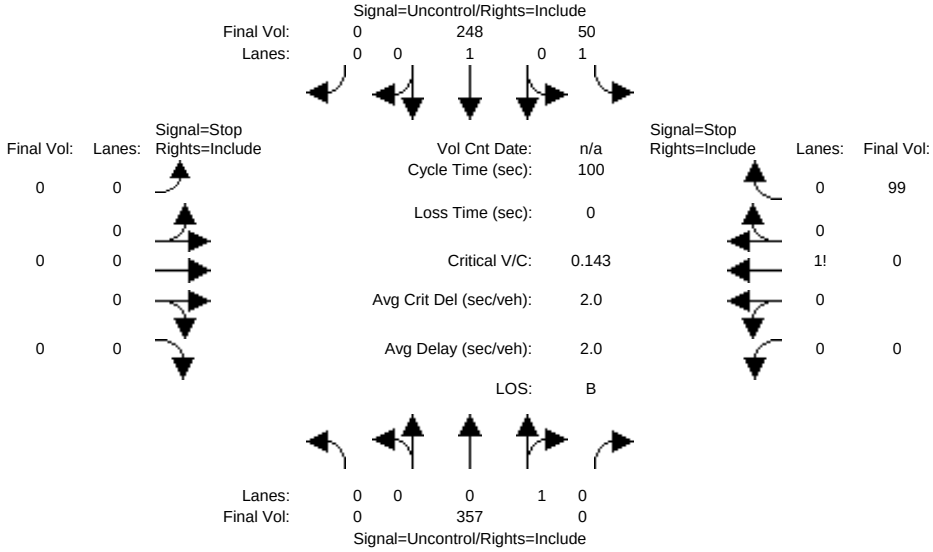
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1052: Third Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  357     0    50  248     0     0    0     0     0    0    99
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  357     0    50  248     0     0    0     0     0    0    99
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  357     0    50  248     0     0    0     0     0    0    99
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  357     0    50  248     0     0    0     0     0    0    99
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   357 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   357
Potent Cap.: xxxx xxxx xxxxx  1213 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   692
Move Cap.:   xxxx xxxx xxxxx  1213 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   692
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.1
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.1
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1052 Third Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  357     0    50  248     0     0    0     0     0    0    99
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.1
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=99]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=754]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1052 Third Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  357     0    50  248     0     0    0     0     0    0    99
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             655
Minor Approach Volume:           99
Minor Approach Volume Threshold: 431
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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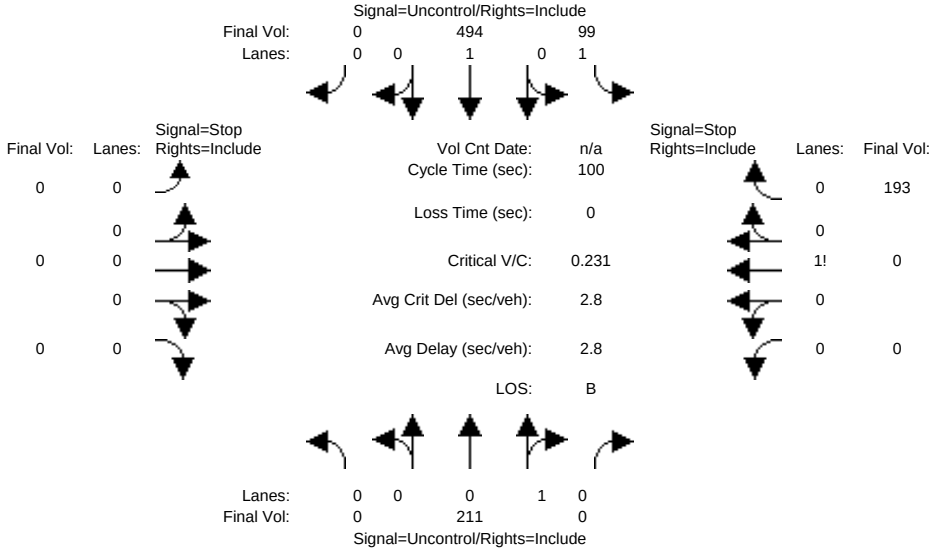
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1052: Third Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  211     0    99  494     0     0    0     0     0    0   193
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  211     0    99  494     0     0    0     0     0    0   193
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  211     0    99  494     0     0    0     0     0    0   193
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  211     0    99  494     0     0    0     0     0    0   193
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   211 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   211
Potent Cap.: xxxx xxxx xxxxx  1372 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   834
Move Cap.:   xxxx xxxx xxxxx  1372 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   834
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.23
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.9
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.6
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.6
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1052 Third Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  211     0    99  494     0     0    0     0     0    0   193
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=193]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=997]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1052 Third Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  211     0    99  494     0     0    0     0     0    0   193
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             804
Minor Approach Volume:           193
Minor Approach Volume Threshold: 360
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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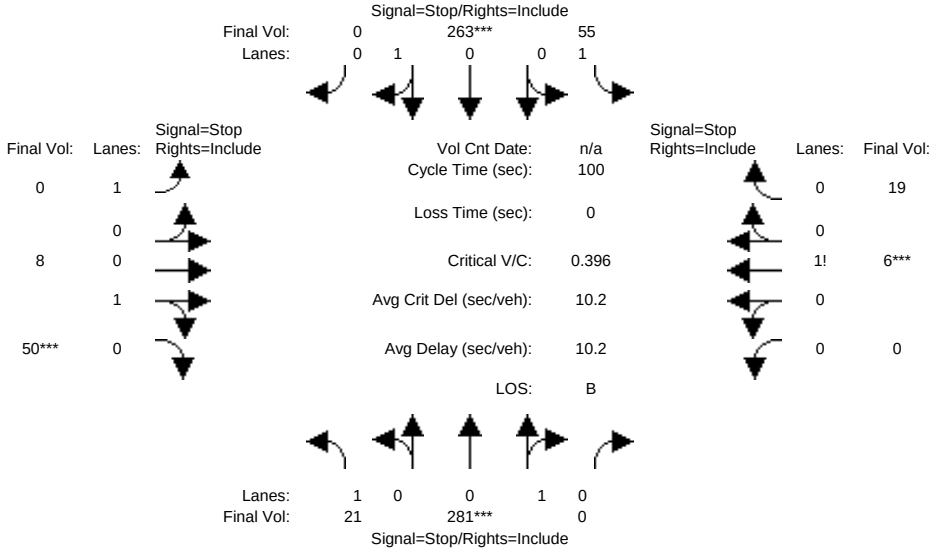
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1053: First Street and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	21	281	0	55	263	0	0	8	50	0	6	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	281	0	55	263	0	0	8	50	0	6	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	281	0	55	263	0	0	8	50	0	6	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	281	0	55	263	0	0	8	50	0	6	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	281	0	55	263	0	0	8	50	0	6	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.14	0.86	0.00	0.24	0.76
Final Sat.:	644	710	0	647	714	0	516	85	530	0	142	449
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	xxxx	0.08	0.37	xxxx	0.00	0.09	0.09	xxxx	0.04	0.04
Crit Moves:		****			****				****		****	
Delay/Veh:	8.4	10.9	0.0	8.7	10.5	0.0	0.0	8.6	8.6	0.0	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.9	0.0	8.7	10.5	0.0	0.0	8.6	8.6	0.0	8.8	8.8
LOS by Move:	A	B	*	A	B	*	*	A	A	*	A	A
ApproachDel:		10.7			10.2			8.6			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.2			8.6			8.8	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.6	0.6	0.0	0.1	0.1	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1053 First Street and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    0  0  0  1  0
Initial Vol:   21  281     0    55  263     0     0    8    50     0    6    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             620
Minor Approach Volume:           58
Minor Approach Volume Threshold: 580
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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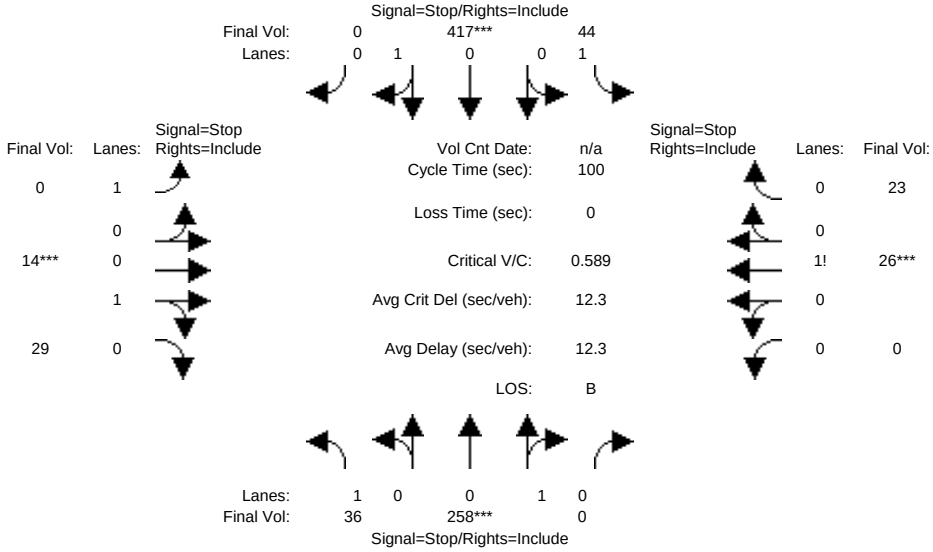
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1053: First Street and Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	36	258	0	44	417	0	0	14	29	0	26	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	258	0	44	417	0	0	14	29	0	26	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	258	0	44	417	0	0	14	29	0	26	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	258	0	44	417	0	0	14	29	0	26	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	258	0	44	417	0	0	14	29	0	26	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.33	0.67	0.00	0.53	0.47
Final Sat.:	622	684	0	641	708	0	483	181	375	0	289	256
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	xxxx	0.07	0.59	xxxx	0.00	0.08	0.08	xxxx	0.09	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	8.7	10.9	0.0	8.6	14.5	0.0	0.0	9.0	9.0	0.0	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	10.9	0.0	8.6	14.5	0.0	0.0	9.0	9.0	0.0	9.5	9.5
LOS by Move:	A	B	*	A	B	*	*	A	A	*	A	A
ApproachDel:		10.6			14.0			9.0			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			14.0			9.0			9.5	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.1	0.6	0.6	0.1	1.3	1.3	0.0	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1053 First Street and Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    0  0  0  1  0
Initial Vol:   36  258     0    44  417     0     0   14    29     0   26    23
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             755
Minor Approach Volume:           49
Minor Approach Volume Threshold: 382
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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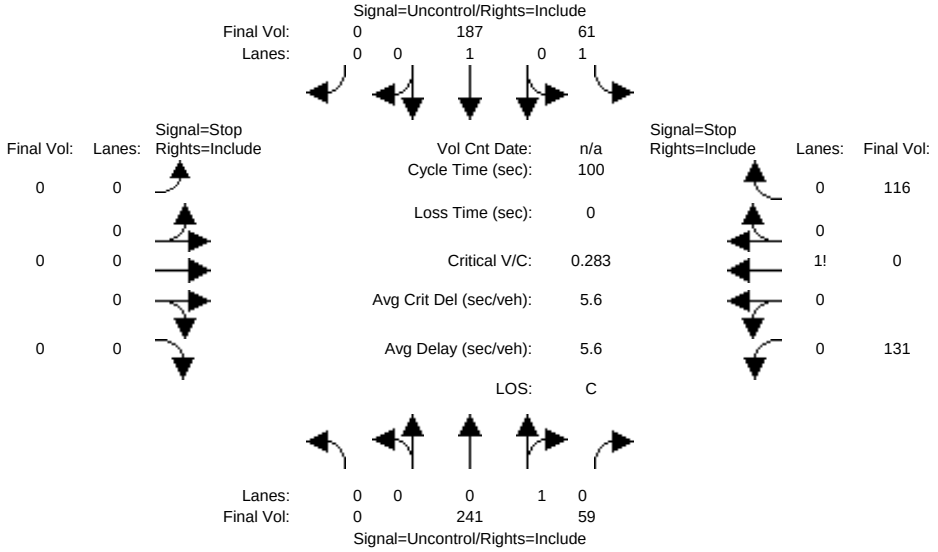
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1054: Second Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  241    59    61  187     0     0    0     0   131    0   116
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  241    59    61  187     0     0    0     0   131    0   116
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  241    59    61  187     0     0    0     0   131    0   116
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  241    59    61  187     0     0    0     0   131    0   116
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   300 xxxx xxxxx  xxxx xxxx xxxxx   580  580   271
Potent Cap.: xxxx xxxx xxxxx  1273 xxxx xxxxx  xxxx xxxx xxxxx   480  429   773
Move Cap.:   xxxx xxxx xxxxx  1273 xxxx xxxxx  xxxx xxxx xxxxx   463  408   773
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.28 0.00  0.15
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.0 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 xxxx xxxxx  xxxx  570 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             16.1
ApproachLOS:         *                *                *                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  241    59    61  187     0     0    0     0   131    0   116
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             16.1
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=247]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=795]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1054 Second Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  241    59    61  187     0     0    0     0   131    0   116
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             548
Minor Approach Volume:           247
Minor Approach Volume Threshold: 492
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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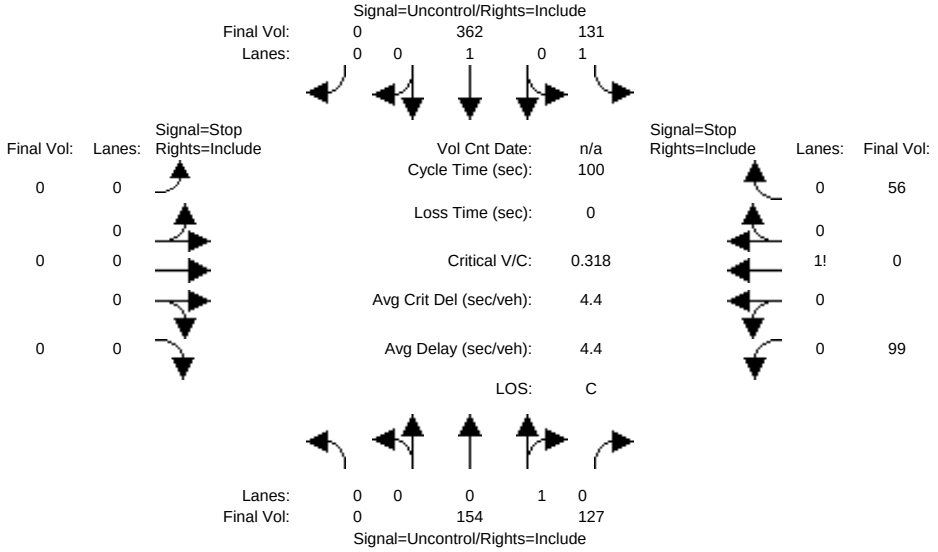
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1054: Second Street and Avenue A




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0  154   127   131  362     0     0    0     0    99    0    56
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  154   127   131  362     0     0    0     0    99    0    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  154   127   131  362     0     0    0     0    99    0    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  154   127   131  362     0     0    0     0    99    0    56
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   281 xxxx xxxxx  xxxx xxxx xxxxx   842  842   218
Potent Cap.: xxxx xxxx xxxxx  1293 xxxx xxxxx  xxxx xxxx xxxxx   337  303   827
Move Cap.:   xxxx xxxx xxxxx  1293 xxxx xxxxx  xxxx xxxx xxxxx   311  272   827
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.32 0.00  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 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 xxxx xxxxx  xxxx  402 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             19.5
ApproachLOS:         *                *                *                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1054 Second Street and Avenue A
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  154   127   131  362     0     0    0     0    99    0    56
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             19.5
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=155]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=929]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1054 Second Street and Avenue A
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  154   127   131  362     0     0    0     0    99    0    56
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             774
Minor Approach Volume:           155
Minor Approach Volume Threshold: 373
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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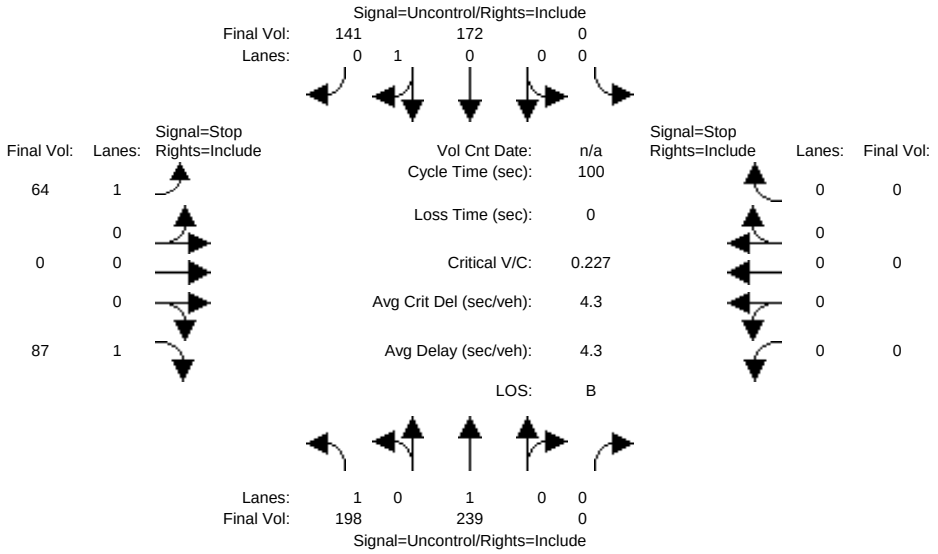
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1055: K Parking Access (Avenue A)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    198  239     0     0  172   141    64    0    87     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  198  239     0     0  172   141    64    0    87     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   198  239     0     0  172   141    64    0    87     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  198  239     0     0  172   141    64    0    87     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  313 xxxx xxxxx  xxxx xxxx xxxxx   878 xxxx   243  xxxx xxxx xxxxx
Potent Cap.: 1259 xxxx xxxxx  xxxx xxxx xxxxx   321 xxxx   801  xxxx xxxx xxxxx
Move Cap.:   1259 xxxx xxxxx  xxxx xxxx xxxxx   282 xxxx   801  xxxx xxxx xxxxx
Volume/Cap:  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.23 xxxx  0.11  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx  xxxx xxxx xxxxx   0.9 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  8.4 xxxx xxxxx xxxxx xxxx xxxxx  21.4 xxxx  10.0 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              14.9           xxxxxx
ApproachLOS:         *                *                 B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1055 K Parking Access (Avenue A)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  198  239     0     0  172   141    64    0    87     0    0     0
ApproachDel:    xxxxxx           xxxxxx             14.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=151]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=901]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1055 K Parking Access (Avenue A)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  198  239     0     0  172   141    64    0    87     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             750
Minor Approach Volume:           151
Minor Approach Volume Threshold: 498
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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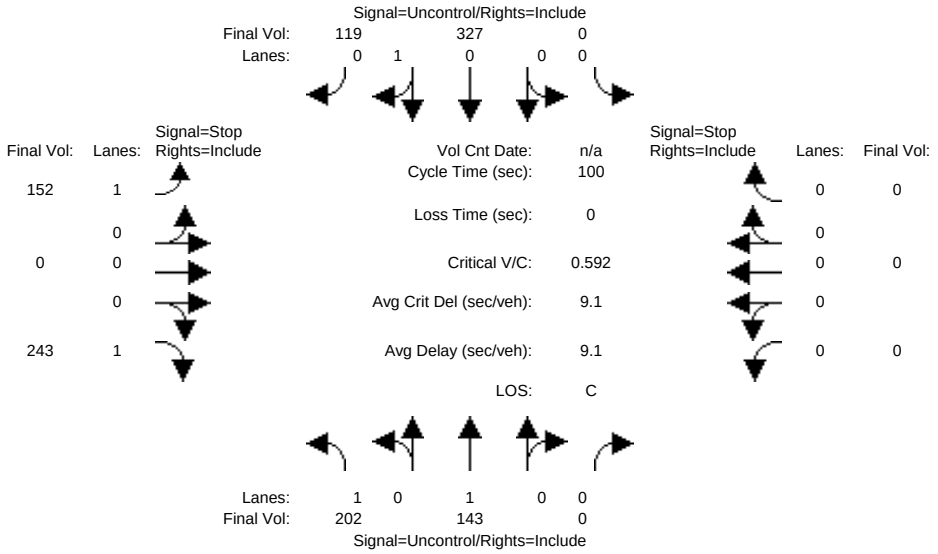
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1055: K Parking Access (Avenue A)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    202  143     0     0  327   119   152    0   243     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  202  143     0     0  327   119   152    0   243     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   202  143     0     0  327   119   152    0   243     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  202  143     0     0  327   119   152    0   243     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  446 xxxx xxxxx  xxxx xxxx xxxxx   934 xxxx   387  xxxx xxxx xxxxx
Potent Cap.: 1125 xxxx xxxxx  xxxx xxxx xxxxx   298 xxxx   666  xxxx xxxx xxxxx
Move Cap.:   1125 xxxx xxxxx  xxxx xxxx xxxxx   257 xxxx   666  xxxx xxxx xxxxx
Volume/Cap:  0.18 xxxx  xxxx  xxxx xxxx  xxxx  0.59 xxxx  0.36  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   3.4 xxxx   1.7  xxxx xxxx xxxxx
Control Del:  8.9 xxxx xxxxx xxxxx xxxx xxxxx  37.5 xxxx  13.5 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     E    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              22.7           xxxxxx
ApproachLOS:         *                *                 C                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1055 K Parking Access (Avenue A)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  202  143     0     0  327   119   152    0   243     0    0     0
ApproachDel:    xxxxxx           xxxxxx              22.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=395]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1186]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1055 K Parking Access (Avenue A)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  202  143     0     0  327   119   152    0   243     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             791
Minor Approach Volume:           395
Minor Approach Volume Threshold: 475
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```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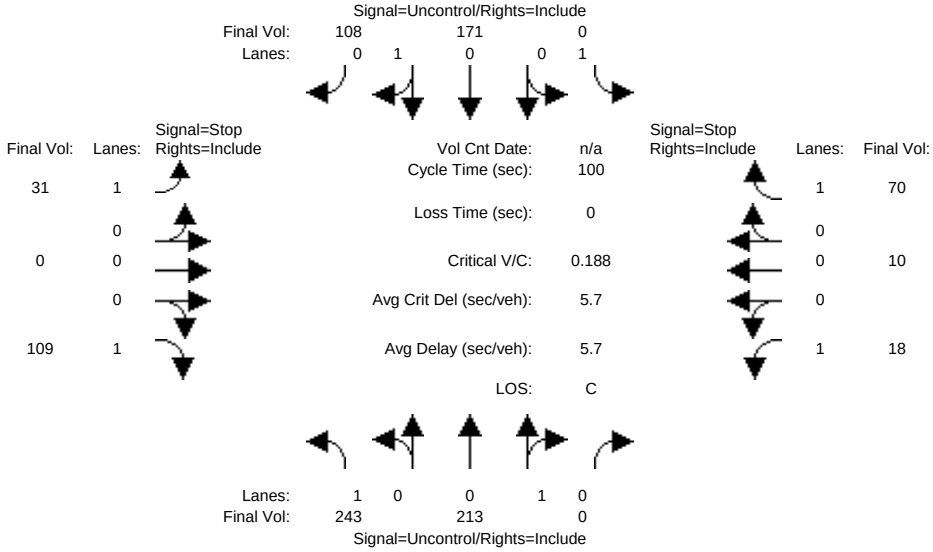
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1056: Avenue A btwn City Place and Third Street




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    243  213     0     0  171   108    31    0   109    18   10    70
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  243  213     0     0  171   108    31    0   109    18   10    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   243  213     0     0  171   108    31    0   109    18   10    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  243  213     0     0  171   108    31    0   109    18   10    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1 xxxx   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  279 xxxx xxxxx  xxxx xxxx xxxxx   964 xxxx   225   979  978   213
Potent Cap.: 1295 xxxx xxxxx  xxxx xxxx xxxxx   237 xxxx   819   231  252   832
Move Cap.:   1295 xxxx xxxxx  xxxx xxxx xxxxx   179 xxxx   819   172  205   832
Volume/Cap:  0.19 xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  0.13  0.10 0.05  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx   0.5  xxxx xxxx xxxxx
Control Del:  8.4 xxxx xxxxx xxxxx xxxx xxxxx  29.3 xxxx  10.1 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     D    *     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   182 xxxx   602
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.5 xxxx   0.5
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  28.3 xxxx  11.9
Shared LOS:     *    *     *     *    *     *     *    *     *     D    *     B
ApproachDel:    xxxxxx           xxxxxx              14.3             16.1
ApproachLOS:         *                *                 B                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1056 Avenue A btwn City Place and Third Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    0  1  0  1  0
Initial Vol:  243  213     0     0  171   108    31    0   109    18   10    70
ApproachDel:    xxxxxx           xxxxxx             14.3             16.1
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=140]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=973]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=98]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=973]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1056 Avenue A btwn City Place and Third Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    0  1  0  1  0
Initial Vol:  243  213     0     0  171   108    31    0   109    18   10    70
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             735
Minor Approach Volume:           140
Minor Approach Volume Threshold: 506
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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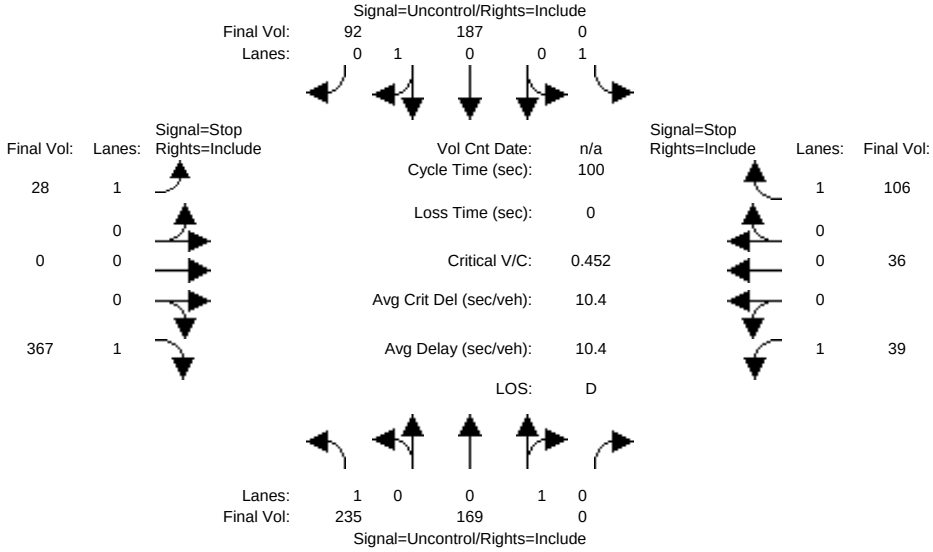
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1056: Avenue A btwn City Place and Third Street




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    235  169     0     0  187    92    28    0   367    39   36   106
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  235  169     0     0  187    92    28    0   367    39   36   106
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   235  169     0     0  187    92    28    0   367    39   36   106
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  235  169     0     0  187    92    28    0   367    39   36   106
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1 xxxx   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  279 xxxx xxxxx  xxxx xxxx xxxxx   943 xxxx   233  1056  918   169
Potent Cap.: 1295 xxxx xxxxx  xxxx xxxx xxxxx   245 xxxx   811   205  274   880
Move Cap.:   1295 xxxx xxxxx  xxxx xxxx xxxxx   163 xxxx   811    97  224   880
Volume/Cap:  0.18 xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  0.45  0.40 0.16  0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx   2.4  xxxx xxxx xxxxx
Control Del:  8.4 xxxx xxxxx xxxxx xxxx xxxxx  31.6 xxxx  13.1 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     D    *     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   133 xxxx   505
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.8 xxxx   1.1
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  62.4 xxxx  14.9
Shared LOS:     *    *     *     *    *     *     *    *     *     F    *     B
ApproachDel:    xxxxxx           xxxxxx              14.4             31.3
ApproachLOS:         *                *                 B                D
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1056 Avenue A btwn City Place and Third Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    0  1  0  1  0
Initial Vol:  235  169     0     0  187    92    28    0   367    39   36   106
ApproachDel:    xxxxxx           xxxxxx             14.4             31.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=395]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=181]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1056 Avenue A btwn City Place and Third Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  0  1    0  1  0  1  0
Initial Vol:  235  169     0     0  187    92    28    0   367    39   36   106
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             683
Minor Approach Volume:           395
Minor Approach Volume Threshold: 538
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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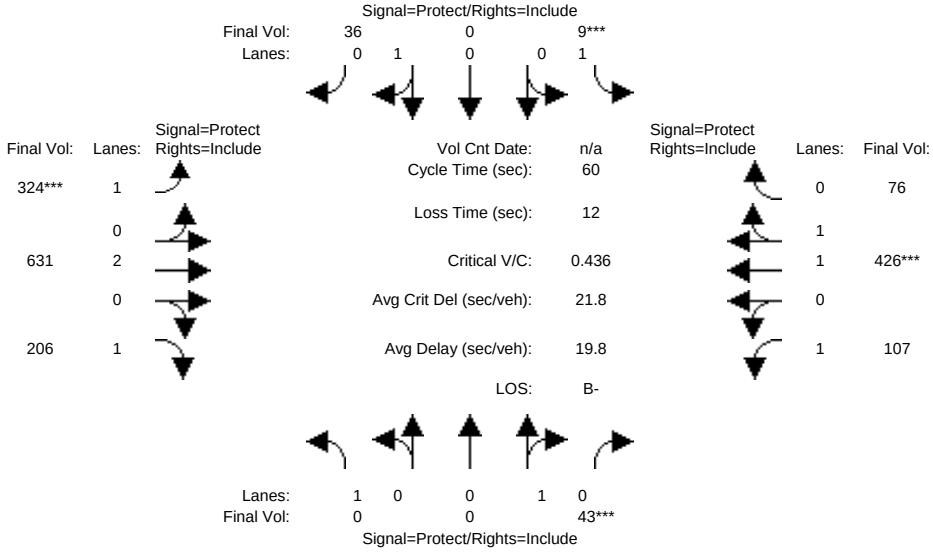
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1057: Parcel 3 / A1 Parking Access (City Place Pway)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	43	9	0	36	324	631	206	107	426	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	43	9	0	36	324	631	206	107	426	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	43	9	0	36	324	631	206	107	426	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	43	9	0	36	324	631	206	107	426	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	43	9	0	36	324	631	206	107	426	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1750	0	1750	1750	0	1750	1750	3800	1750	1750	3183	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.02	0.19	0.17	0.12	0.06	0.13	0.13
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	10.0	7.0	0.0	10.0	18.0	18.2	18.2	12.8	13.0	13.0
Volume/Cap:	0.00	0.00	0.15	0.04	0.00	0.12	0.62	0.55	0.39	0.29	0.62	0.62
Uniform Del:	0.0	0.0	21.4	23.5	0.0	21.3	18.0	17.4	16.5	19.8	21.2	21.2
IncremntDel:	0.0	0.0	0.2	0.1	0.0	0.2	2.2	0.6	0.5	0.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	21.6	23.6	0.0	21.5	20.3	18.0	16.9	20.2	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.6	23.6	0.0	21.5	20.3	18.0	16.9	20.2	22.7	22.7
LOS by Move:	A	A	C+	C	A	C+	C+	B	B	C+	C+	C+
HCM2k95thQ:	0	0	2	0	0	1	11	9	6	4	9	9

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

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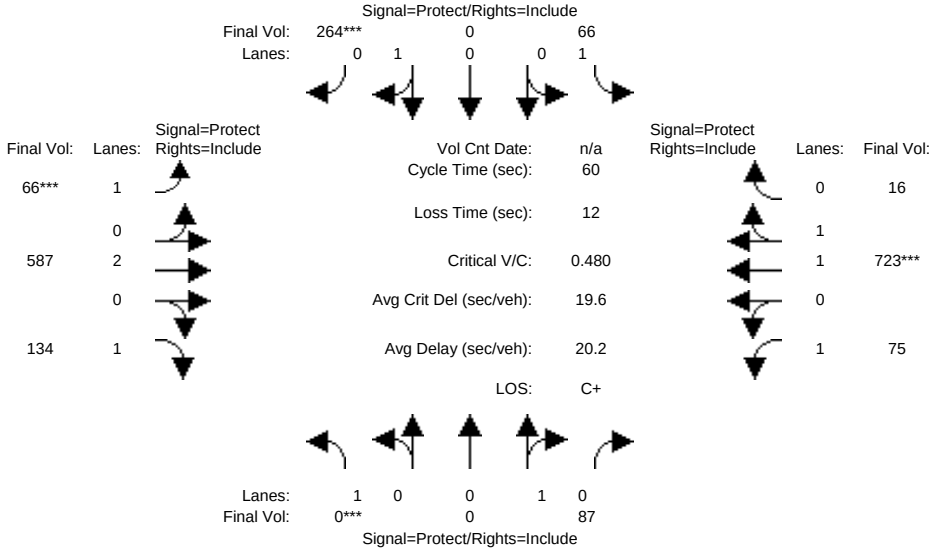
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1057: Parcel 3 / A1 Parking Access (City Place Pway)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	87	66	0	264	66	587	134	75	723	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	87	66	0	264	66	587	134	75	723	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	87	66	0	264	66	587	134	75	723	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	87	66	0	264	66	587	134	75	723	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	87	66	0	264	66	587	134	75	723	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1750	0	1800	1750	0	1800	1750	3800	1750	1750	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.04	0.00	0.15	0.04	0.15	0.08	0.04	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	0.0	0.0	7.0	8.8	0.0	14.4	7.0	15.6	15.6	11.0	19.6	19.6
Volume/Cap:	0.00	0.00	0.41	0.26	0.00	0.61	0.32	0.59	0.29	0.23	0.61	0.61
Uniform Del:	0.0	0.0	24.6	22.7	0.0	20.3	24.3	19.4	17.8	20.9	17.0	17.0
IncremntDel:	0.0	0.0	1.3	0.5	0.0	2.6	0.9	1.0	0.4	0.4	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	25.9	23.2	0.0	22.9	25.2	20.4	18.1	21.3	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	25.9	23.2	0.0	22.9	25.2	20.4	18.1	21.3	17.9	17.9
LOS by Move:	A	A	C	C	A	C+	C	C+	B-	C+	B	B
HCM2k95thQ:	0	0	4	3	0	11	2	9	4	3	11	11

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

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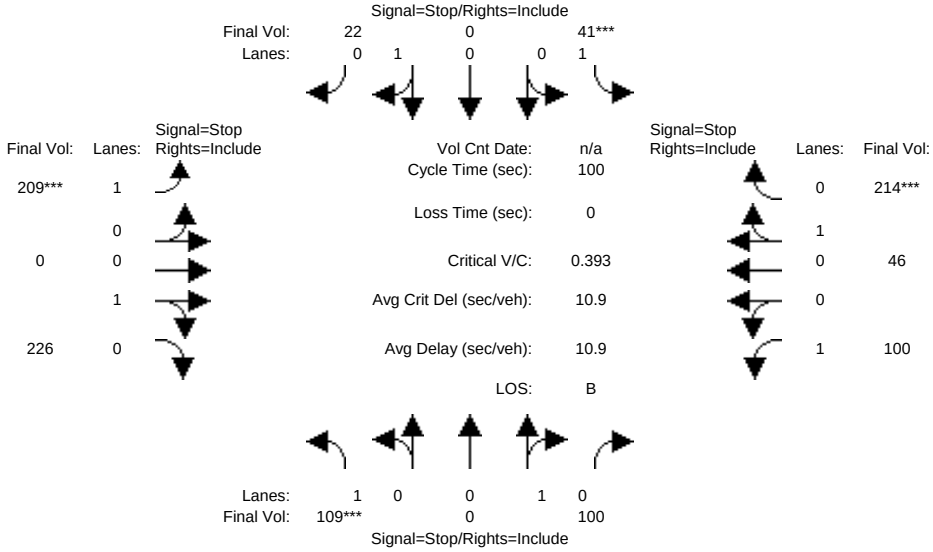
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1060: Parcel N / Parcel M Parking Access



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	109	0	100	41	0	22	209	0	226	100	46	214
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	100	41	0	22	209	0	226	100	46	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	100	41	0	22	209	0	226	100	46	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	100	41	0	22	209	0	226	100	46	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	100	41	0	22	209	0	226	100	46	214
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	488	0	583	460	0	543	561	0	689	549	117	544
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.17	0.09	xxxx	0.04	0.37	xxxx	0.33	0.18	0.39	0.39
Crit Moves:	****			****			****					****
Delay/Veh:	11.5	0.0	9.6	10.6	0.0	8.9	12.5	0.0	10.1	10.4	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	9.6	10.6	0.0	8.9	12.5	0.0	10.1	10.4	11.2	11.2
LOS by Move:	B	*	A	B	*	A	B	*	B	B	B	B
ApproachDel:	10.6			10.0			11.2			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			10.0			11.2			11.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.2	0.2	0.1	0.0	0.0	0.5	0.4	0.4	0.2	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1060 Parcel N / Parcel M Parking Access

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 0 1 0			1 0 0 1 0		
Initial Vol:	109	0	100	41	0	22	209	0	226	100	46	214

Major Street Volume: 795
Minor Approach Volume: 209
Minor Approach Volume Threshold: 473

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

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

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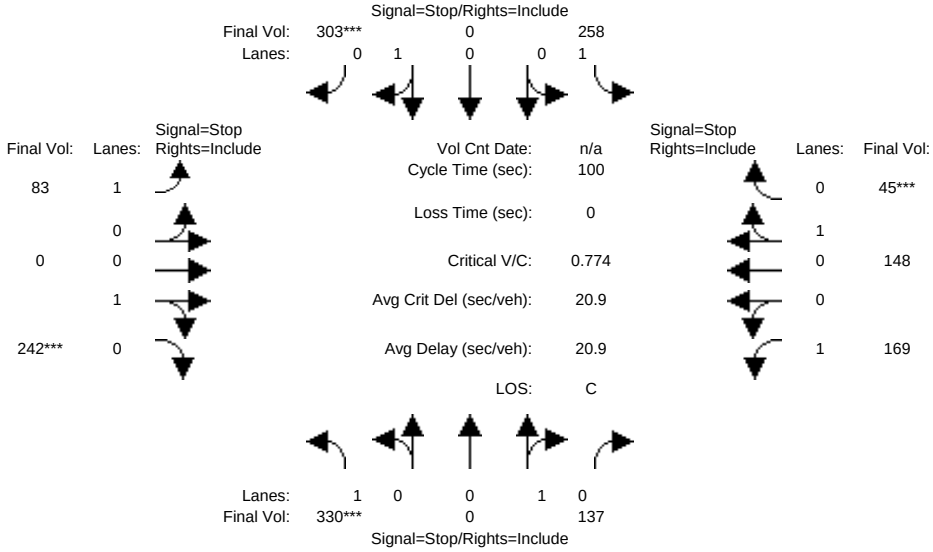
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1060: Parcel N / Parcel M Parking Access



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	330	0	137	258	0	303	83	0	242	169	148	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	137	258	0	303	83	0	242	169	148	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	0	137	258	0	303	83	0	242	169	148	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	137	258	0	303	83	0	242	169	148	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	0	137	258	0	303	83	0	242	169	148	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.77	0.23
Final Sat.:	426	0	490	428	0	500	394	0	457	401	333	101
Capacity Analysis Module:												
Vol/Sat:	0.77	xxxx	0.28	0.60	xxxx	0.61	0.21	xxxx	0.53	0.42	0.44	0.44
Crit Moves:	****					****			****			****
Delay/Veh:	33.2	0.0	12.5	22.2	0.0	19.5	13.7	0.0	17.9	17.2	16.6	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	12.5	22.2	0.0	19.5	13.7	0.0	17.9	17.2	16.6	16.6
LOS by Move:	D	*	B	C	*	C	B	*	C	C	C	C
ApproachDel:	27.1			20.8			16.8			16.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.1			20.8			16.8			16.9		
LOS by Appr:	D			C			C			C		
AllWayAvgQ:	2.6	0.4	0.4	1.3	1.4	1.4	0.2	1.0	1.0	0.6	0.7	0.7

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1060 Parcel N / Parcel M Parking Access

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	1 0		1 0 0	1 0	
Initial Vol:	330	0	137	258	0	303	83	0	242	169	148	45

Major Street Volume: 1028
Minor Approach Volume: 362
Minor Approach Volume Threshold: 362

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

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

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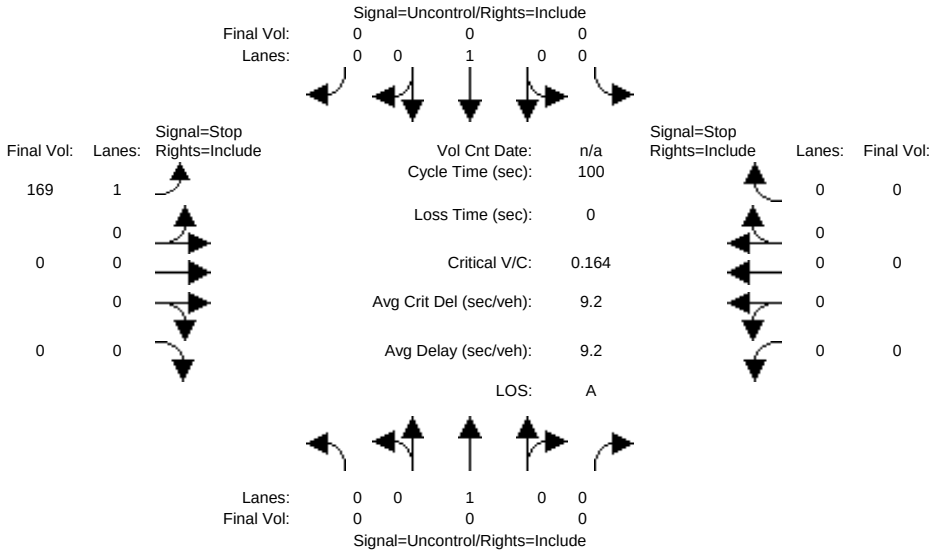
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1064: Tasman Slip Ramp and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0   169    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0   169    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0   169    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   169    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.2           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1064 Tasman Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   169    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=169]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=169]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1064 Tasman Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   169    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             0
Minor Approach Volume:           169
Minor Approach Volume Threshold: +Inf
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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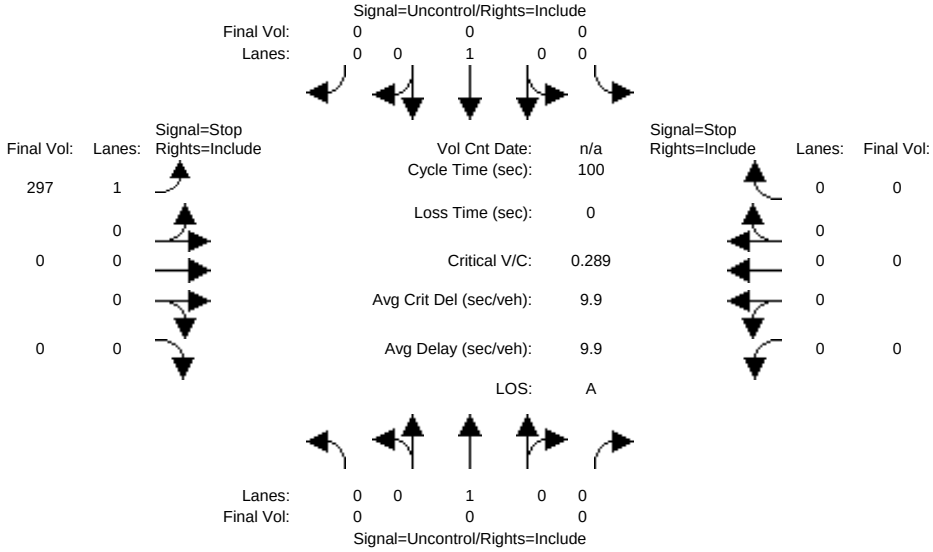
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1064: Tasman Slip Ramp and Avenue C




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0   297    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0   297    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0   297    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   297    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1029 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.29 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.9 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 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.9           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1064 Tasman Slip Ramp and Avenue C
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   297    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx               9.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=297]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=297]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1064 Tasman Slip Ramp and Avenue C
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    0    0     0     0    0     0   297    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             0
Minor Approach Volume:           297
Minor Approach Volume Threshold: +Inf
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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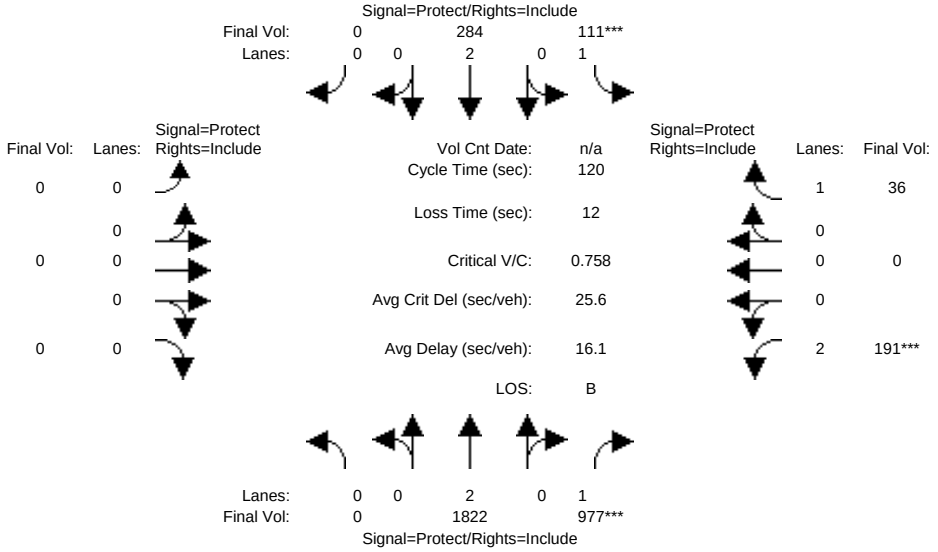
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1065: Lafayette / Jug Handle 2



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0	1170		0	0	110		0	0		0	0	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1170		0	0	110		0	0		0	0	0		0	0
Added Vol:	0	652		977	111	174		0	0		0	191	0		36
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1822		977	111	284		0	0		0	191	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:	0	1822		977	111	284		0	0		0	191	0		36
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1822		977	111	284		0	0		0	191	0		36
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1822		977	111	284		0	0		0	191	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	1.00	2.00		0.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0	3800		1750	1750	3800		0	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48		0.56	0.06	0.07		0.00	0.00		0.00	0.00	0.06		0.00	0.02
Crit Moves:				****	****								****			
Green Time:	0.0	88.4		88.4	10.0	57.9		0.0	0.0		0.0	0.0	9.6		0.0	11.5
Volume/Cap:	0.00	0.65		0.76	0.76	0.15		0.00	0.00		0.00	0.00	0.76		0.00	0.21
Uniform Del:	0.0	8.0		9.4	53.8	17.4		0.0	0.0		0.0	0.0	54.1		0.0	50.1
IncremntDel:	0.0	0.6		2.7	20.2	0.0		0.0	0.0		0.0	0.0	12.5		0.0	0.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	0.00	1.00		1.00	1.00	1.00		0.00	0.00		0.00	0.00	1.00		0.00	1.00
Delay/Veh:	0.0	8.6		12.1	74.0	17.4		0.0	0.0		0.0	0.0	66.6		0.0	50.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	8.6		12.1	74.0	17.4		0.0	0.0		0.0	0.0	66.6		0.0	50.7
LOS by Move:	A	A		B	E	B		A	A		A	A	E		A	D
HCM2k95thQ:	0	30		40	9	6		0	0		0	0	11		0	3

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

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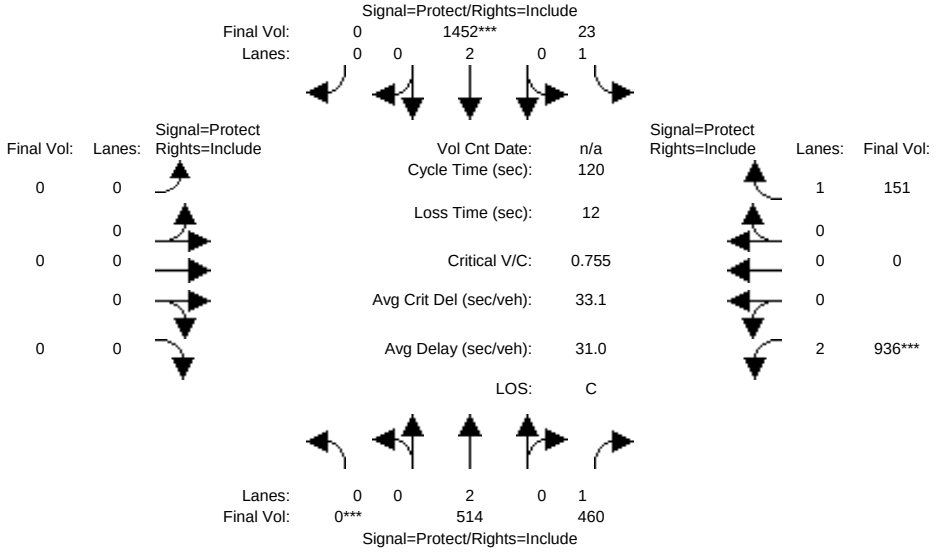
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1065: Lafayette / Jug Handle 2



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		200	0	0		800	0	0		0	0	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		200	0	0		800	0	0		0	0	0		0	0
Added Vol:	0		314	460	23		652	0	0		0	0	936		0	151
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		514	460	23		1452	0	0		0	0	936		0	151
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		514	460	23		1452	0	0		0	0	936		0	151
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		514	460	23		1452	0	0		0	0	936		0	151
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		514	460	23		1452	0	0		0	0	936		0	151
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	1.00		2.00	0.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	1750		3800	0	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.14	0.26	0.01		0.38	0.00	0.00		0.00	0.00	0.30		0.00	0.09
Crit Moves:	****						****						****			
Green Time:	0.0		52.2	52.2	11.6		56.8	0.0	0.0		0.0	0.0	44.2		0.0	32.3
Volume/Cap:	0.00		0.31	0.60	0.14		0.81	0.00	0.00		0.00	0.00	0.81		0.00	0.32
Uniform Del:	0.0		22.1	26.0	49.6		26.9	0.0	0.0		0.0	0.0	34.1		0.0	35.1
IncremntDel:	0.0		0.1	1.4	0.4		2.8	0.0	0.0		0.0	0.0	4.3		0.0	0.4
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	0.00		1.00	1.00	1.00		1.00	0.00	0.00		0.00	0.00	1.00		0.00	1.00
Delay/Veh:	0.0		22.2	27.3	50.0		29.7	0.0	0.0		0.0	0.0	38.4		0.0	35.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		22.2	27.3	50.0		29.7	0.0	0.0		0.0	0.0	38.4		0.0	35.4
LOS by Move:	A		C+	C	D		C	A	A		A	A	D+		A	D+
HCM2k95thQ:	0		12	25	2		38	0	0		0	0	35		0	9

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

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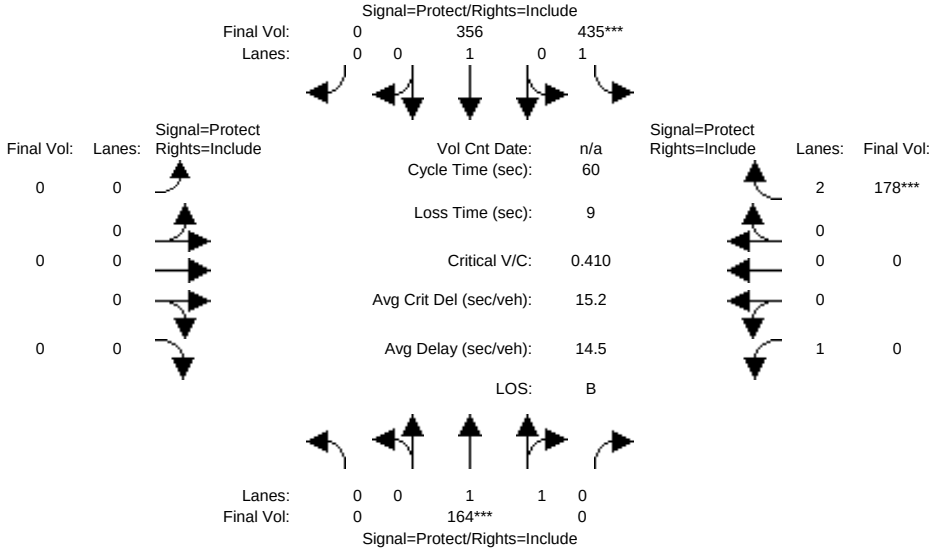
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1066: Creek Road / Parcel N



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	164	0	435	356	0	0	0	0	0	0	178
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	164	0	435	356	0	0	0	0	0	0	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	164	0	435	356	0	0	0	0	0	0	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	0	435	356	0	0	0	0	0	0	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	164	0	435	356	0	0	0	0	0	0	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.00	2.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	0	1750	1900	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.25	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:		****		****								****
Green Time:	0.0	10.0	0.0	31.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Volume/Cap:	0.00	0.26	0.00	0.48	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.34
Uniform Del:	0.0	21.8	0.0	9.3	12.4	0.0	0.0	0.0	0.0	0.0	0.0	22.1
IncremntDel:	0.0	0.2	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Delay/Veh:	0.0	22.0	0.0	9.7	12.8	0.0	0.0	0.0	0.0	0.0	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	9.7	12.8	0.0	0.0	0.0	0.0	0.0	0.0	22.5
LOS by Move:	A	C+	A	A	B	A	A	A	A	A	A	C+
HCM2k95thQ:	0	3	0	11	9	0	0	0	0	0	0	4

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

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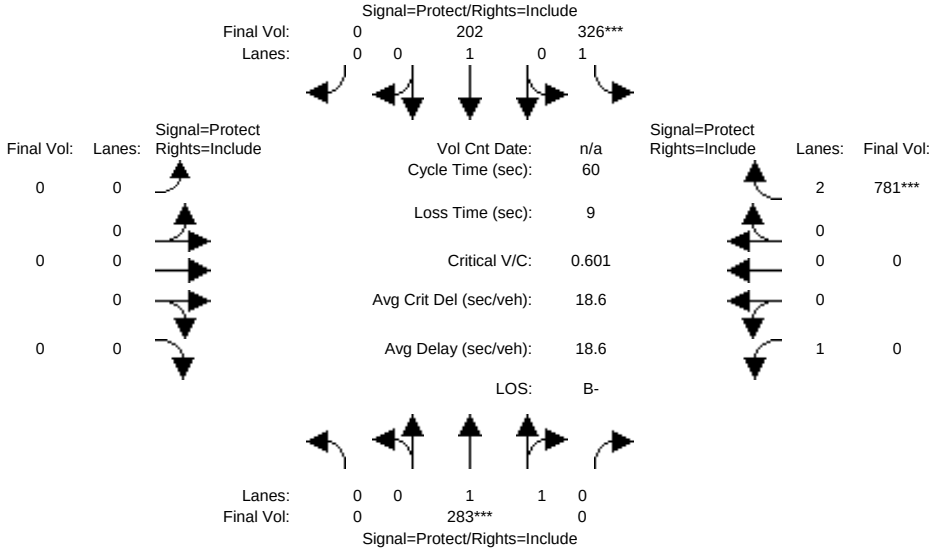
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1066: Creek Road / Parcel N



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	283	0	326	202	0	0	0	0	0	0	781
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	283	0	326	202	0	0	0	0	0	0	781
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	283	0	326	202	0	0	0	0	0	0	781
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	0	326	202	0	0	0	0	0	0	781
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	283	0	326	202	0	0	0	0	0	0	781
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3700	0	1750	1900	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.19	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.25
Crit Moves:		****		****								****
Green Time:	0.0	10.0	0.0	17.6	16.2	0.0	0.0	0.0	0.0	0.0	0.0	23.4
Volume/Cap:	0.00	0.46	0.00	0.64	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.64
Uniform Del:	0.0	22.6	0.0	18.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14.8
IncremntDel:	0.0	0.5	0.0	2.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Delay/Veh:	0.0	23.1	0.0	21.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	0.0	21.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0	15.9
LOS by Move:	A	C	A	C+	B-	A	A	A	A	A	A	B
HCM2k95thQ:	0	6	0	11	6	0	0	0	0	0	0	15

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

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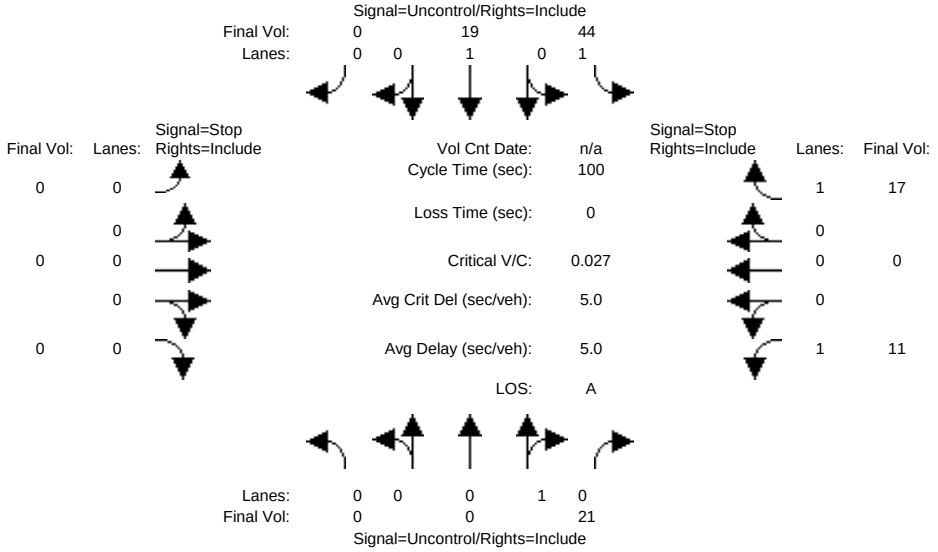
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1069: Stars and Stripes and Q Parking




```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    21    44   19     0     0    0     0    11    0    17
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    21    44   19     0     0    0     0    11    0    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    21    44   19     0     0    0     0    11    0    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    21    44   19     0     0    0     0    11    0    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    21 xxxx xxxxx  xxxx xxxx xxxxx   107 xxxx     0
Potent Cap.: xxxx xxxx xxxxx  1608 xxxx xxxxx  xxxx xxxx xxxxx   895 xxxx  1091
Move Cap.:   xxxx xxxx xxxxx  1608 xxxx xxxxx  xxxx xxxx xxxxx   877 xxxx  1091
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx   8.4
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               8.7
ApproachLOS:         *                *                *                 A
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1069 Stars and Stripes and Q Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0    0    21    44   19     0     0    0     0    11    0    17
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=112]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1069 Stars and Stripes and Q Parking
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0    0    21    44   19     0     0    0     0    11    0    17
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             84
Minor Approach Volume:           28
Minor Approach Volume Threshold: 1439
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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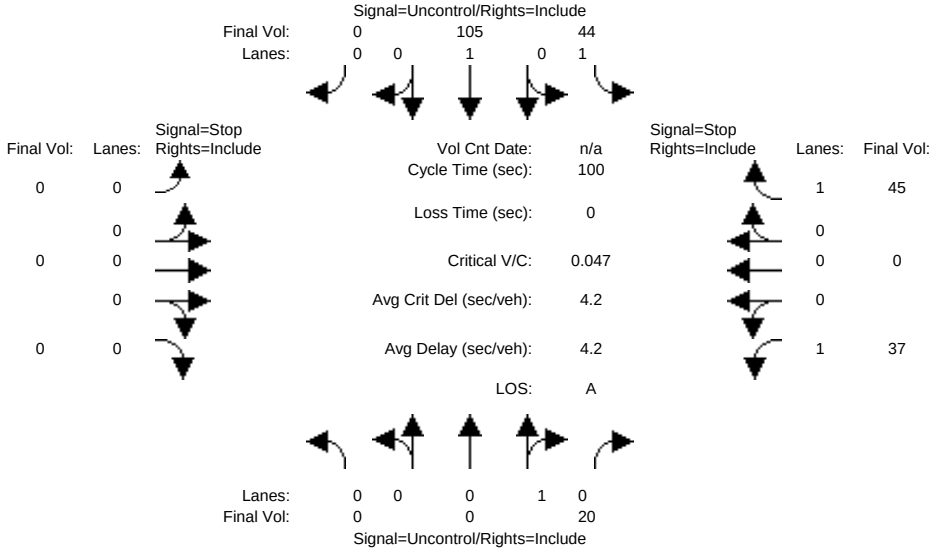
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1069: Stars and Stripes and Q Parking




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0    20    44  105     0     0    0     0    37    0    45
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    20    44  105     0     0    0     0    37    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    20    44  105     0     0    0     0    37    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    20    44  105     0     0    0     0    37    0    45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    20 xxxx xxxxx  xxxx xxxx xxxxx   193 xxxx     0
Potent Cap.: xxxx xxxx xxxxx  1609 xxxx xxxxx  xxxx xxxx xxxxx   800 xxxx  1091
Move Cap.:   xxxx xxxx xxxxx  1609 xxxx xxxxx  xxxx xxxx xxxxx   784 xxxx  1091
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.8 xxxx   8.4
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.1
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1069 Stars and Stripes and Q Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0    0    20    44  105     0     0    0     0    37    0    45
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.1
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=82]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=251]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1069 Stars and Stripes and Q Parking
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0    0    20    44  105     0     0    0     0    37    0    45
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             169
Minor Approach Volume:           82
Minor Approach Volume Threshold: 1139
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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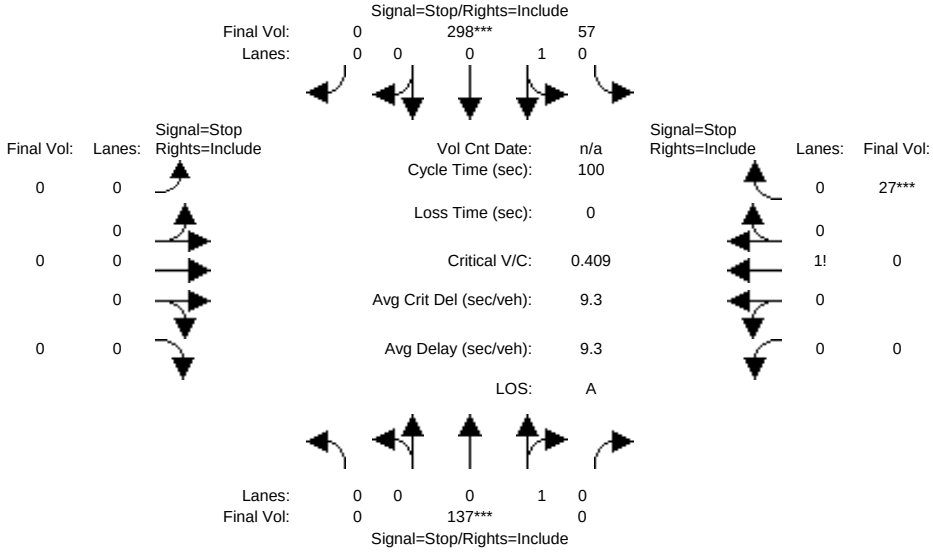
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1071: First Street west of Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	137	0	57	298	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	137	0	57	298	0	0	0	0	0	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	137	0	57	298	0	0	0	0	0	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	137	0	57	298	0	0	0	0	0	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	137	0	57	298	0	0	0	0	0	0	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.16	0.84	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	826	0	139	728	0	0	0	0	0	0	765
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.17	xxxx	0.41	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04
Crit Moves:		****			****							****
Delay/Veh:	0.0	8.1	0.0	9.9	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	9.9	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.4
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		8.1			9.9			xxxxxx			7.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			9.9			xxxxxx			7.4	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1071 First Street west of Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  137     0    57  298     0     0    0     0     0    0    27
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             492
Minor Approach Volume:           27
Minor Approach Volume Threshold: 409
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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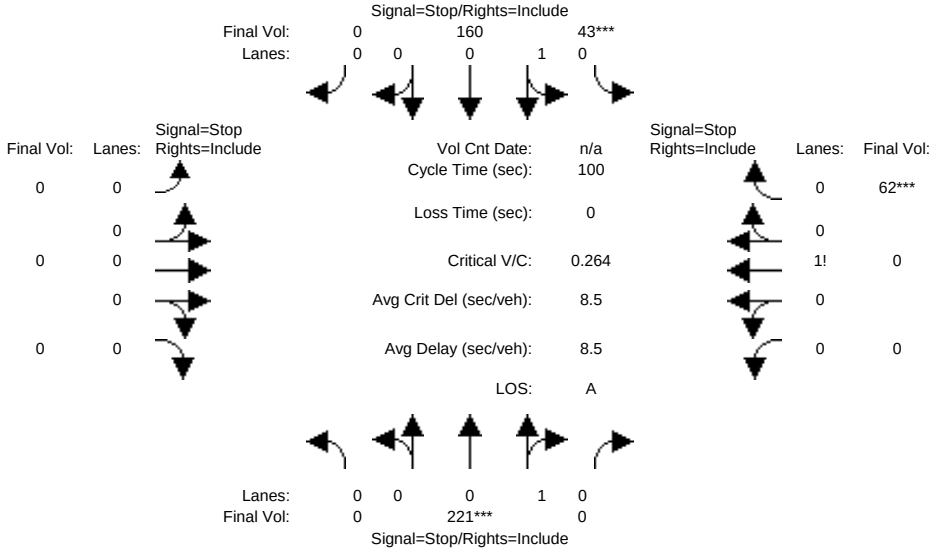
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1071: First Street west of Avenue A



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	221	0	43	160	0	0	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	0	43	160	0	0	0	0	0	0	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	221	0	43	160	0	0	0	0	0	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	0	43	160	0	0	0	0	0	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	221	0	43	160	0	0	0	0	0	0	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.21	0.79	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	836	0	175	650	0	0	0	0	0	0	798
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	xxxx	0.25	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08
Crit Moves:		****		****								****
Delay/Veh:	0.0	8.7	0.0	8.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	8.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0	7.5
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		8.7			8.6			xxxxxx			7.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.7			8.6			xxxxxx			7.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1071 First Street west of Avenue A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  1  0  0  0    0  0  0  0  0    0  0  0  0  1
Initial Vol:    0  221     0    43  160     0     0    0     0     0    0    62
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             424
Minor Approach Volume:           62
Minor Approach Volume Threshold: 448
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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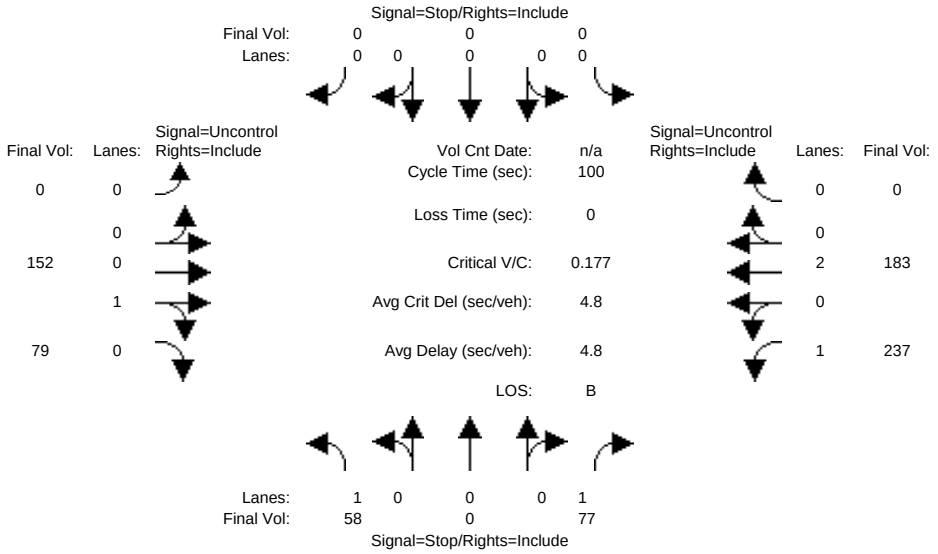
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1073: O Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     58    0    77     0    0     0     0  152    79   237  183     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58    0    77     0    0     0     0  152    79   237  183     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58    0    77     0    0     0     0  152    79   237  183     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   58    0    77     0    0     0     0  152    79   237  183     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  757 xxxx   192  xxxx xxxx xxxxx  xxxx xxxx xxxxx   231 xxxx xxxxx
Potent Cap.:  378 xxxx   855  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1349 xxxx xxxxx
Move Cap.:    327 xxxx   855  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1349 xxxx xxxxx
Volume/Cap:  0.18 xxxx  0.09  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.18 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx
Control Del: 18.4 xxxx   9.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    C    *     A     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.4           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   58    0    77     0    0     0     0  152    79   237  183     0
ApproachDel:      13.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=135]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=786]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   58    0    77     0    0     0     0  152    79   237  183     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             651
Minor Approach Volume:           135
Minor Approach Volume Threshold: 559
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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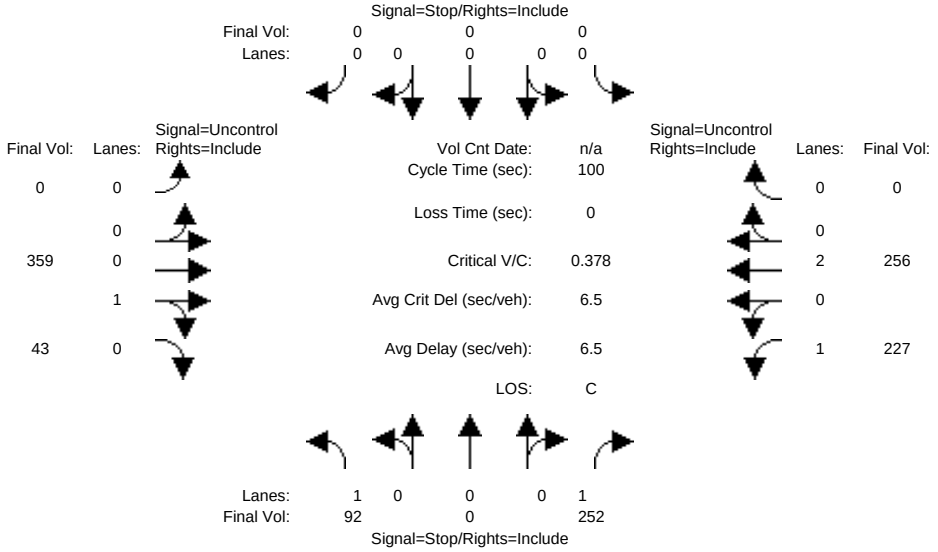
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1073: O Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     92    0   252     0    0     0     0  359    43   227  256     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   92    0   252     0    0     0     0  359    43   227  256     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    92    0   252     0    0     0     0  359    43   227  256     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   92    0   252     0    0     0     0  359    43   227  256     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  963 xxxx   381  xxxx xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx xxxxx
Potent Cap.:  286 xxxx   671  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Move Cap.:    243 xxxx   671  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Volume/Cap:  0.38 xxxx  0.38  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.19 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.7 xxxx   1.7  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx xxxxx
Control Del: 28.5 xxxx  13.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    D    *     B     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      17.6           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         C                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   92    0   252     0    0     0     0  359    43   227  256     0
ApproachDel:      17.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=344]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1229]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1073 O Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   92    0   252     0    0     0     0  359    43   227  256     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             885
Minor Approach Volume:           344
Minor Approach Volume Threshold: 427
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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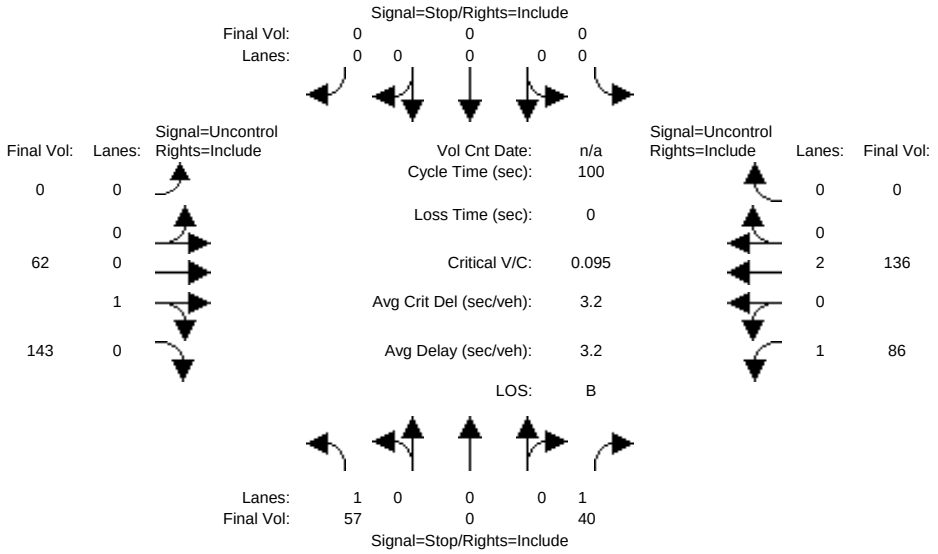
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1074: P Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:     57    0    40     0    0     0     0   62   143    86  136     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   57    0    40     0    0     0     0   62   143    86  136     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    57    0    40     0    0     0     0   62   143    86  136     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   57    0    40     0    0     0     0   62   143    86  136     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  374 xxxx   134  xxxx xxxx xxxxx  xxxx xxxx xxxxx   205 xxxx xxxxx
Potent Cap.:  631 xxxx   921  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1378 xxxx xxxxx
Move Cap.:    601 xxxx   921  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1378 xxxx xxxxx
Volume/Cap:  0.09 xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del: 11.6 xxxx   9.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    B    *     A     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      10.6           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                 *                 *                 *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   57    0    40     0    0     0     0   62   143    86  136     0
ApproachDel:      10.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=97]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=524]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:   57    0    40     0    0     0     0   62   143    86  136     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             427
Minor Approach Volume:           97
Minor Approach Volume Threshold: 740
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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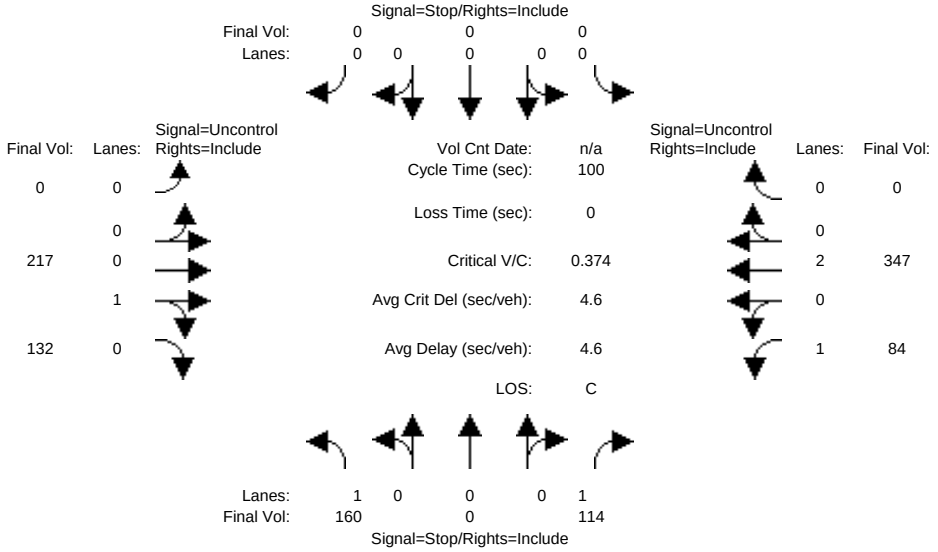
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1074: P Parking Access (Stars and Stripes)




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:    160    0   114     0    0     0     0  217   132    84  347     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  160    0   114     0    0     0     0  217   132    84  347     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   160    0   114     0    0     0     0  217   132    84  347     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  160    0   114     0    0     0     0  217   132    84  347     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  625 xxxx   283  xxxx xxxx xxxxx  xxxx xxxx xxxxx   349 xxxx xxxxx
Potent Cap.:  452 xxxx   761  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1221 xxxx xxxxx
Move Cap.:    428 xxxx   761  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1221 xxxx xxxxx
Volume/Cap:  0.37 xxxx  0.15  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.7 xxxx   0.5  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del: 18.3 xxxx  10.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    C    *     B     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      15.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:  160    0   114     0    0     0     0  217   132    84  347     0
ApproachDel:      15.1           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=274]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1054]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1074 P Parking Access (Stars and Stripes)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  2  0  0
Initial Vol:  160    0   114     0    0     0     0  217   132    84  347     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             780
Minor Approach Volume:           274
Minor Approach Volume Threshold: 481
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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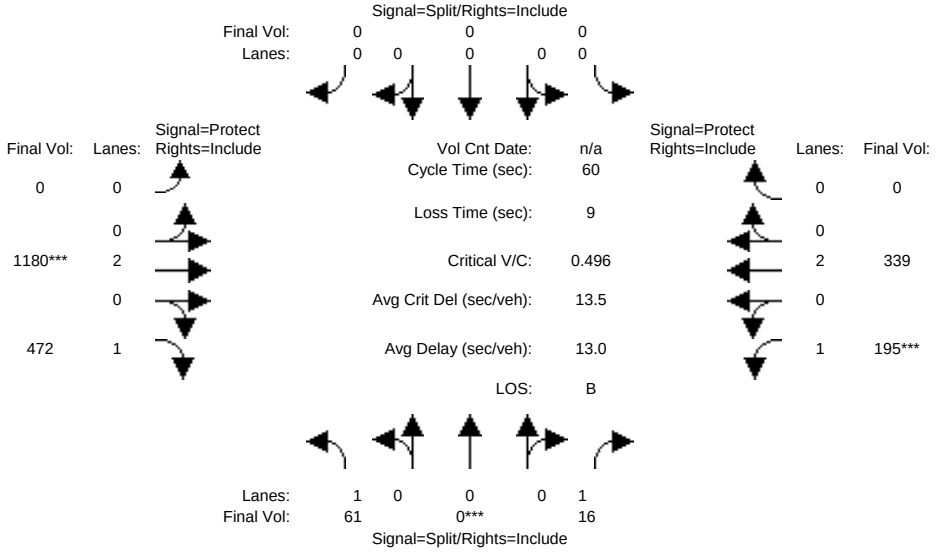
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1076: City Place Pkwy / Parcel N



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	61	0	16	0	0	0	0	1180	472	195	339	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	0	16	0	0	0	0	1180	472	195	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	0	16	0	0	0	0	1180	472	195	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	16	0	0	0	0	1180	472	195	339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	16	0	0	0	0	1180	472	195	339	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.27	0.11	0.09	0.00
Crit Moves:		****						****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	30.2	30.2	10.8	24.1	0.0
Volume/Cap:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.62	0.54	0.62	0.22	0.00
Uniform Del:	21.6	0.0	21.0	0.0	0.0	0.0	0.0	10.8	10.2	22.7	11.8	0.0
IncremntDel:	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.6	0.7	3.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	21.9	0.0	21.1	0.0	0.0	0.0	0.0	11.4	10.8	26.4	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	0.0	21.1	0.0	0.0	0.0	0.0	11.4	10.8	26.4	11.9	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B+	B+	C	B+	A
HCM2k95thQ:	3	0	1	0	0	0	0	15	12	9	4	0

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

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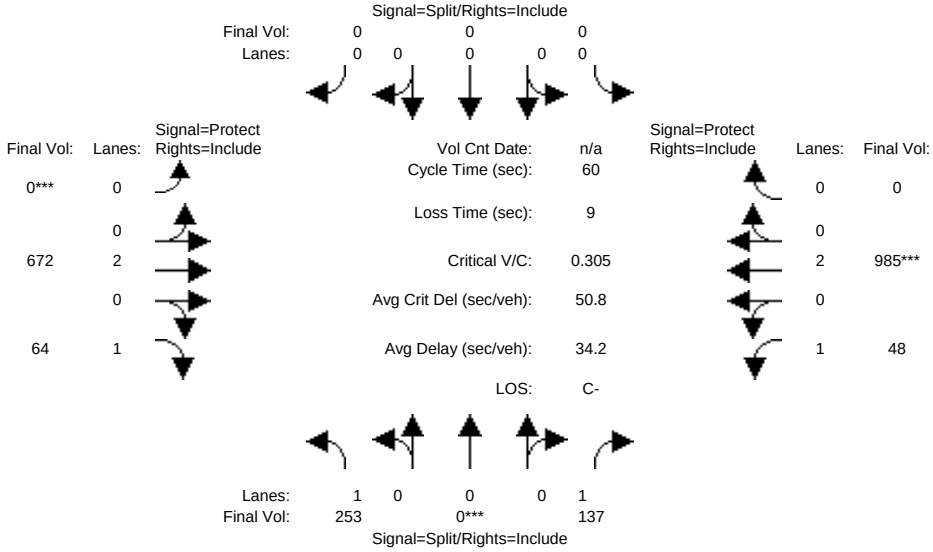
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1076: City Place Pkwy / Parcel N



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	253	0	137	0	0	0	0	672	64	48	985	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	0	137	0	0	0	0	672	64	48	985	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	0	137	0	0	0	0	672	64	48	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	0	137	0	0	0	0	672	64	48	985	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	0	137	0	0	0	0	672	64	48	985	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.04	0.03	0.26	0.00
Crit Moves:		****					****				****	
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	13.6	13.6	9.0	15.6	0.0
Volume/Cap:	0.30	0.00	0.17	0.00	0.00	0.00	0.00	0.78	0.16	0.18	1.00	0.00
Uniform Del:	9.7	0.0	9.0	0.0	0.0	0.0	0.0	21.8	18.6	22.3	22.2	0.0
IncremntDel:	0.2	0.0	0.1	0.0	0.0	0.0	0.0	4.6	0.2	0.3	28.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	9.9	0.0	9.1	0.0	0.0	0.0	0.0	26.5	18.8	22.7	50.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	9.1	0.0	0.0	0.0	0.0	26.5	18.8	22.7	50.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	B-	C+	D	A
HCM2k95thQ:	7	0	3	0	0	0	0	12	2	2	28	0

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

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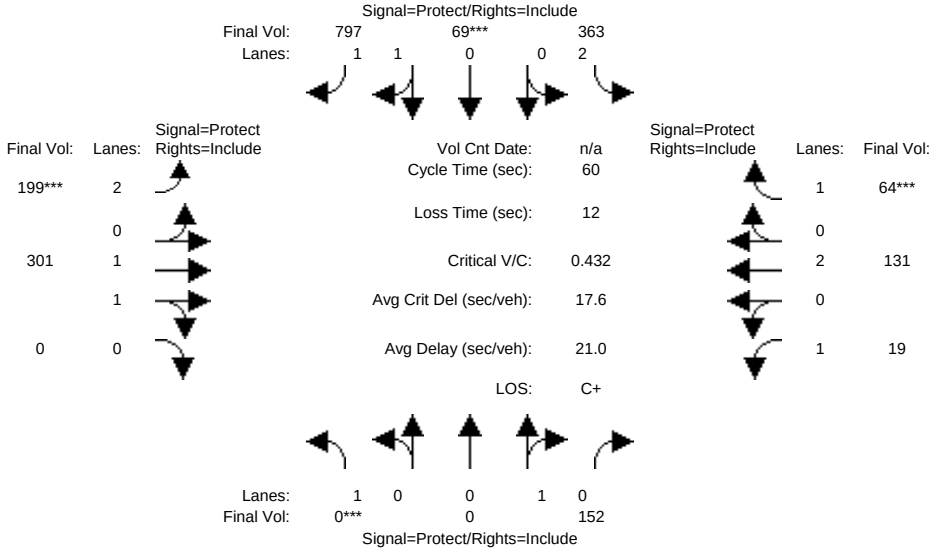
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1078: City Place Parkway / Avenue D



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	152	363	69	797	199	301	0	19	131	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	152	363	69	797	199	301	0	19	131	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	152	363	69	797	199	301	0	19	131	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	152	363	69	797	199	301	0	19	131	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	152	363	69	797	199	301	0	19	131	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.15	1.85	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	1750	0	1750	3150	281	3242	3150	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.12	0.25	0.25	0.06	0.08	0.00	0.01	0.03	0.04
Crit Moves:	****				****		****					****
Green Time:	0.0	0.0	7.0	12.8	24.0	24.0	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.74	0.54	0.61	0.61	0.54	0.48	0.00	0.09	0.21	0.22
Uniform Del:	0.0	0.0	25.6	21.0	14.3	14.3	25.0	22.6	0.0	23.7	21.6	21.6
IncremntDel:	0.0	0.0	13.8	0.9	0.8	0.8	1.6	0.6	0.0	0.2	0.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	39.4	21.9	15.1	15.1	26.6	23.2	0.0	23.9	21.7	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	39.4	21.9	15.1	15.1	26.6	23.2	0.0	23.9	21.7	22.0
LOS by Move:	A	A	D	C+	B	B	C	C	A	C	C+	C+
HCM2k95thQ:	0	0	10	9	15	15	4	5	0	1	2	3

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

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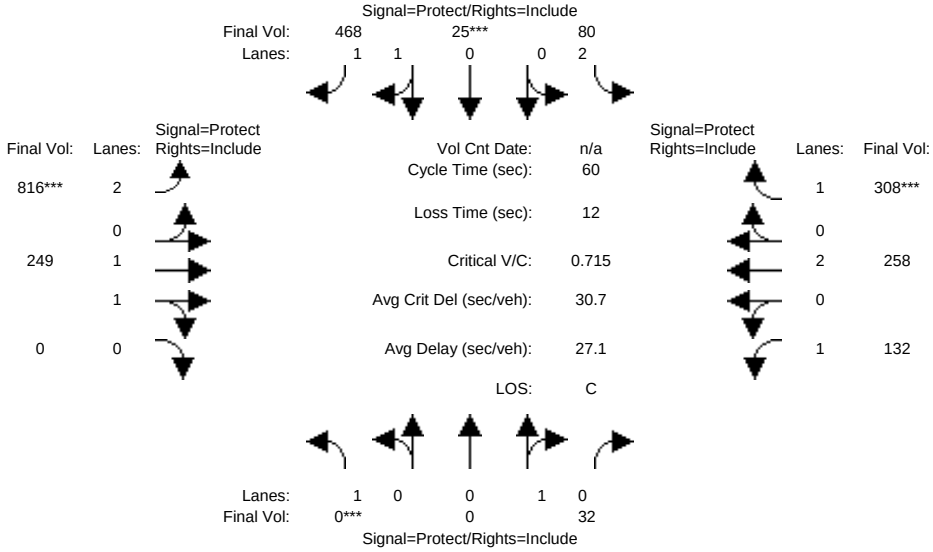
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1078: City Place Parkway / Avenue D



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	32	80	25	468	816	249	0	132	258	308
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	32	80	25	468	816	249	0	132	258	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	32	80	25	468	816	249	0	132	258	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	32	80	25	468	816	249	0	132	258	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	32	80	25	468	816	249	0	132	258	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.10	1.90	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	3150	183	3417	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.03	0.14	0.14	0.26	0.07	0.00	0.08	0.07	0.18
Crit Moves:	****				****		****					****
Green Time:	0.0	0.0	10.0	7.0	10.0	10.0	18.5	18.2	0.0	12.8	12.5	12.5
Volume/Cap:	0.00	0.00	0.11	0.22	0.82	0.82	0.84	0.22	0.00	0.35	0.32	0.84
Uniform Del:	0.0	0.0	21.2	24.0	24.1	24.1	19.4	15.6	0.0	20.1	20.1	22.8
IncremntDel:	0.0	0.0	0.2	0.3	8.9	8.9	6.8	0.1	0.0	0.6	0.2	16.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	21.4	24.3	33.0	33.0	26.2	15.7	0.0	20.7	20.4	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.4	24.3	33.0	33.0	26.2	15.7	0.0	20.7	20.4	38.8
LOS by Move:	A	A	C+	C	C-	C-	C	B	A	C+	C+	D+
HCM2k95thQ:	0	0	1	2	14	14	17	3	0	5	5	17

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

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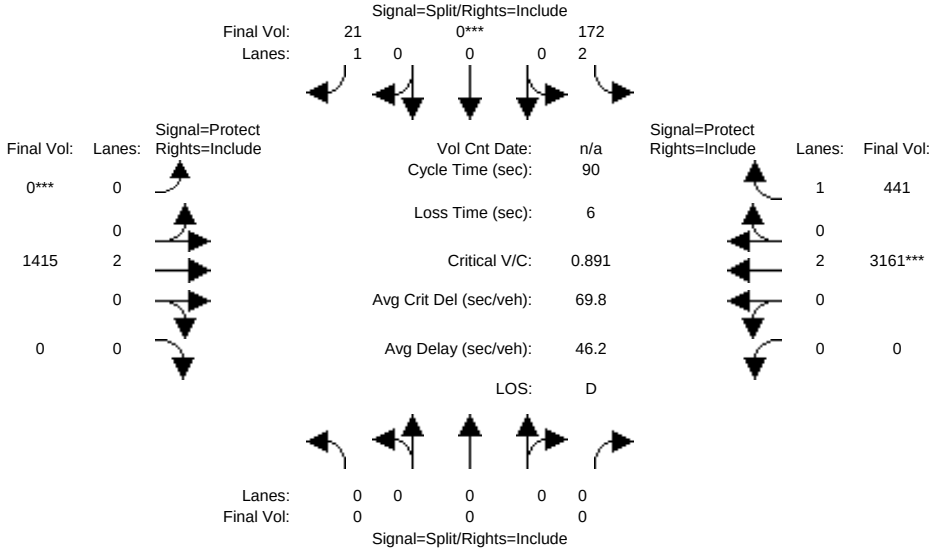
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant AM

Intersection #1081: Tasman Drive / New Viaduct



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	950	0	0	2680	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	950	0	0	2680	0
Added Vol:	0	0	0	172	0	21	0	465	0	0	481	441
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	172	0	21	0	1415	0	0	3161	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	0	21	0	1415	0	0	3161	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	21	0	1415	0	0	3161	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	0	21	0	1415	0	0	3161	441
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.00	0.37	0.00	0.00	0.83	0.25
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	61.2	0.0	0.0	67.0	67.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.11	0.00	0.55	0.00	0.00	1.12	0.34
Uniform Del:	0.0	0.0	0.0	37.6	0.0	36.0	0.0	7.3	0.0	0.0	11.5	3.9
IncremntDel:	0.0	0.0	0.0	1.1	0.0	0.2	0.0	0.2	0.0	0.0	58.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.7	0.0	36.2	0.0	7.6	0.0	0.0	69.8	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.7	0.0	36.2	0.0	7.6	0.0	0.0	69.8	4.1
LOS by Move:	A	A	A	D+	A	D+	A	A	A	A	E	A
HCM2k95thQ:	0	0	0	7	0	1	0	18	0	0	93	8

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

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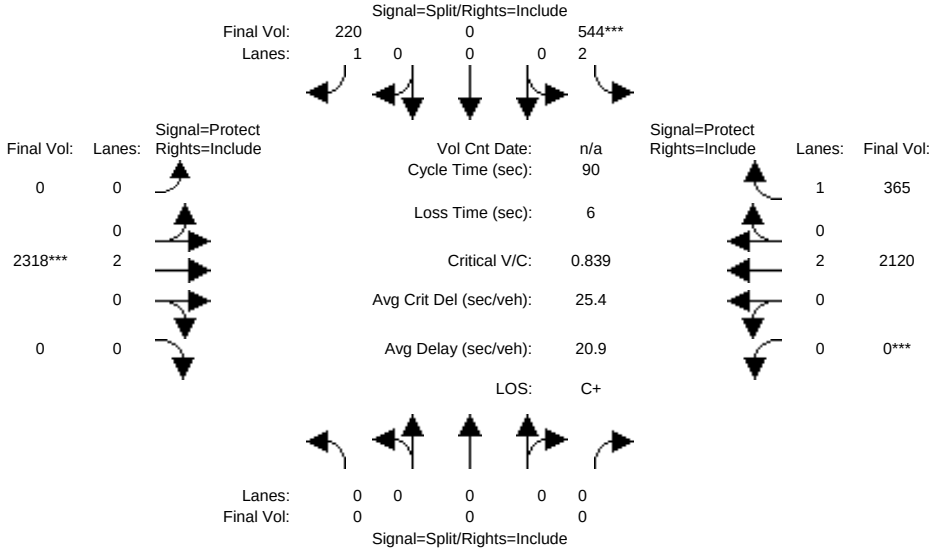
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Full BO B Variant PM

Intersection #1081: Tasman Drive / New Viaduct



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1750	0	0	1240	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1750	0	0	1240	0
Added Vol:	0	0	0	544	0	220	0	568	0	0	880	365
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	544	0	220	0	2318	0	0	2120	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	544	0	220	0	2318	0	0	2120	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	544	0	220	0	2318	0	0	2120	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	544	0	220	0	2318	0	0	2120	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.13	0.00	0.61	0.00	0.00	0.56	0.21
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.0	0.0	17.0	0.0	60.0	0.0	0.0	58.8	58.8
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.67	0.00	0.91	0.00	0.00	0.85	0.32
Uniform Del:	0.0	0.0	0.0	35.8	0.0	33.9	0.0	12.8	0.0	0.0	12.2	6.8
IncremntDel:	0.0	0.0	0.0	18.8	0.0	5.1	0.0	5.7	0.0	0.0	3.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	54.6	0.0	39.0	0.0	18.5	0.0	0.0	15.3	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.6	0.0	39.0	0.0	18.5	0.0	0.0	15.3	7.0
LOS by Move:	A	A	A	D-	A	D+	A	B-	A	A	B	A
HCM2k95thQ:	0	0	0	23	0	14	0	42	0	0	36	9

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

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Appendix F

Parking Supply Adjustments

Draft

Appendix F - Shared Parking Demand Reductions

Time of Day Adjustments to Parking

Temporal Adjustment (% of Peak Demand)	Temporal Adjustment (% of Peak Demand)	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Landuse	**Select Appropriate ULI Landuse**	**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**11:00 PM**	**12:00 AM**
Residential	**Apartments - Resident**	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Retail	**Shopping Center - Typical**	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
Office	**Corporate Office - Employee**	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%	0%
Food and Beverage	**Fine / Casual Dining - Guest**	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
Entertainment	**Entertainment - Max of Cinema or Nightclub - Customer**	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	100%	100%
Hotel	**Hotel - Guest**	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%

Parking Demand by Time Period

Parking Demand Summary by Landuse	ITE Rates	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Residential	240	240	216	204	192	180	168	156	168	168	168	180	204	216	233	235	238	240	240	240
Retail	5,295	53	265	794	1,853	3,441	4,500	5,030	5,295	5,030	4,765	4,765	5,030	5,030	5,030	4,236	2,647	1,588	529	0
Office	16,510	495	4,953	12,383	15,685	16,510	16,510	14,859	14,859	16,510	16,510	14,859	8,255	4,128	1,651	1,156	495	165	0	0
Food and Beverage	2,167	0	0	0	0	325	867	1,625	1,625	1,409	867	1,084	1,625	2,059	2,167	2,167	2,167	2,059	1,625	542
Entertainment	1,332	0	0	0	0	0	0	266	599	733	733	733	799	799	1,066	1,332	1,332	1,332	1,332	1,332
Hotel	518	492	466	414	363	311	311	285	285	311	311	337	363	389	389	414	440	492	518	518
Total	26,062	1,280	5,900	13,795	18,093	20,768	22,356	22,222	22,832	24,160	23,354	21,957	16,276	12,620	10,535	9,540	7,320	5,876	4,245	2,632

% of Parking that will be from Non-Captive Trips

Land Use		A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q	Parcel 1	Parcel 2	Parcel 3
Residential		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Retail		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Food and Beverage		75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Entertainment		95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Hotel		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Parking requirements by block and landuse, with non-captive and temporal adjustment

Land Use	2:00:00 PM Temporal Adjustment	A	B	C	D	E	F	G	H	J	L/K	M	N	O	P	Q	Parcel 1	Parcel 2	Parcel 3	Total
Residential	70%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	0	0	0	168
Retail	95%	458	439	262	116	594	487	46	198	714	31	699	0	140	93	0	0	752	0	4,277
Office	100%	1,433	0	296	0	296	296	0	0	0	1,334	0	2,634	637	0	0	2,964	4,841	1,778	6,927
Food and Beverage	65%	80	72	169	127	111	143	20	0	102	22	88	0	61	61	0	0	0	0	1,057
Entertainment	55%	0	0	0	0	275	421	0	0	0	0	0	0	0	0	0	0	0	0	696
Hotel	60%	0	133	0	0	0	0	0	0	0	0	0	0	0	178	0	0	0	0	311
Total		1,970	644	728	243	1,277	1,348	66	198	816	1,387	786	2,634	839	332	168	2,964	5,594	1,778	23,771

Appendix G

Circulation Diagrams

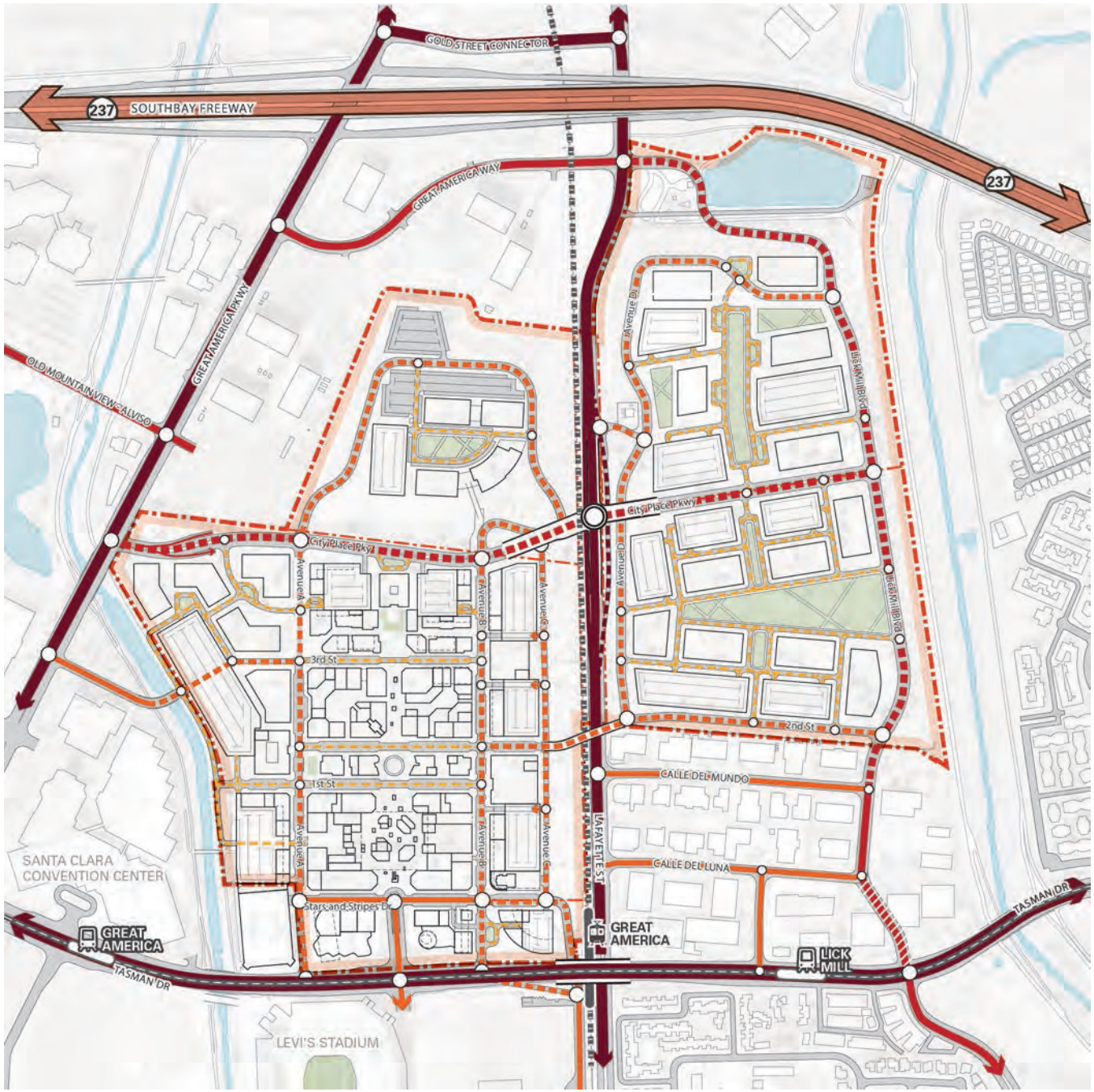
Draft

ILLUSTRATIVE SITE PLAN

1" = 800'

0' 200' 400' 800' 1600'

STREET NETWORK



LEGEND

Vehicular Circulation
- Major Arterial
- Minor Arterial (Existing)
- Minor Arterial (Proposed)
- Collector Street (Existing)
- Collector Street (Proposed)
- Local Street (Proposed)
- Potential Connection
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

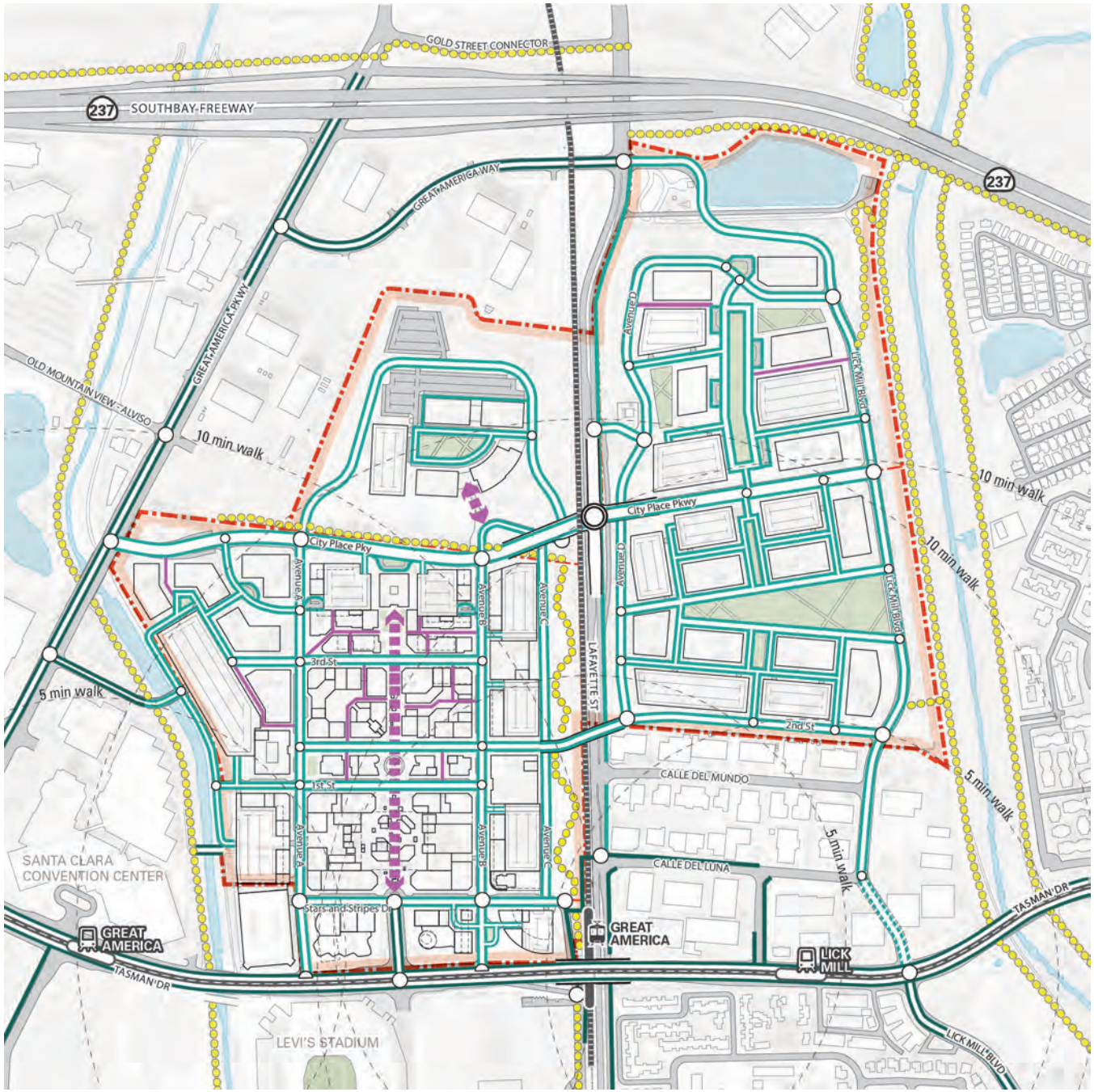
Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

PEDESTRIAN NETWORK



LEGEND

Vehicular Circulation
- Major Pedestrian Linkage
- Pedestrian Paseo
- Existing Sidewalk
- Proposed Sidewalk
- Bike Path
- Potential Connection
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

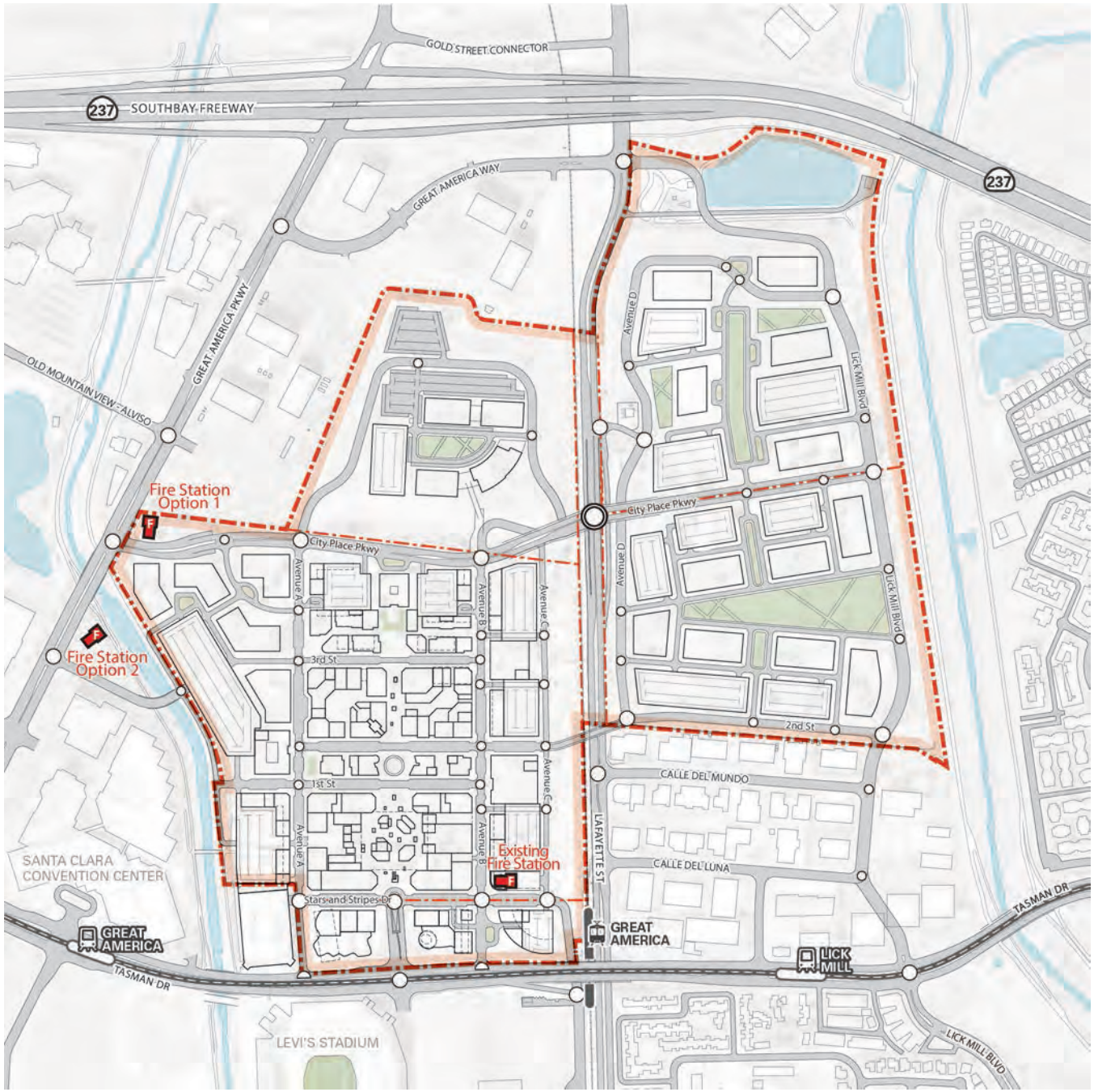
Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

FIRE STATION RELOCATION



LEGEND

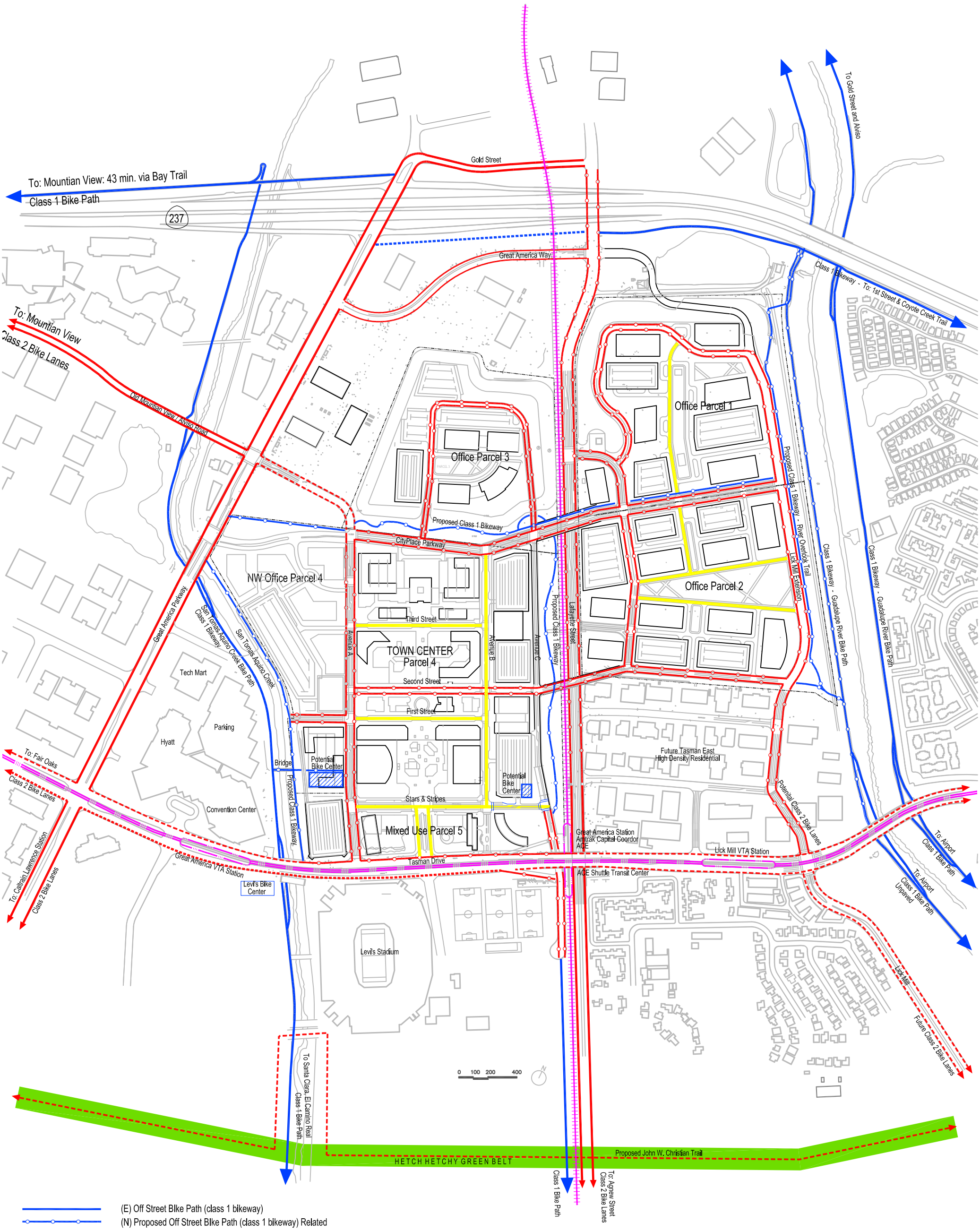
Vehicular Circulation
- Fire Station
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

Transit
- VTA Light Rail
- Capitol Corridor/ Altamont Commuter Express

Boundaries
- Site
- Parcel

1" = 800'

0' 200' 400' 800' 1600'

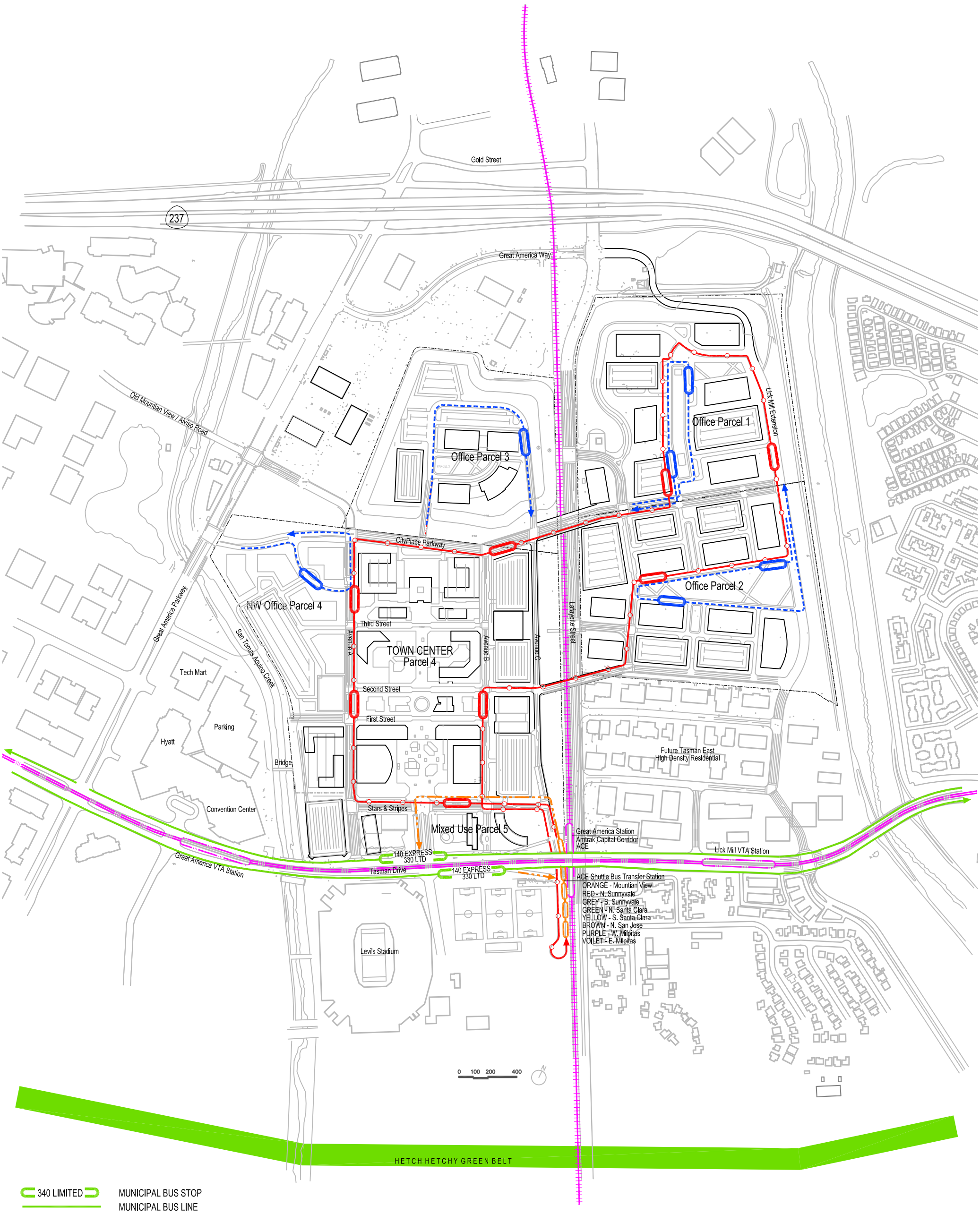


(E) Off Street BIke Path (class 1 bikeway)
(N) Proposed Off Street BIke Path (class 1 bikeway) Related
(N) Proposed Off Street BIke Path (class 1 bikeway) By Others
(E) Dedicated Bike Lane (class 2 bikeway)
(N) Proposed Dedicated Bike Lane (class 2 bikeway) Related
(N) Future Dedicated Bike Lane (class 2 bikeway) By Others
(E) Shared Bike Route (class 3 bikeway) Related
Capital Corridor/ACE Commuter Rail Transit Line
VTA LRT Rail Transit Line

RELATED

CITYPLACE SANTA CLARA
BIKE NETWORK & REGIONAL CONNECTIONS

June 5, 2015



340 LIMITED — MUNICIPAL BUS STOP
MUNICIPAL BUS LINE
SHUTTLE STOP
POTENTIAL EMPLOYER OPERATED COMMUTER SHUTTLE ROUTE
SHUTTLE STOP
POTENTIAL CITYPLACE INTERNAL SHUTTLE ROUTE
ACE / VTA SHUTTLE BUS STOP
ACE / VTA SHUTTLE BUS ROUTE
CAPITAL CORRIDOR / ACE COMMUTER RAIL LINE
VTA LIGHT RAIL TRANSIT LINE

RELATED

CITYPLACE SANTA CLARA
CONCEPTUAL BUS CIRCULATION DIAGRAM

June 5, 2015