Tasman East Specific Plan Update

Final Draft Transportation Analysis

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City of Santa Clara
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FEHR PEERS

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1. Introduction

This report presents the results of the transportation analysis (TA) for the proposed Tasman East Specific Plan Amendment (the "Project") located in the City of Santa Clara, California. The Project site is located northeast of Levi's Stadium in the northern portion of the City. The boundaries of the Project site generally extend to the former site of the Santa Clara Golf and Tennis Club to the north, the Guadalupe River to the east, Tasman Drive to the south, and Lafayette Street to the west. The Project site location is shown on **Figure 1-1.**

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

This section provides information on the Project including the project description, summary of the study area, overview of Project traffic estimating and analysis methods, the analysis scenarios, and an overview of this report.

1.1 Project Description

Tasman East is a multi-phased, mixed-used development on a 46-acre site originally containing approximately 708,000 square feet of light industrial space. The original Tasman East Specific Plan, adopted in 2018, envisioned a combination of residential units, retail facilities, a possible new school, new open spaces, new roads, and new upgraded and expanded infrastructure.

The proposed Specific Plan Amendment includes additional residential, retail and office/co-working space land uses. It also includes a potential Day Care Center. Project land uses are summarized in **Table 1-1**. **Figure 1-2** depicts the Project site and the proposed circulation system.

Table 1-1: Proposed Land Uses for Tasman East Specific Plan Amendment

Land Use Scenario	Land Use			
	School / Day Care Center	Residential	Retail	Office
2018 Specific Plan	600 Student School	4,500 du	106,000 sf	N/A
Additional Land Uses under Specific Plan Amendment	10,000 sf Day Care Center	1,500 du	20,000 sf	20,000 sf Co-Working Space
Total Project Net New Land Uses	**10,000 sf**	**1,500 du**	**20,000 sf**	**20,000 sf**

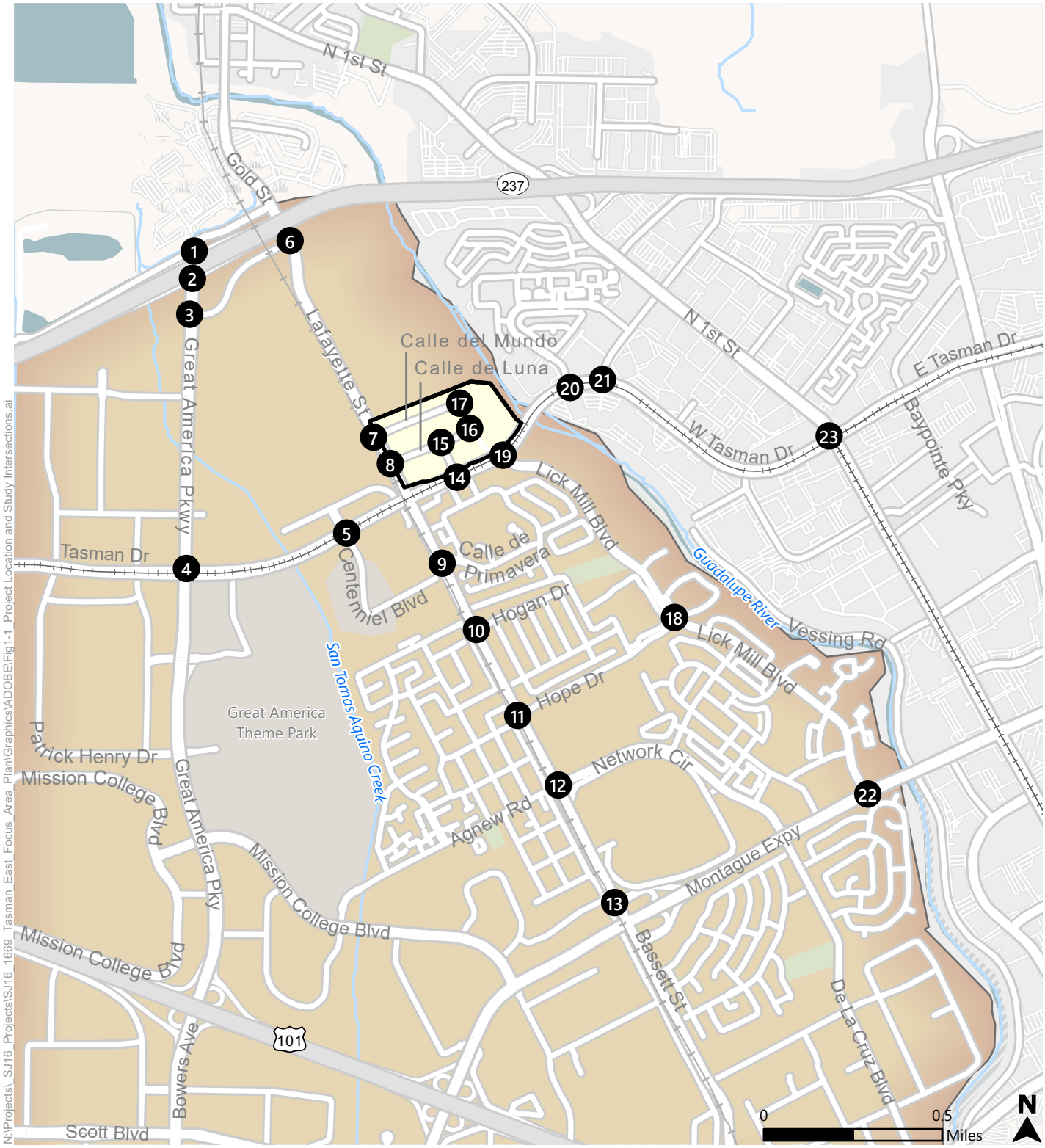
Source: Perkins + Will, 2022

Table 1-2 provides the project names of recently approved developments in the Tasman East Study Area since the original Specific Plan was adopted in 2018. The approved projects are a mix of residential and retail with high-rise and medium rise development. The gross lot area, residential and retail square footage, and number of vehicle and biking parking spaces are also included. There are a total of 5 approved projects and 6 proposed projects. The proposed projects include a mix of mid-rise and high-rise development with the development plans under review for approval. Additionally, the amendment proposes changing the existing zoning to the City's Transit Neighborhood Zoning District. Currently, the 2018 Specific Plan envisions the development of a high-density transit-oriented neighborhood with approximately 100 dwelling units per acre along with retail and other supporting land uses.

Table 1-2: Approved Developments in Tasman East Study Area

Project Name	Gross Lot Area (Acres)	Residential (units)	Retail (KSF)	Number of Vehicle Parking Spaces	Number of Bicycle Parking Spaces
Summer Hill	3.06	347		396	198
Ensemble	1.79	503	24	443	160
	0.67		8	139	99
Holland	3.90	580		563	290
Greystar	2.02	371		306	206
Related	5.50	700	19	613	330
St Anton	1.22	196		103	98
Ensemble	0.77	150	5	126	150

Source: City of Santa Clara, 2023



Tasman East Boundary

City of Santa Clara

Study Intersections

Figure 1-1

Project Location and Study Intersections

Date: 10/21/2022

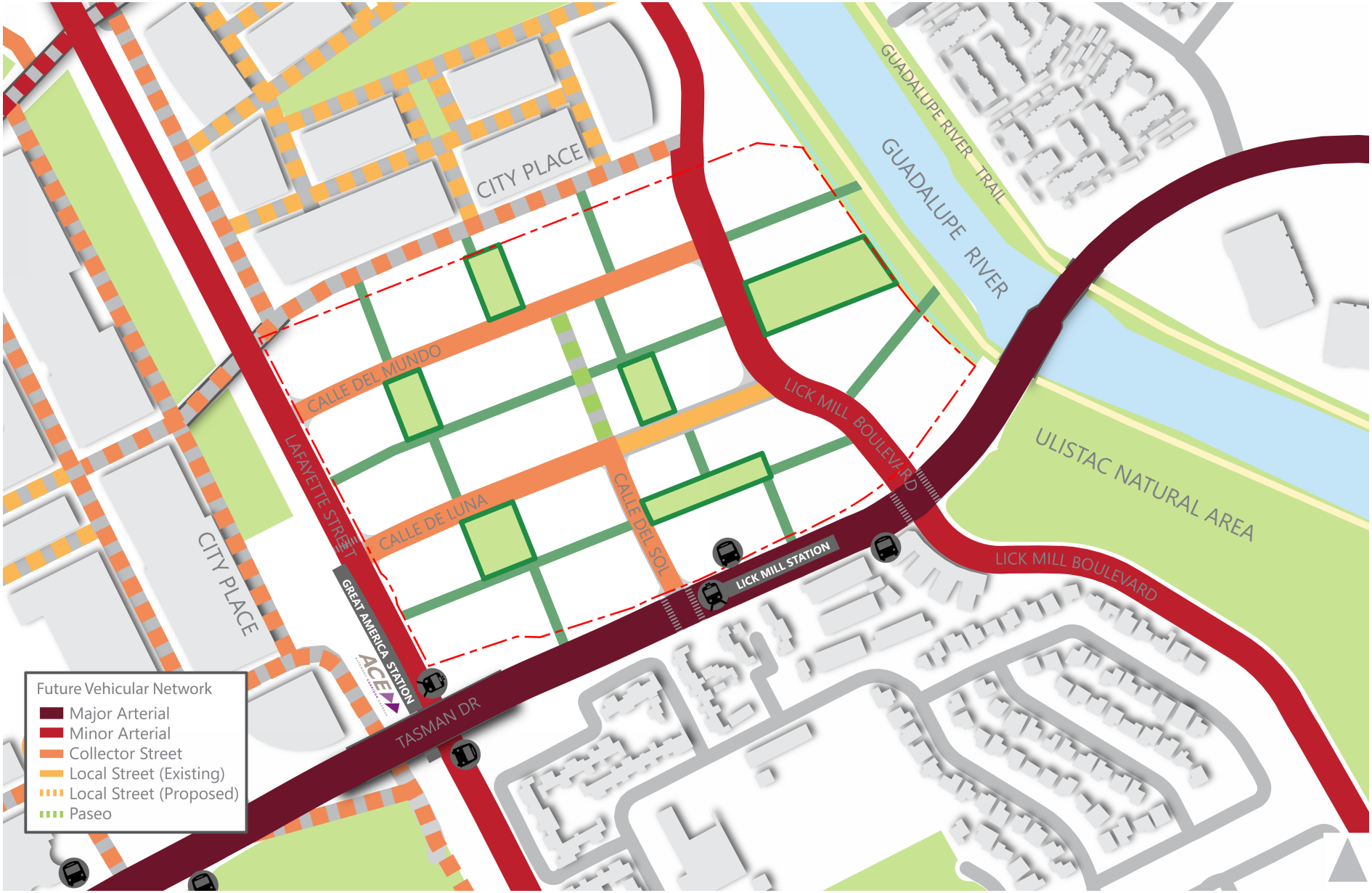


Figure 1-2

Tasman East Specific Plan Area

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1.1.1 Site Access and Circulation

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

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

The San Tomas Aquino Creek Trail, a multi-use bicycle and pedestrian trail, is located about a half-mile to the west of the Project site. The Guadalupe River Trail is located immediately east of the Project site. These trails, in addition to existing bike lanes on both Tasman Drive and Lafayette Street, comprise the network of bicycle facilities in the vicinity of the site.

1.1.2 Site Land Use Context

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

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

1.2 Study Area

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

Potential traffic congestion effects of the proposed Project were evaluated for the intersections and freeway segments identified below.

1.2.1 Study Intersections

The list of study intersections was finalized in consultation with the City of Santa Clara staff. The resulting study intersections are presented in **Table 1-3.**

1.2.2 Study Freeway Segments

A freeway segment is defined as the portion of the freeway between two interchanges, by direction, with mixed-flow and high-occupancy (HOV) lanes evaluated separately. The extents of the study freeway segments are summarized below:

- SR 237 from I-880 (Milpitas) to US 101 (Sunnyvale)

Table 1-3: Study Intersections

ID	Intersection	Jurisdiction
1	Great America Parkway / WB SR 237 Ramps	San José (CMP)
2	Great America Parkway / EB SR 237 Ramps	Santa Clara (CMP)
3	Great America Parkway / Great America Way	Santa Clara
4	Great America Parkway / Tasman Drive	Santa Clara (CMP)
5	Tasman Drive / Centennial Boulevard	Santa Clara
6	Lafayette Street / Great America Way	Santa Clara
7	Lafayette Street / Calle Del Mundo	Santa Clara
8	Lafayette Street / Calle De Luna	Santa Clara
9	Lafayette Street / Calle De Primavera	Santa Clara
10	Lafayette Street / Hogan Drive	Santa Clara
11	Lafayette Street / Hope Drive	Santa Clara
12	Lafayette Street / Agnew Road	Santa Clara
13	Lafayette Street / Montague Expressway WB	Santa Clara County
14	Tasman Drive / Calle Del Sol	Santa Clara
15	Calle Del Sol / Calle De Luna	Santa Clara
16	Lick Mill / Calle De Luna (New Intersection)	Santa Clara
17	Lick Mill / Calle Del Mundo (New Intersection)	Santa Clara
18	Lick Mill Boulevard / Hope Drive	Santa Clara
19	Tasman Drive / Lick Mill Boulevard	Santa Clara
20	Tasman Drive / Renaissance Drive	San José
21	Tasman Drive / Vista Montana	San José
22	Lick Mill Boulevard / Montague Expressway	Santa Clara County
23	Tasman Drive / 1st Street	San José

Source: Fehr & Peers, 2023
Note: Congestion Management Program (CMP) indicates the intersection is part of VTA's CMP monitoring program.

1.3 Analysis Scenarios

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

Scenario 1: *Existing Conditions* – Existing volumes obtained from existing/new traffic counts representing peak traffic conditions during morning and evening commute periods.

Scenario 2: *Background (Year 2030) Conditions* – Background volumes were developed based on the citywide traffic model results used for the recently approved Freedom Circle Focus Area Plan. Land uses assumed for Background Conditions include Phases 1, 2, and 3 of the adjacent City Place development, partial buildout of the Patrick Henry Drive Specific Plan and previously approved trips from the current version of the Tasman East Specific Plan.

Scenario 3: *Background with Project Conditions* – Background volumes from Scenario 2 plus net-added traffic generated by buildout of the proposed Project.

Scenario 4: *Cumulative (2040) Conditions* – Year 2040 cumulative traffic volumes are based on forecasts from the citywide traffic model used for the Freedom Circle Focus Area Plan, with select adjustments using citywide model results from the earlier City Place EIR (which assumes buildout of the City Place project). Both versions of the citywide model include Association of Bay Area Governments (ABAG) land use projections, planned and funded transportation system improvements in the Valley Transportation Plan (VTP) (2040).

Scenario 5: *Cumulative with Project Conditions* – Scenario 4 volumes plus net-added traffic generated by the proposed Project.

Freeway operations were evaluated under Existing with Project conditions per VTA guidelines.

1.4 Analysis Methods

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

1.4.1 Vehicle Trip Generation Methodology

Trip generation refers to the amount of vehicle traffic added to the surrounding roadway system by a proposed development. It is based on several factors including the type of land use, the amount of land use, the mix of land uses, the surrounding land uses, the availability of transit services, and the amount of traffic generated by existing uses on the site that will be removed. The trip generation of Tasman East will be influenced by City Place due to their proximity and complementary land uses (employment in City Place and residential in Tasman East). Therefore, the expected trip generation of both projects was evaluated together rather than independently for Scenarios 2 through 5.

The estimates incorporate the following:

- Trip estimates for the existing light industrial land uses were estimated using Institute of Transportation Engineers (ITE) trip generation rates/equations with adjustments to account for the site's context and nearby transit service to ensure that the estimates are not over-stated

- Trip estimates for the proposed residential and retail land uses were estimated using ITE rates/equations with adjustments to account for the mix of uses, the site context due to the progressive build out of City Place, and nearby transit service
- Fehr & Peers' MXD+ model was used to estimate the trip adjustments to account for land use mix within Tasman East and interactions with the adjacent City Place development
- Trip reductions for transit usage were estimated per VTA's *Transportation Impact Analysis Guidelines* (2014), American Community Survey data, and additional research literature. The same reduction of 5 percent used for City Place was also used for Tasman East
- Trip reductions for TDM program participation were estimated based on the original Specific Plan requirements that Tasman East projects must achieve a minimum trip reduction of 10 percent

ITE Trip Generation

The Institute of Transportation Engineers' *Trip Generation Manual*, 11th Edition was used as the source for the base vehicle trip generation estimates. This publication contains the results of trip generation surveys for a variety of land uses and presents trip generation rates and regression equations. For many of the land uses, the number of vehicle trips per unit decreases as the size of the development increases reflecting economies of scale which are captured by the regression equations.

MXD+ Model Overview

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

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

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

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

1.4.2 Intersection and Freeway Operations

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

Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to evaluate the operations of the signalized study intersections. This level of service method, which is approved by the City of Santa Clara and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay was calculated using TRAFFIX analysis software and correlated to a LOS designation as shown in **Table 1-4.**

Table 1-4: Signalized Intersection Level of Service Definitions

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

Table 1-4: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay per Vehicle (seconds)
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

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

Unsignalized Intersections

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

Table 1-5 summarizes the relationship between delay and LOS for unsignalized intersections. Additionally, the City of Santa Clara and adjacent local jurisdictions apply the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

Table 1-5: Unsignalized Intersection Level of Service Definitions

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

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

Freeway Segments

Freeway segments were evaluated using VTA's analysis procedure, which is based on the density of traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The CMP ranges of densities for each freeway segment LOS rating are shown in **Table 1-6.**

Table 1-6: Level of Service Definitions for Freeway Segments in Santa Clara County

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

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

1.5 Transportation Impact and Adverse Effect Criteria

The section describes the transportation analysis standards and significance criteria for each of the analyzed roadway facility types. The determination of significance for project impacts and adverse effects is based on applicable policies, regulations, goals, and guidelines defined by the City of Santa Clara, the neighboring jurisdiction of San José, and Santa Clara County. The criteria presented below focus on elements of the CEQA checklist pertaining to roadway system operations and its effects on users, including drivers, pedestrians, bicyclists, and transit passengers.

1.5.1 Vehicle Miles Traveled Criteria

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

The Transportation Analysis Policy was approved by the Santa Clara City Council on June 23, 2020. The policy establishes the land use and transportation project requirements for evaluating transportation impacts under CEQA using Vehicle Miles Traveled (VMT) methodology. The policy includes baselines, thresholds, and criterion based on project type as displayed in **Table 1-7**.

Table 1-7: Project Types and VMT Thresholds of Significance

Project Type	Threshold for Determination of Significant Transportation Impact
Residential Units	15% below the existing Countywide VMT per resident.
Employment	15% below the existing Countywide VMT per employee.
Industrial Uses	15% below the existing Countywide VMT per employee. This applies to employee commutes only.
Retail Uses	Existing Countywide VMT for retail uses.
Regional Uses	Land use projects drawing visitors from outside the City shall be analyzed using the most relevant threshold as determined by the Director of Public Works.
Mixed Uses	Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use.
Change of Use or Additions to Existing Development	Change of use or additions to existing Development developments shall be analyzed when the change of land use or addition to existing development results in additional trips in excess of the small Project threshold (110 daily trips or less).
Focused Growth in Area Plans, Specific Plans, or Precise Plans	Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use.
General Plan Amendments	Net increase in VMT greater than the 2035 12.19 VMT per service population target consistent with Santa Clara General Plan Transportation and Mobility.
Transportation Projects	Net increase in VMT greater than the 2035 12.19 VMT per service population target consistent with Santa Clara General Plan Transportation and Mobility Assumptions.

Source: City of Santa Clara, Transportation Analysis Policy, Resolution No. 20-8861

The policy establishes certain projects that are presumed to have less than significant impact and will not require a VMT analysis. The following projects are exempt from conducting a VMT analysis:

- Small Projects (generating less than 110 daily trips)
- Retail Uses less than 50,000 square feet
- Locally serving public projects such as fire stations, neighborhood parks, libraries, and community centers
- Affordable Housing Projects
- Transit Supportive Projects

Transit supportive projects are defined as projects meeting the following criteria:

- Proximity to Transit: transit supportive projects must be located with ½ mile of an existing Major Transit Stop
- Density: transit supportive projects must have a minimum floor area ratio of 0.75 for office uses and/or a minimum density of 35 dwelling units per acre for residential uses
- Multimodal Transportation Networks: Transit supportive projects must promote multimodal transportation and access to nearby transit stops and other destinations

- Transit-Oriented Design Elements: In order to promote multimodal connections, transit supportive projects must include elements focused on transit-oriented design
- No Excess Parking: The project does not include more parking than required by City Code
- No Loss of Affordable Dwelling Units: The project does not replace affordable units with a smaller number of affordable units

In support of VMT evaluation efforts in Santa Clara County, the VTA, in coordination with Santa Clara County cities, created a VMT Evaluation Tool in 2021. The tool is designed to assist local agencies in screening and estimating project-generated VMT for land uses in Santa Clara County, and calculating VMT reductions based on specific VMT-reducing practices. The most recent version of the tool was released in September 2021.

1.5.2 Signalized Intersection LOS Standards and Adverse Effect Criteria

The operations of signalized intersections are not generally considered a significant impact under CEQA. However, the City of Santa Clara includes intersection LOS standards in its General Plan. In addition, some intersections are designated CMP intersections and are required to be analyzed for consistency with the County's Congestion Management Program.

Signalized intersection operations are evaluated based on the appropriate jurisdiction's LOS standards (i.e., minimum threshold for acceptable operations). In the City of Santa Clara, acceptable LOS for signalized intersections is defined as LOS D or higher during the AM and PM peak hours. Intersections that are designated CMP intersections and those controlled by Santa Clara County have an LOS E acceptable standard. LOS standards for the intersections analyzed for this report are summarized in **Table 1-8.**

Table 1-8: Signalized Intersection LOS Standards

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

Source: Fehr & Peers, 2023.

City of Santa Clara Adverse Effect Criteria

Adverse effect at signalized City of Santa Clara intersections are defined to occur when the addition of project traffic causes one of the following:

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

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

City of San José Adverse Effect Criteria

The City of San José adopted updated CEQA impact criteria in February 2018 that remove LOS as a performance metric under CEQA. As a result, LOS information for City of San José intersections is presented for informational purposes only.

For purposes of this study, adverse effects at signalized City of San José intersections are defined to occur when the addition of project traffic causes one of the following:

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

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



Santa Clara County and Congestion Management Program Impact Criteria

The LOS standard for Santa Clara County expressway and Congestion Management Program (CMP) intersections is LOS E.[2] Traffic impacts at these intersections would occur when the addition of traffic associated with a project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbates unacceptable operations by increasing the average critical delay more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

1.5.3 Unsignalized Intersection LOS Standards and Adverse Effect Criteria

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e., all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and peak hour traffic signal warrants will be evaluated to determine if the existing intersection control is appropriate.

City of Santa Clara Adverse Effect Criteria

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

1.5.4 Freeway Segment LOS Standards and Impact Criteria

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

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

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

1.5.5 Pedestrian and Bicycle Impact Criteria

The City of Santa Clara has not officially adopted significance criteria for pedestrians and bicycles. Similarly, VTA CMP guidelines have no defined significance criteria. However, the City of Santa Clara *2010 – 2035 General Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the *General Plan* as a guide, adverse effects to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

1.5.6 Transit Impact Criteria

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

- Disrupts existing transit services or facilities;[3] or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

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

1.6 Report Organization

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

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

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

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

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

Chapter 5 – Cumulative Conditions presents the transportation impacts and adverse effects of the Project, identifies adverse effects, and presents associated proposed improvements under the Cumulative Conditions scenario.

Chapter 6 – Multimodal Evaluation identifies impacts of the Project on transit routes as well as pedestrian and bicycle conditions surrounding the project site.

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

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

2. Regional Framework

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

2.1 City of Santa Clara

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

2.1.1 Santa Clara General Plan Update 2010-2035

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

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

City of Santa Clara Bicycle Plan

The *City of Santa Clara Final Bicycle Plan Update* (2018) provides a bikeway planning and design tool. This plan contains the policy vision, design guidance, and specific recommendations to guide public and private investments in active transportation bicycle facilities and related programs. Existing and planned bicycle facilities in the Study Area are presented in **Chapter 3**.

City of Santa Clara Emergency Operations Plan

The City of Santa Clara Emergency Operations Plan (EOP) was adopted in January 2022 by the Santa Clara City Council (City of Santa Clara, 2022). An Emergency Operations Plan is required for each local government in California. The guidelines for the plan are from the Federal Emergency Management Agency (FEMA) and modified by the State Office of Emergency Services (OES). The purpose of the EOP is to provide the legal framework for the management of emergencies that affect the City and guidance for

the conduct of businesses during an emergency at the designated Emergency Operations Center (EOC). The Plan consists of two parts: the Basic Plan and the Annexes. The Basic Plan is a legal document that outlines how the City of Santa Clara fulfills its legal requirements for emergency management within its jurisdiction. The Annexes contain functional guidance for the operation of the EOC. The Annexes include a checklist to address functions during earthquakes, flooding, dam failure, or hazardous materials release. The Plan also includes operational data such as listings of resources, key personnel, and essential facilities needed for conducting emergency operations. The EOC would be activated under the following conditions:

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

Neighborhood Traffic Calming Program

The City of Santa Clara maintains a Neighborhood Traffic Calming Program (NTCP). The NCTP was established by the City in 1999 to address and resolve neighborhood traffic concerns and quality of life issues around issues including pedestrian safety, excessive cut-through traffic, speeding, parking control and prohibition, and limited site distance. The program provides a range of possible solutions to neighborhood traffic disruptions, organized by issue area. The NCTP aims to maintain a livable community, which include elements supporting security and safety of all residents and visitors, the sense of home and privacy, and the feeling of community identification (Santa Clara, 2021).

2.2 Countywide Agencies

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

2.2.1 Valley Transportation Authority (VTA)

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

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



VTA requires local jurisdictions to analyze impacts of new developments, or land use policy changes, on CMP facilities if they are expected to generate 100 or more new peak-hour trips. VTA developed the Transportation Impact Analysis Guidelines (March 2009), which were adopted by all cities and the County, to provide local jurisdictions with a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP system. VTA updated the Transportation Impact Analysis Guidelines in 2014 which are the basis of the transportation impact analysis for this Project.

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

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

- Transit Sustainability Policy and Service Design Guidelines: VTA's Transit Sustainability Policy (TSP) is a ridership-based policy that provides a framework for the efficient expenditure of transit funds. It is intended to assist the VTA Board of Directors with its decision-making process by making available the most complete information possible regarding options, costs, benefits, and trade-offs for various transit projects and service proposals prior to a selection of mode and funding decisions. The Service Design Guidelines associated with the TSP were developed to evaluate and make recommendations regarding design, implementation, and monitoring of the performance of transit services in the region, as well as ensuring planning decisions are equitable, systematic, and timely (VTA 2017).
- Complete Streets Program: VTA, in a collaborative effort with its member agencies and partner agencies, California Department of Transportation (Caltrans), the Sant Clara County Health Department, and the Metropolitan Transportation Commission (MTC), developed a Complete Streets Program for Santa Clara County. The main objective of this program is to formulate a process for instituting incremental "complete street" improvements in Santa Clara County. In 2017, VTA initiated the Complete Streets Program by beginning a series of corridor studies in Santa Clara County. The VTA, in collaboration with the cities of Santa Clara, San José, Sunnyvale and Milpitas, recently initiated a Complete Street Corridor Study along Tasman Drive that will develop conceptual designs of improvements to accommodate bicyclists, pedestrians, transit passengers and vehicles, and other vehicles. The study evaluated 7 miles of Tasman Drive and Great Mall Parkway from Morse Avenue in Sunnyvale to Montague Expressway in Milpitas. The



goal is to advance Complete Streets improvements and to evaluate and enhance the existing travel times, signal timings, multimodal access, safety, and connectivity.

- Safe Routes to Transit: VTA recently developed its Pedestrian Access to Transit Plan, the first countywide pedestrian plan for Santa Clara County. VTA is working with community members and stakeholders to identify projects, such as pedestrian bridge, streetscape improvement, bicycle and pedestrian path, street crossing, and sidewalk projects that will improve the safety and comfort of those who ride VTA trains and buses. Ultimately, the plan will include a list of projects that can be funded through local, State, or federal funding. This study is in progress is expected to be adopted in early 2018. One project in Santa Clara is to implement a bicycle and pedestrian crossing over the Caltrain and UPRR tracks which is intended to eliminate illegal at-grade crossings, provide safer crossing of railroad tracks, increase ridership on Caltrain, and improve bicycle and pedestrian network connectivity to San José Airport.
- Santa Clara Countywide Bicycle Plan: The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in Valley Transportation Plan (VTP) 2040. VTA adopted the latest Santa Clara Countywide Bicycle Plan in 2018. The Plan includes a planned bicycle network with multiple routes of countywide or intercity significance. As well as goals to enhance safety, connectivity, and bicycle friendly programs and initiatives.

2.2.2 County of Santa Clara

Roadways in unincorporated areas of Santa Clara County, as well as all of the County expressways, are under the auspices of the Santa Clara County Roads and Airports Department. Department staff members are responsible for maintaining and operating all of the expressways and all of the streets that are located on County property.

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

2.3 State and Regional Regulatory Framework

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

2.3.1 State Regulations – California Department of Transportation (Caltrans)

Caltrans has authority over the State highway system, including freeways, interchanges, and arterial State Routes. Caltrans requirements are described in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002), which covers the information needed for Caltrans to review the impacts on state highway facilities including freeway segments. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County. Caltrans programs and plans are described below.



Statewide Transportation Improvement Program

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

California Transportation Plan 2025

The California Transportation Plan (CTP) 2025 was adopted in 2006 and later updated in 2007 and 2016. The Plan, overseen by Caltrans, serves as a blueprint for California's transportation system defined by goals, policies, and strategies to meet the State's future mobility needs. The goals defined in the plan fall into three categories: social equity, prosperous economy, and quality environment. Each goal is tied to performance measures. In turn, members from regional and metropolitan planning agencies report to Caltrans these performance measures (State of California, 2007). The CTP 2030 Addendum (2007) updated the CTP 2025, to comply with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This federal law authorized transportation funding through 2009 and established new requirements for statewide and metropolitan transportation planning. Caltrans approved an update of the CTP in 2016 that extended the CTP to 2040.

AB 32 and SB 375

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB or Board) is coordinating the response to comply with AB 32 and is required to update the scoping plan at least every five years. In 2008, CARB defined its 1990 baseline level of emissions. In 2011, it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect on January 1, 2012. On December 11, 2008, CARB adopted its Proposed Climate Change Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. The first update to the Scoping Plan, approved in 2014, presented an update on the program and its progress toward reducing GHG emissions by 80 percent below 1990 levels by 2020. The first update established the groundwork for the goals set forth in Executive Orders S-3-05 and B-16-2012 and identified the need to create a 2030 mid-term target. The second update to the Scoping Plan, approved in 2017, establishes the goals and actions needed to meet the 2030 GHG thresholds. The third update to the Scoping Plan, approved on December 15, 2022,assessed the progress toward achieving 2030 targets and to establish a framework to achieve carbon neutrality by 2045.

SB 375 became law effective on January 1, 2009 and prompts California regions to reduce GHG emissions from cars and light trucks. There are four major components to SB 375. First, SB 375 requires regional GHG emissions targets. CARB's Regional Targets Advisory Committee will guide the adoption of targets to



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

Complete Streets (AB 1358)

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

SB 743

With the passage of SB 743 in 2013, level of service (LOS) is no longer a criterion for identifying significant transportation impacts under the California Environmental Quality Act (CEQA). The Technical Advisory regarding "Evaluating Transportation Impacts in CEQA" circulated by the Governor's Office of Planning and Research in November 2017 states that the new focus of transportation impacts will be vehicle miles traveled (VMT) and induced travel. VMT is the number of vehicles multiplied by the distance traveled by each vehicle and is a measure of the transportation system's impact on the climate, the environment, and human health. As of July 2020, transportation impacts of new projects were required to use VMT as a metric instead of LOS.

2.3.2 Regional Regulations

This section describes regional transportation agencies and plans.

Metropolitan Transportation Commission

Metropolitan Transportation Commission (MTC) is the Bay Area's regional transportation planning agency and federally designated MPO. MTC is responsible for preparing the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan that is updated every three years to reflect new planning priorities and changing projections of future growth and travel demand. The long-range plan



must be based on a realistic forecast of future revenues, and the transportation projects taken as a whole must help improve regional air quality. The Commission also screens requests from local agencies for State and federal grants for transportation projects to determine compatibility with the RTP.

Plan Bay Area 2050

Plan Bay Area is overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's SCS and the Regional Transportation Plan, integrating transportation and land-use strategy to manage greenhouse gas emissions and plan for future population growth. The Regional Transportation Plan and SCS includes policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas." In 2021, *Plan Bay Area 2050* was adopted by ABAG and the MTC. Major transit projects included in *Plan Bay Area 2050* include the BART extension to San José /Santa Clara; further Caltrain service enhancements; enhanced service along the Amtrak Capitol Corridor; and improvements to local and express bus services.

FOCUS Program: Priority Development Areas

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

Bay Area Air Quality Management District (BAAQMD)

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

3. Existing Conditions

This chapter describes the Existing Conditions of the roadway system, pedestrian facilities, bicycle facilities, and transit service near the Project site. It also presents existing volumes and operations for study intersections and freeway segments with level of service results. The discussion of existing pedestrian, bicycle, and transit facilities is confined to a smaller study area than shown on **Figure 1-1** to account for the shorter acceptable walking and cycling distances. Because the Covid-19 pandemic dramatically affected transportation demand and traffic patterns, pre-pandemic traffic volumes are used in this analysis. Existing conditions for other modes are based on 2022 conditions.

3.1 Existing Roadway Network

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

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

adjacent to the Project site and connects directly to Great America Way-Yerba Buena Way to the north. Union Pacific railroad tracks with Amtrak and ACE commuter rail passenger service and high-voltage power lines run along the west (southbound) side of the street.

Other major streets in the Study Area are described below**:**

- **Montague Expressway** is an eight-lane divided expressway that connects to US 101 south of the Project site. Montague Expressway begins at I-880 in North San José and transitions into San Tomas Expressway south of US 101. There is one westbound HOV lane on Montague Expressway beginning at O'Toole Avenue / McCarthy Boulevard and ending at the US 101 Lafayette Bridge overcrossing. The westbound HOV lane operates on weekday mornings only between 6:00 AM and 9:00 AM. There is one eastbound HOV lane on Montague Expressway beginning at Mission College Boulevard and ending at O'Toole Avenue/McCarthy Boulevard. The eastbound HOV lane operates from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM on weekdays only.
- **Lick Mill Boulevard** is a four-lane north-south arterial located between Tasman Drive and Montague Expressway. It runs through residential areas on the border between Santa Clara and San José. Lick Mill Boulevard is proposed to be extended north of Tasman Drive through the Tasman East area to connect with the future City Place development to the north.
- **North First Street** is a four-lane north-south arterial with center-running, at-grade light-rail. North First Street connects downtown San José to North San José. It is located east of the Project site and terminates north of SR 237.

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

- **Calle Del Mundo** is a two-lane east-west local street that extends east from Lafayette Street and connects with Calle De Luna forming a short, half-mile loop.
- **Calle De Luna** is a two-lane east-west local street located immediately south of Calle Del Mundo off of Lafayette Street. Both Calle Del Mundo and Calle De Luna are lined with single-level office/industrial buildings surrounded by surface level parking lots.
- **Calle Del Sol** is a four-lane north-south street that extends between Calle De Luna and Tasman Drive. Together, Calle Del Sol with Calle De Luna function as an access route connecting Tasman Drive and Lafayette Street.

Existing Truck Routes

The Santa Clara General Plan highlights the importance of the movement of trucks and freight through the City's transportation network while recognizing the need to protect neighborhoods from adverse noise and vibration impacts. Truck travel is focused along the City of Santa Clara's arterials and is discouraged on local and collector streets, except for deliveries to destinations that can only be accessed by those streets. Truck routes near the site include Tasman Drive and Lafayette Street. Based on field observations, the proportion of truck traffic on Tasman Drive and Lafayette Street is similar to other major street corridors in the City.



3.2 Existing Intersection and Freeway Operations

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

3.2.1 Existing Intersection Volumes and Lane Geometries

Existing Intersection Volumes

Available intersection counts were obtained from Transportation Analyses (TAs) conducted for other projects in the area. These counts were compared against recent counts in the area and found to be valid for analysis purposes. As part of the update, 2018 and 2019 count data were available for the following intersections:

- Great America Parkway / Great America Way
- Great America Parkway / Tasman Drive
- Lafayette Street / Hogan Drive
- Lafayette Street / Hope Drive
- Lafayette Street / Agnew Road
- Lafayette Street / Montague Expressway WB
- Tasman Drive / Calle Del Sol
- Tasman Drive / Lick Mill Boulevard
- Lick Mill Boulevard / Hope Drive
- Lick Mill Boulevard / Montague Expressway

For intersections without 2018 or 2019 count data, weekday morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak period intersection turning movement counts from May 2017 were used for the following locations:

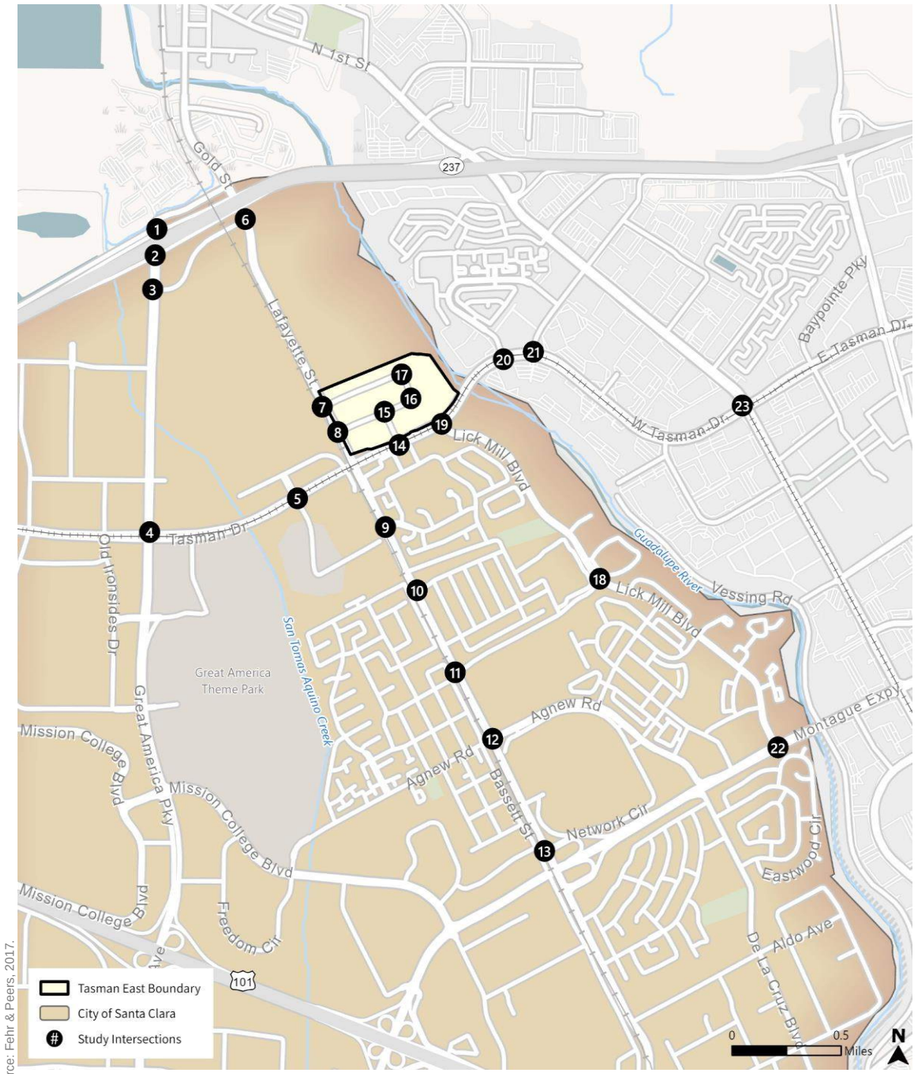
- Great America Parkway / WB 237 Ramps
- Great America Parkway / WB 237 Ramps
- Centennial Boulevard / Tasman Drive
- Lafayette Street / Great America Way
- Lafayette Street / Calle Del Mundo
- Lafayette Street / Calle De Luna
- Lafayette Street / Calle De Primavera
- Calle Del Sol / Calle De Luna
- Renaissance Drive / Tasman Drive
- Vista Montana / Tasman Drive
- Tasman Drive / 1st Street

In addition, there are two study intersections that do not currently exist: Lick Mill Boulevard / Calle De Luna and Lick Mill Boulevard / Calle Del Mundo. Traffic volumes for these intersections are based on City of Santa Clara traffic model forecasts.

Available traffic count data can be found in **Appendix B**. The AM and PM peak hour intersection volumes for Existing Conditions are presented on **Figure 3-1.**

Existing Lane Geometries

Existing lane configurations and signal controls were obtained through field observations. The existing lane configurations and traffic controls are also presented on **Figure 3-1**.

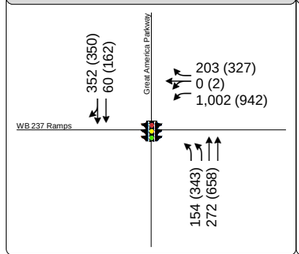


Source: Fehr & Peers, 2017.

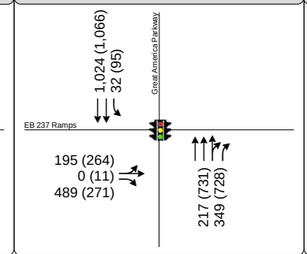
LEGEND

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

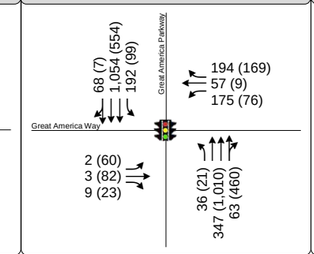
1. Great America Parkway/WB 237 Ramps



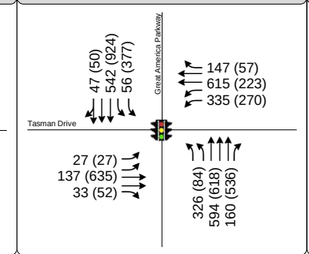
2. Great America Parkway/EB 237 Ramps



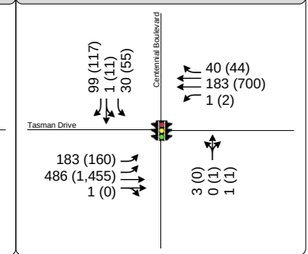
3. Great America Parkway/Great America Way



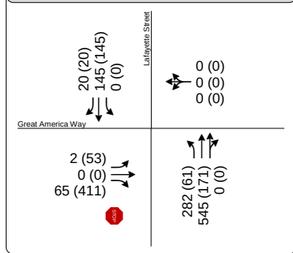
4. Great America Parkway/Tasman Drive



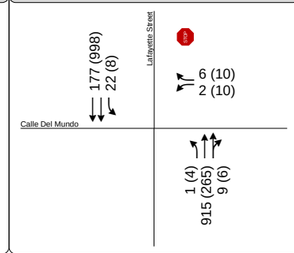
5. Centennial Boulevard/Tasman Drive



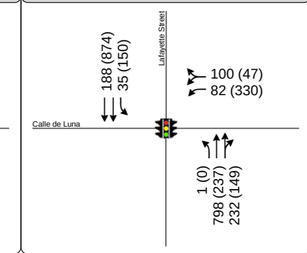
6. Lafayette Street/Great America Way



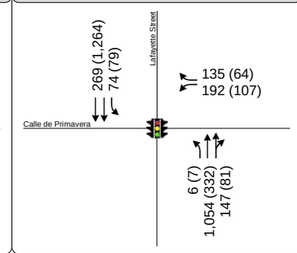
7. Lafayette Street/Calle Del Mundo



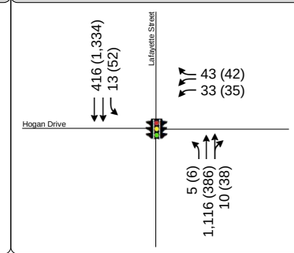
8. Lafayette Street/Calle de Luna



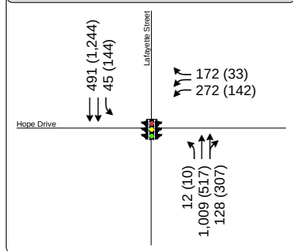
9. Lafayette Street/Calle de Primavera



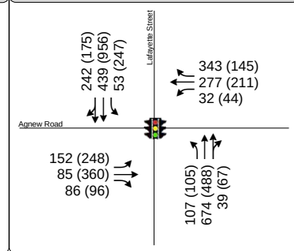
10. Lafayette Street/Hogan Drive



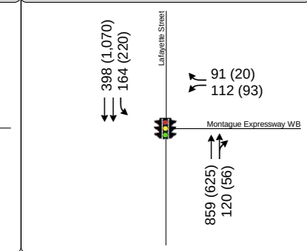
11. Lafayette Street/Hope Drive



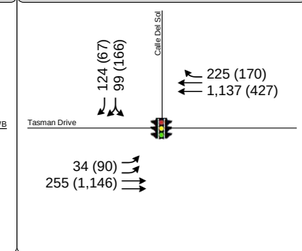
12. Lafayette Street/Agnew Road



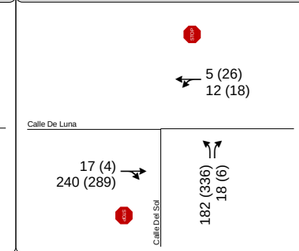
13. Lafayette Street/Montague Expressway WB



14. Calle Del Sol/Tasman Drive



15. Calle Del Sol/Calle De Luna



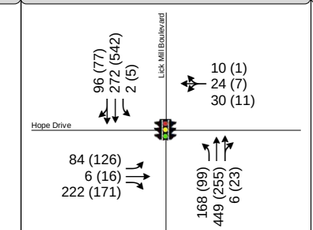
16. Lick Mill Boulevard/Calle De Luna

Future Intersection

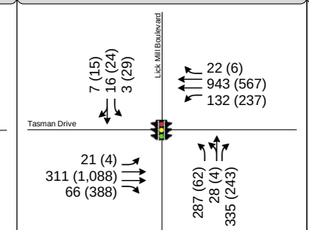
17. Lick Mill Boulevard/Calle Del Mundo

Future Intersection

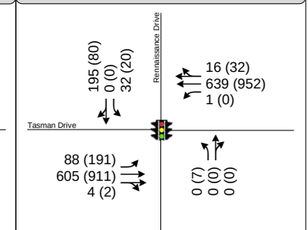
18. Lick Mill Boulevard/Hope Drive



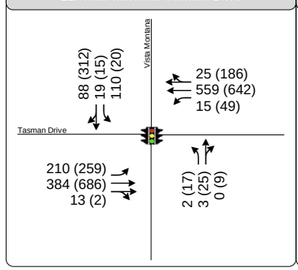
19. Lick Mill Boulevard/Tasman Drive



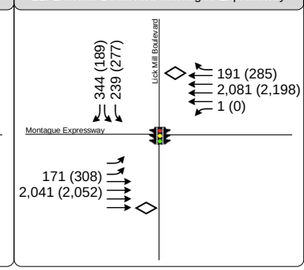
20. Rennaissance Drive/Tasman Drive



21. Vista Montana/Tasman Drive



22. Lick Mill Boulevard/Montague Expressway



23. 1st Street/Tasman Drive

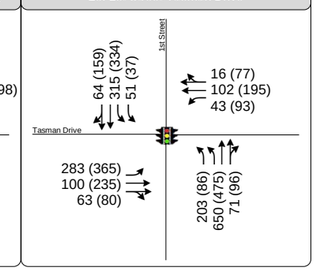


Figure 3-1
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

3.2.2 Existing Intersection Operations

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The results are presented in **Table 3-1. Appendix B** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that all study intersections currently operate at acceptable levels during peak hours.

When compared with prior counts, all intersections with 2018 and 2019 traffic volume data continue to operate at acceptable levels during peak hours. All intersections showed no substantial changes compared to results reported in the original 2018 Specific Plan.

Table 3-1: Existing Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing	
						Delay[3]	LOS[4]
#1	Great America Parkway / WB SR 237 Ramps	Signal	San José (CMP)	E	AM PM	13.2 17.8	B B
#2	Great America Parkway / EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	10.8 17.6	B B
#3	Great America Parkway / Great America Way*	Signal	Santa Clara	D	AM PM	25.4 19.6	C B-
#4	Great America Parkway / Tasman Drive*	Signal	Santa Clara (CMP)	E	AM PM	42.0 28.4	D C
#5	Tasman Drive / Centennial Boulevard	Signal	Santa Clara	D	AM PM	31.0 19.9	C B-
#6	Lafayette Street / Great America Way	Unsignalized (Side-street Stop)	Santa Clara	N/A	AM PM	9.6 12.1	A B
#7	Lafayette Street / Calle Del Mundo	Unsignalized (Side-street Stop)	Santa Clara	N/A	AM PM	14.1 12.7	B B
#8	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	14.8 18.8	B B-
#9	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	16.4 11.1	B B+
#10	Lafayette Street / Hogan Drive*	Signal	Santa Clara	D	AM PM	10.5 10.5	B+ B+
#11	Lafayette Street / Hope Drive*	Signal	Santa Clara	D	AM PM	22.8 15.4	C+ B
#12	Lafayette Street / Agnew Road*	Signal	Santa Clara	D	AM PM	31.3 33.3	C C-

Table 3-1: Existing Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing	
						Delay[3]	LOS[4]
#13	Lafayette Street / Montague Expressway WB*	Signal	Santa Clara County	E	AM PM	26.3 21.4	C C+
#14	Tasman Drive / Calle Del Sol	Signal	Santa Clara	D	AM PM	13.3 17.0	B B
#15	Calle De Luna / Calle Del Sol*	Unsignalized (Side-street stop/yield)	Santa Clara	N/A	AM PM	13.7 21.2	B C
#16	Calle De Luna / Lick Mill Boulevard	Future Intersection	Santa Clara	N/A	AM PM	N/A	N/A
#17	Calle Del Mundo / Lick Mill Boulevard	Future Intersection	Santa Clara	N/A	AM PM	N/A	N/A
#18	Lick Mill Boulevard / Hope Drive*	Signal	Santa Clara	D	AM PM	30.4 26.5	C C
#19	Tasman Drive / Lick Mill Boulevard*	Signal	Santa Clara	D	AM PM	28.7 26.4	C C
#20	Tasman Drive / Renaissance Drive	Signal	San José	D	AM PM	18.0 11.5	B- B+
#21	Tasman Drive / Vista Montana	Signal	San José	D	AM PM	19.7 23.5	B- C
#22	Lick Mill Boulevard / Montague Expressway*	Signal	Santa Clara County	E	AM PM	27.4 24.5	C C
#23	Tasman Drive / 1st Street	Signal	San José	D	AM PM	35.5 39.2	D+ D

Notes:

1. Intersection jurisdiction(s) (with Level of Service threshold):
   SC = City of Santa Clara (LOS D threshold)
   SJ =San José (LOS D)
   CMP = VTA Congestion Management Program intersection (LOS E).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized and side-street stop-controlled intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 Highway Capacity Manual.

* symbol indicates intersections with updated 2018 and 2019 count data for LOS and delay outputs.
Source: Fehr & Peers, 2023.f

3.2.3 Existing Freeway Segment Operations

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

Table 3-2: Existing Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
SR-237								
US 101 to Mathilda Avenue	EB	AM	2	0	40	-	D	-
		PM	2	0	121	-	**F**	-
	WB	AM	2	0	51	-	E	-
		PM	2	0	82	-	**F**	-
Mathilda Avenue to North Fair Oaks Avenue	EB	AM	2	1	33	12	D	B
		PM	2	1	100	96	**F**	**F**
	WB	AM	3	0	89	-	**F**	-
		PM	3	0	84	-	**F**	-
North Fair Oaks Avenue to Lawrence Expressway	EB	AM	2	1	33	19	D	C
		PM	2	1	115	62	**F**	**F**
	WB	AM	2	1	95	93	**F**	**F**
		PM	2	1	61	38	**F**	D
Lawrence Expressway to Great America Parkway	EB	AM	2	1	32	18	D	B
		PM	2	1	101	69	**F**	**F**
	WB	AM	2	1	103	82	**F**	**F**
		PM	2	1	27	15	D	B
Great America Parkway to N. First Street	EB	AM	2	1	32	21	D	C
		PM	2	1	106	64	**F**	**F**
	WB	AM	2	1	92	84	**F**	**F**
		PM	2	1	38	14	D	B
N. First Street to Zanker Road	EB	AM	2	1	45	15	D	B
		PM	2	1	72	47	**F**	E
	WB	AM	2	1	98	70	**F**	**F**
		PM	2	1	45	11	D	A
Zanker Road to McCarthy Boulevard	EB	AM	2	1	28	15	D	B
		PM	2	1	42	28	D	D
	WB	AM	2	1	115	74	**F**	**F**
		PM	2	1	32	17	D	B
McCarthy Boulevard to I-880	EB	AM	2	1	21	7	C	A
		PM	2	1	20	38	C	D
	WB	AM	2	1	113	65	**F**	**F**
		PM	2	1	20	9	C	A

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

Bold text indicates unacceptable operations based on VTA's LOS E Standard.
Source: *2016 Monitoring and Conformance Report*, VTA.

3.3 Pedestrian Facilities

Pedestrians are most vulnerable when crossing roadways, since they are exposed to vehicular traffic. Crosswalks designate the pedestrian crossing space and make pedestrians more visible to drivers. Good quality and appropriate placement of crosswalks help to improve pedestrian safety. Long roadway crossings, particularly where pedestrians must cross several lanes of traffic, increase exposure to traffic, thus potentially increasing the risk of collisions. The pedestrian environment was observed at the rail stations that directly serve the Project site and on the connecting roadways between the Project site and the rail stations and other nearby destinations (e.g., Levi's Stadium and the Santa Clara Convention Center).

Pedestrian Access on Connecting Roadways

Pedestrian connectivity immediately surrounding the Tasman East area is provided by a mostly complete network of sidewalks and crosswalks. Sidewalks are present along the north and south sides of Tasman Drive between Great America Parkway and the Guadalupe River Trail except for a gap along the north side between Centennial Boulevard and Calle Del Sol. Lafayette Street has sidewalks on the east side. Sidewalks are only provided at a few locations on the roadways within the Tasman East site; the north side of Calle de Luna, between Lafayette Street and Calle Del Sol, and on the east side of Calle Del Sol.

Pedestrian Access to Transit

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

Planned Pedestrian Improvements

Santa Clara General Plan (2010)

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

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

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

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

Tasman East Specific Plan Amendment #1 (2020)

On November 17, 2020, the City adopted an Amendment to the *Tasman East Specific Plan* (Specific Plan Amendment #1), which allows for the street extension of Calle Del Sol between Calle De Luna and Calle Del Mundo to be replaced with a pedestrian and bicycle paseo and to allow for additional methods of site-wide transportation demand management measures.

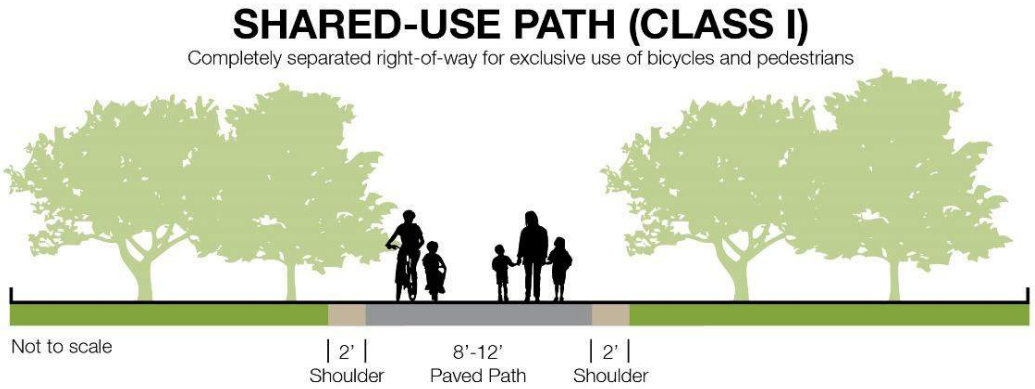
As a result, the Calle Del Sol / Calle De Luna intersection may remain a T-intersection in the future. The pedestrian and bicycle paseo could also be used as a limited access vehicle driveway on the north leg of Calle Del Sol, depending on how individual parcels to the north of Calle De Luna are developed.

3.4 Bicycle Facilities

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

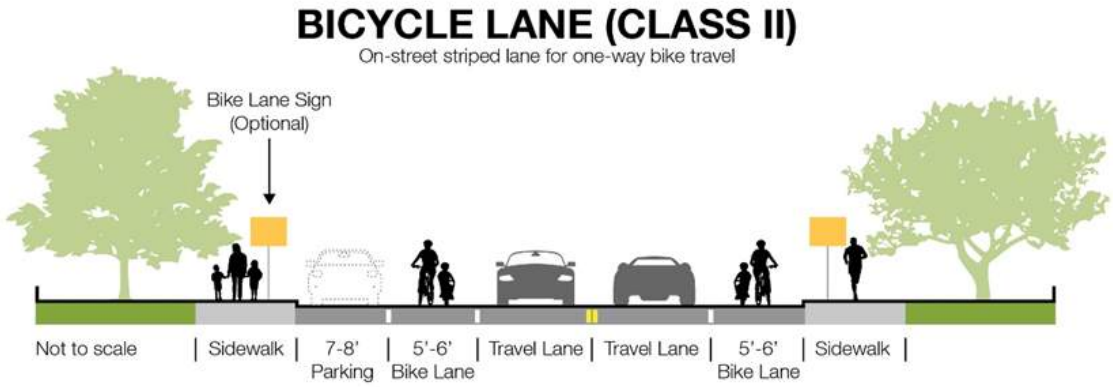
Class I Bikeways (Shared-Use Paths)

Class I bikeways provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



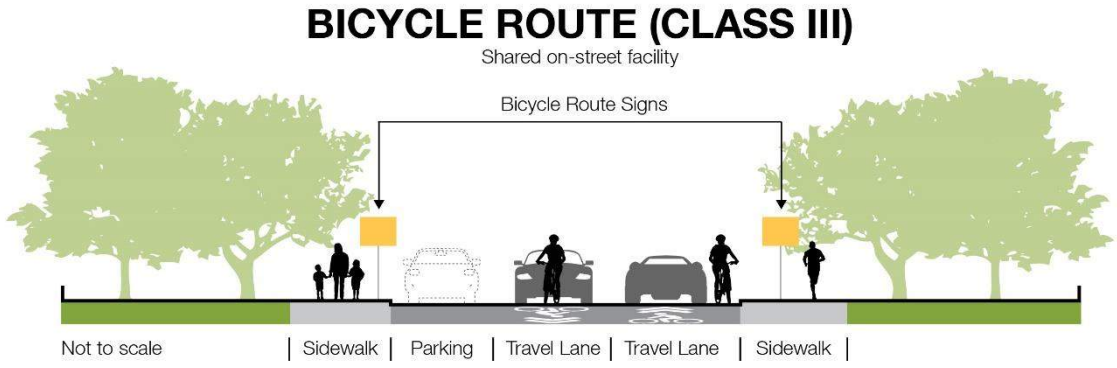
Class II Bikeways (Bike Lanes)

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



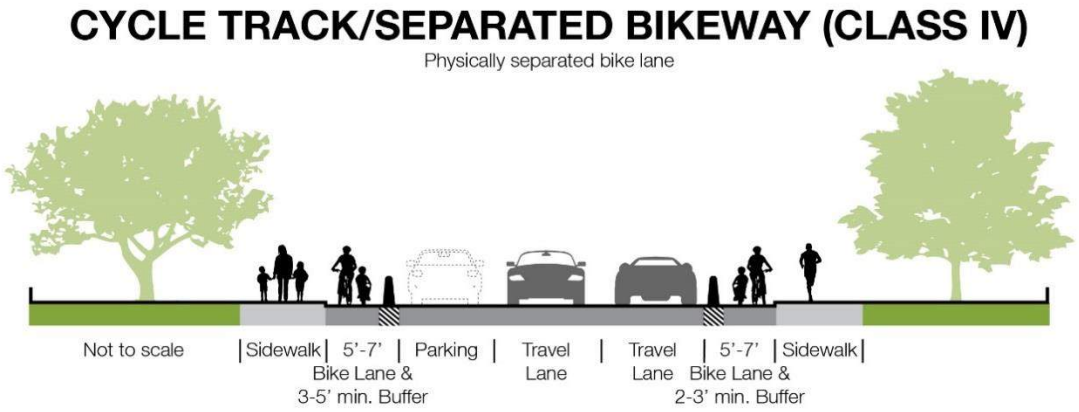
Class III Bikeways (Bike Routes)

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



Class IV Bikeways (Cycletracks or Protected Bike Lanes)

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



3.4.2 Existing Bicycle Facilities

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

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

3.4.3 Planned Bicycle Improvements

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

- City of Santa Clara Bicycle Plan *Update* (2018)
    - Lick Mill Boulevard (Class IV) – Tasman Drive to Montague Expressway
    - Patrick Henry Drive/Old Ironsides Drive (Class IV) – Tasman Drive
    - Bike Detections added at Tasman Drive and Great America Parkway

- Tasman Drive Buffered Bike Lanes (Class IV) from Calabazas Creek to Guadalupe River

- *Santa Clara Countywide Bicycle Plan (2018)*
  - Potential Bicycle and Pedestrian Undercrossing at West Channel Trail at SR 237
  - Potential Bicycle and Pedestrian Undercrossing at West Channel Trail at Tasman Drive
- *San José Better Bike Plan (2025)*
  - W Tasman Drive (Class IV) from Guadalupe River Trail to Zanker Road
  - E Tasman Drive (Class IV) from Zanker Road to Milpitas City Limits
  - Renaissance Drive and Vista Montaña (Class II)



Source: VTA (https://data.vta.org/search)

- Project Parcel Boundaries
- City of Santa Clara
- Bicycle & Pedestrian Bridge/Under Crossing
- Unpaved Class I Bicycle Path
- Class I Bicycle Path
- Class II Bicycle Lane
- Class III Bicycle Route
- VTA Light Rail Route

Figure 3-2

Existing and Planned Bicycle Facilities in the Study Area

Date: 11/4/2022

3.5 Existing Transit Service

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

- **Santa Clara Valley Transportation Authority (VTA):** VTA provides light rail, bus and paratransit service to Santa Clara County, including the City of Santa Clara. VTA is governed by a 12-member Board of Directors. Light rail trains operate at 15, 20, and 60-minute frequencies depending on the time of day. VTA bus routes generally operate between 5:00 AM and 1:00AM.
- **Caltrain:** Caltrain provides inter- and intra-county commuter rail service from San Francisco County in the north through San Mateo County to Santa Clara County. The Peninsula Corridor Joint Powers Board operates Caltrain 365 days a year with reduced schedules on major U.S. holidays. Weekday trains are a mix of Baby Bullets, Limited, and Local trains. The nearest Baby Bullet Station is San José Diridon. The Lawrence Caltrain Station (137 San Zeno Way, Sunnyvale) and the Santa Clara Caltrain Station (1001 Railroad Avenue, Santa Clara) are closest to the Project site, while the San José Diridon Station (65 Cahill Street) is located just outside the Study Area, closer to downtown San José.
- **Altamont Corridor Express (ACE):** ACE provides passenger rail service across the Altamont corridor, extending between San José and Stockton and stops at the Santa Clara/Great America Station (5099 Stars & Stripes Drive). ACE trains connect to Caltrain at the Santa Clara and San José Diridon Stations. The San Joaquin Regional Rail Commission (SJRRC) is the owner and operator of ACE services. ACE's hours of operation for westbound trains are 4:20 AM to 9:17 AM. Eastbound trains operate between 3:35 PM and 8:50 PM. Trains depart approximately every hour during service hours.
- **Capitol Corridor:** Capitol Corridor provides intercity passenger rail service to Sacramento, Oakland, and San José with Amtrak Thruway bus connections to nearby cities and includes a stop at the Santa Clara/Great America station. Capitol Corridor trains operate between 4:30 AM and 11:30 PM. Trains depart about every hour to two hours during the weekdays. The Capitol Corridor is managed by the Capitol Corridor Joint Powers Authority (CCJPA), a partnership of six Local transit agencies in the eight-county service area. BART provides daily management support to the CCJPA, and trains are operated by Amtrak. Capitol Corridor stations also include the Santa Clara station shared with Caltrain (1001 Railroad Avenue, Santa Clara) and the San José Diridon Station.

3.5.1 Local Transit Network Connectivity

The following transit systems serve the Study Area: VTA, Caltrain, Amtrak Capital Corridor, and Altamont Commuter Express (ACE). The operating hours and frequencies for the routes in the Study Area are detailed in **Table 3-3.** The Project site is within walking distance of the Lick Mill VTA light rail station, located on Tasman Drive between Calle Del Sol and Lick Mill Boulevard. The Project site also is within walking distance of the Great America VTA light rail station, located on the east side of the intersection of



Tasman Drive and Great America Parkway. Transit service at this station provides access to the Santa Clara Convention Center, Great America amusement park, Levi's Stadium, and area hotels.

The Tasman East area is directly served by commuter rail to San José, Stockton and Sacramento at the Great America Amtrak Station (Lafayette Street just north of Tasman Drive). Amtrak Capitol Corridor commuter rail provides service to Sacramento (via the East Bay) and San José, running approximately every 60 to 90 minutes throughout the day. Altamont Commuter Express (ACE) runs four trains that connect to San José in the morning and to Stockton (via the East Bay) in the evening.

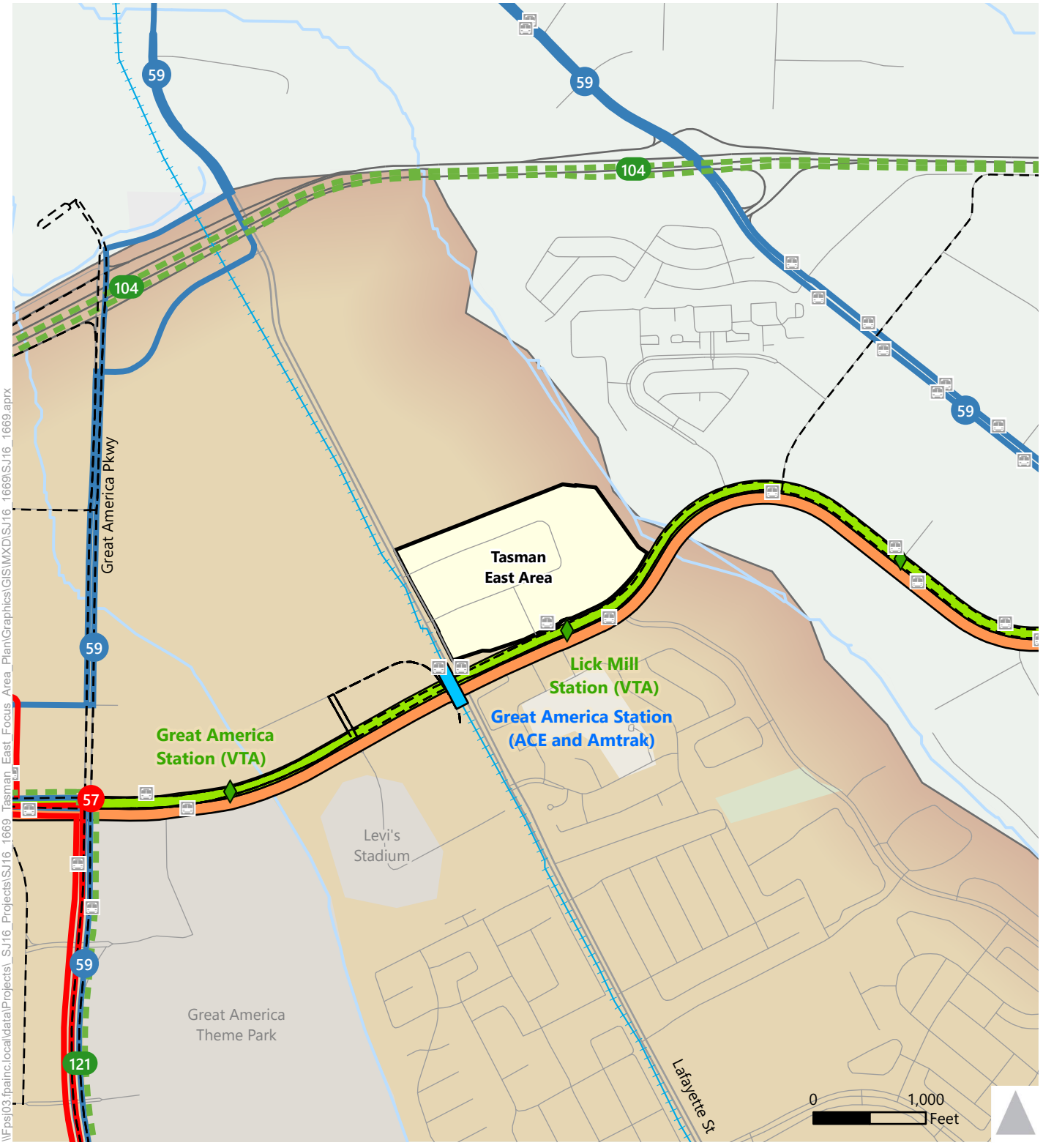
Eight shuttles connect the commuter rail station to major employers in Silicon Valley during commute hours. Several VTA bus routes, including VTA routes 57 and 59, operate on nearby corridors but do not directly serve the Tasman East area.

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

Table 3-3: Existing Transit Service by Route

Route	Operating Hours	Peak Headway	Average Annual Weekday Boardings for Entire Route
Santa Clara Valley Transportation Authority (VTA) – Light Rail[1]			
Green Line (Winchester-Old Ironsides)	5:00 AM – 12:00 AM	15 min.	11,470
Orange Line (Alum Rock-Mountain View)	5:00 AM – 12:00 AM	15 min.	N/A (new route since 2019)
Amtrak[2]			
Capitol Corridor	6:55 AM – 8:35 PM	90 min.	1,274
Altamont Corridor Express (ACE)[3]			
ACE	6:20 – 9:45 AM 3:35 – 6:40 PM	60 min.	5,100 5,020
Shuttles[4]			
Gray Shuttle: 822	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	220 266
Green Shuttle: 823	6:15 – 9:05 AM 3:40 – 6:40 PM	60 min.	117 127
Orange Shuttle: 824	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	101 114
Purple Shuttle: 825	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	136 147
Red Shuttle: 826	6:15 – 9:10 AM 3:40 – 6:40 PM	60 min.	188 245
Yellow Shuttle: 827	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	194 276
Brown Shuttle: 828	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	155 175
Violet Shuttle: 831	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	129 163

Sources:
1. Santa Clara Valley Transportation Authority Historical Ridership – Total Boardings by Month (2019)
2. Amtrak Capitol Corridor Monthly Performance Report (2022)
3. Altamont Corridor Express (2016)
4. Altamont Corridor Express (2014)



Source: VTA (https://data.vta.org/search)

- Project Boundaries
- City of Santa Clara
- ACE & Capitol Corridor Station
- VTA Light Rail Stations
- Bus Stops
- VTA Local Bus Service
- VTA Frequent Bus Route
- VTA Express Bus Service
- Shuttle - ACE
- VTA Light Rail: Green
- VTA Light Rail: Orange

Figure 3-3

Existing Transit Service in Study Area

Date: 11/4/2022

VTA Transit Service Changes

VTA has no specific plans to increase bus and light rail service in the Tasman East area during commute hours, but it does have a standard policy of improving frequency and extending operating hours when operating funds become available. VTA in mid-2017 adopted its "Next Network" transit plan which aims to improve transit frequencies on several core transit routes in the VTA system outside of the immediate Tasman East area. The VTA Board of Directors has adopted a 2019 New Transit Service Plan which was released for public comments in January and February of 2019. Additionally, VTA's BART Silicon Valley Extension Program (BSV) plans to expand BART service in Santa Clara County and include transit oriented development, multimodal transportation connectivity, and roadway, utility, and environmental improvements. Phase 1 began in 2012 and opened for passenger service in June 2020.

Rail Transit Service Changes

In 2018, Amtrak Capitol Corridor introduced new California Everyday Discounts for Seniors, Passengers with Disabilities, and Students. This program is in coordination with the two intercity rail services, San Joaquins and the Pacific Surfliner. Amtrak Capitol Corridor is following a temporarily reduced schedule due to COVID-19. In January 2022, Amtrak Capitol Corridor reduced service between San José and Oakland on weekdays from seven round trips to six round trips.

In March 2020, ACE announced to suspend the Saturday Service Pilot Program due to consistent reduction in ridership due to COVID-19. All weekday round-trips remain in operation.

3.5.2 Public and Private Shuttle Connections

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

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

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

3.6 Project Traffic

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

3.6.1 Trip Generation

The trip generation methodology is described in Chapter 1. The amount of traffic generated by the project land uses was estimated by applying ITE regression equations along with trip internalization and site context reductions from the MXD+ model. Trip reductions also include a 5 percent transit use reduction and 10 percent TDM reduction consistent with the 2018 Tasman East Specific Plan's TDM requirements. With reductions, the amount of net-added traffic is estimated to be 6,118 daily vehicle trips with 525 in the AM peak hour and 492 in the PM peak hour, as shown in **Table 3-4.**

Table 3-4: Project Vehicle Trip Generation

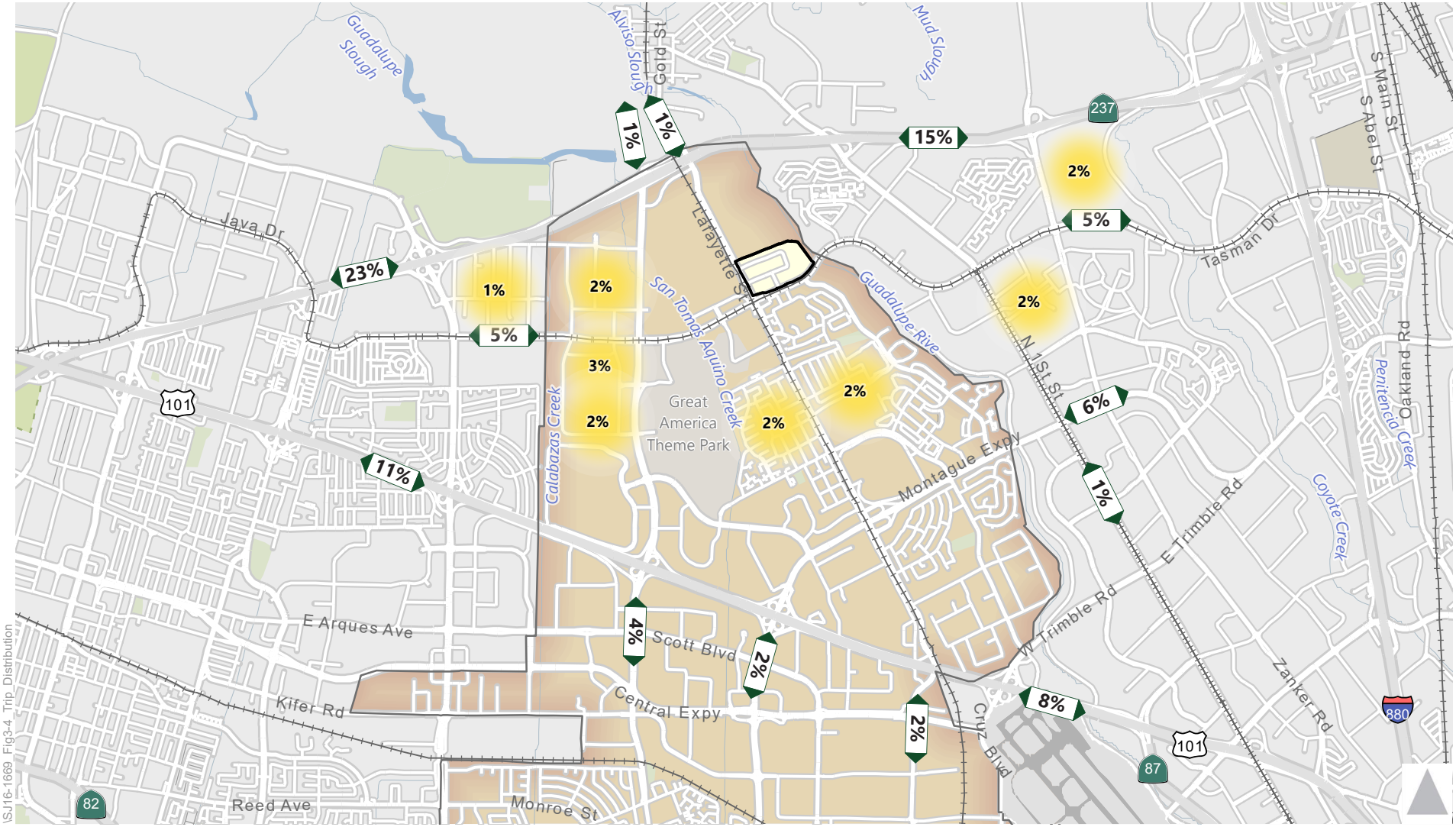
Land Uses	ITE Code	Units	Quantity	Daily Trips	AM			PM		
					In	Out	Total	In	Out	Total
Proposed Uses										
Strip Retail Plaza (<40k) (Adj Streets, 7-9A, 4-6P)	822	KSF	20	1,074	27	18	45	64	64	128
Day Care Center (Adj Streets, 7-9A, 4-6P)	565	KSF	10	476	58	52	110	52	59	111
Multifamily Housing (Mid- Rise) Not Close to Rail Transit (Adj Streets, 7-9A, 4-6P)	221	Dwelling Units	1,500	7,109	149	499	648	357	228	585
General Office Building (Adj Streets, 7-9A, 4-6P)	710	KSF	20	286	37	5	42	7	37	44
Total Added Trips				**8,945**	**271**	**574**	**845**	**480**	**388**	**868**
MXD % Reduction				24%		31%			37%	
MXD Trip Reductions				(2,147)	(84)	(178)	(262)	(178)	(144)	(321)
Net New Project Trips without TDM				**6,798**	**187**	**396**	**583**	**302**	**244**	**547**
Tasman East Required TDM % Reduction				10%		10%			10%	
TDM Trip Reductions				(680)	(19)	(40)	(58)	(30)	(24)	(55)
Net New Project Trips with TDM Reduction				**6,118**	**168**	**356**	**525**	**272**	**220**	**492**

Source: Fehr & Peers, 2023.

3.6.2 Trip Distribution and Assignment

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

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



\SJ16-1669 Fig3-4 Trip_Distribution

Tasman East Boundary

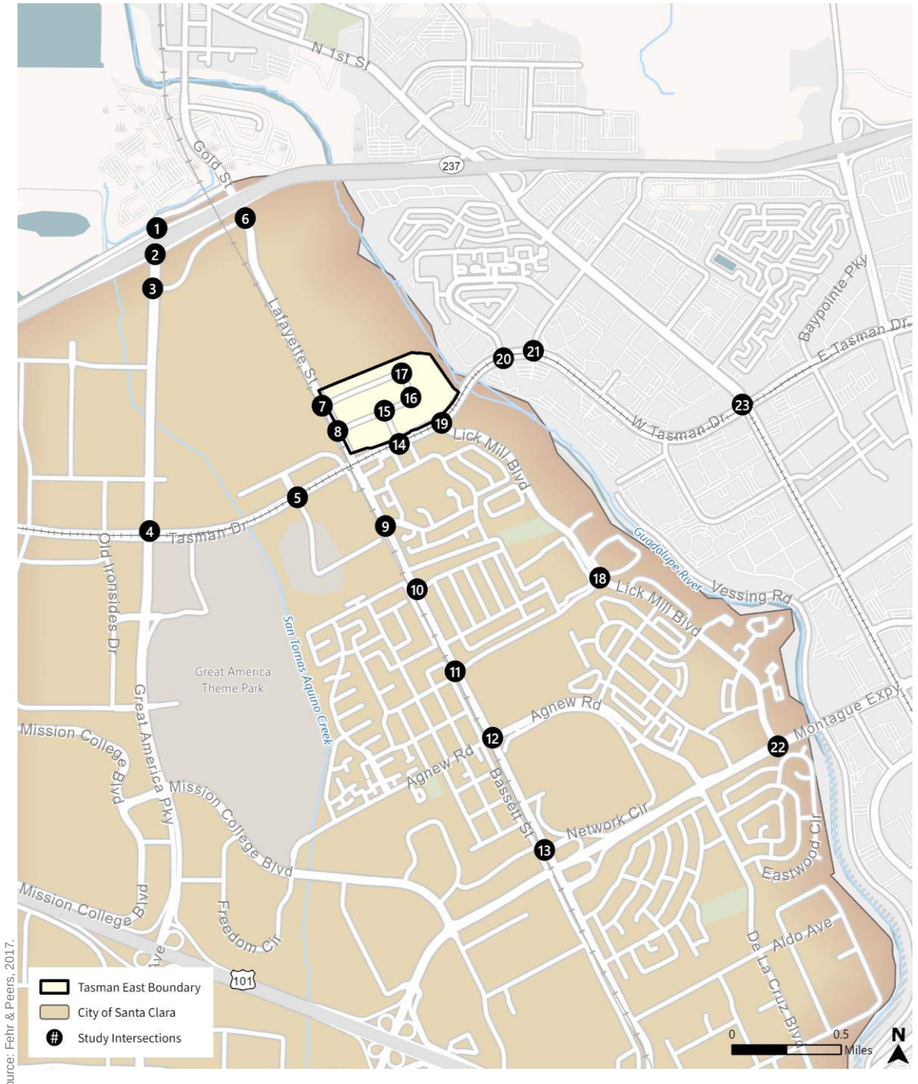
City of Santa Clara

XX% Road Distribution Percentages

XX% Area Distribution Percentages

Figure 3-4

Trip Distribution



Source: Fehr & Peers, 2017.

LEGEND

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

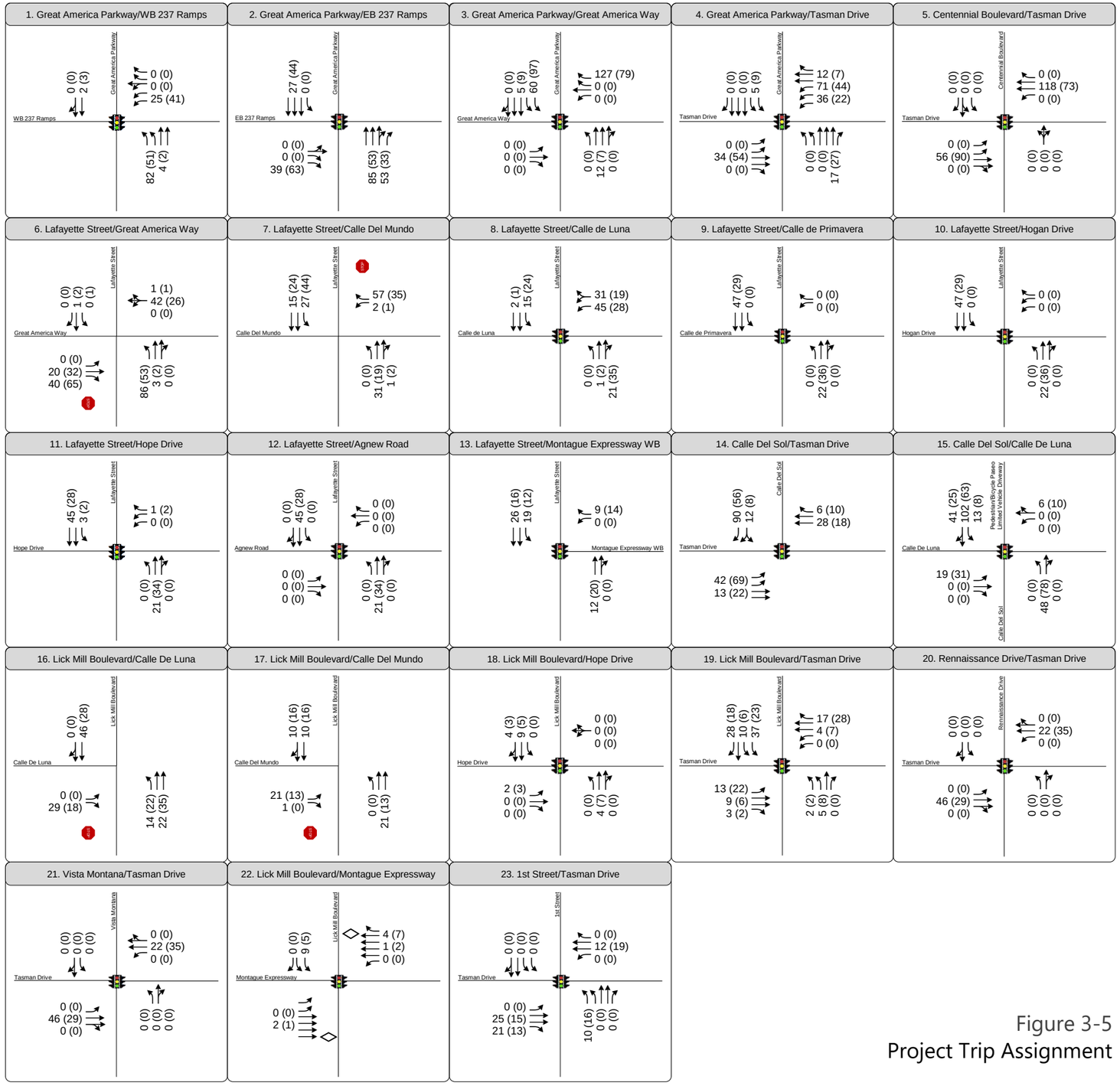


Figure 3-5
Project Trip Assignment

3.6.3 Existing Plus Project Freeway Segment Levels of Service

Freeway segment levels of service were analyzed during the AM and PM peak hours with the addition of Project traffic. Fifteen percent of Project trips were assumed to use HOV lanes, with the remainder using mixed flow lanes. **Table 3-5** and **Appendix B** presents the operations of study freeway segments under Existing Plus Project Conditions, along with estimated traffic densities and service levels. Because freeway data is based on 2016 conditions, Existing Plus Project Conditions do not include traffic associated with buildout of the previously-approved Tasman East Specific Plan. The table shows that several mixed-flow and HOV lanes would exceed the thresholds of significance during the AM and PM peak hours.

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

- SR 237 Eastbound:
    - US 101 to Mathilda Avenue (PM peak hour)
    - Mathilda Avenue to North Fair Oaks Avenue (PM peak hour)
    - North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
    - Lawrence Expressway to Great America Parkway (PM peak hour)
    - North First Street to Zanker Road (PM peak hour)
- SR 237 Westbound:
    - Great America Parkway to Lawrence Expressway (AM peak hour)
    - Lawrence Expressway to North Fair Oaks Avenue (AM and PM peak hours)
    - North Fair Oaks Avenue to Mathilda Avenue (AM and PM peak hours)
    - Mathilda Avenue to US 101 (PM peak hour)

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

- SR 237 Eastbound:
    - Mathilda Avenue to North Fair Oaks Avenue (PM peak hour)
    - North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
    - Lawrence Expressway to Great America Parkway (PM peak hour)
- SR 237 Westbound:
    - Great America Parkway to Lawrence Expressway (AM peak hour)

Table 3-5: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour[1]	Capacity		Existing No Project Conditions				Existing Plus Project Conditions					
					Density[2]		LOS[3]		Project Trips Added		Density[2]		% v/c Increase	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR-237														
US 101 to Mathilda Avenue	EB	AM	4,600	-	40	-	D	-	13	-	40	-	0.30	-
		PM	4,600	-	**121**	-	**F**	-	22	-	**122**	-	0.50	-
	WB	AM	4,600	-	51	-	E	-	28	-	51	-	0.64	-
		PM	4,600	-	**82**	-	**F**	-	18	-	**82**	-	0.41	-
Mathilda Avenue to North Fair Oaks Avenue	EB	AM	4,600	1,650	33	12	D	B	16	3	33	12	0.35	0.18
		PM	4,600	1,650	**100**	**96**	**F**	**F**	26	5	**101**	**96**	0.57	0.30
	WB	AM	6,900	-	**89**	-	**F**	-	40	-	**90**	-	0.58	-
		PM	6,900	-	**84**	-	**F**	-	25	-	**84**	-	0.36	-
North Fair Oaks Avenue to Lawrence Expressway	EB	AM	4,600	1,650	33	19	D	C	23	4	33	19	0.50	0.24
		PM	4,600	1,650	**115**	**62**	**F**	**F**	37	7	**117**	**62**	0.80	0.42
	WB	AM	4,600	1,650	**95**	**93**	**F**	**F**	**48**	9	**97**	**94**	**1.04**	0.55
		PM	4,600	1,650	**61**	38	**F**	D	31	5	**62**	38	0.67	0.30
Lawrence Expressway to Great America Parkway	EB	AM	4,600	1,650	32	18	D	B	33	6	32	18	0.72	0.36
		PM	4,600	1,650	**101**	**69**	**F**	**F**	**54**	9	**103**	**69**	**1.17**	0.55
	WB	AM	4,600	1,650	**103**	**82**	**F**	**F**	**70**	12	**106**	83	**1.52**	0.73
		PM	4,600	1,650	27	15	D	B	43	8	27	15	0.93	0.48
Great America Parkway to N. First Street	EB	AM	4,600	1,650	32	21	D	C	45	8	32	21	0.98	0.48
		PM	4,600	1,650	**106**	**64**	**F**	**F**	28	5	**107**	**64**	0.61	0.30
	WB	AM	4,600	1,650	**92**	**84**	**F**	**F**	21	4	**93**	**84**	0.46	0.24
		PM	4,600	1,650	38	14	D	B	35	6	38	14	0.76	0.36
N. First Street to Zanker Road	EB	AM	4,600	1,650	45	15	D	B	31	6	45	15	0.67	0.36
		PM	4,600	1,650	**72**	47	**F**	E	20	3	**72**	47	0.43	0.18
	WB	AM	4,600	1,650	**98**	**70**	**F**	**F**	15	3	**99**	**70**	0.33	0.18
		PM	4,600	1,650	45	11	D	A	25	4	45	11	0.54	0.24
Zanker Road to McCarthy Boulevard	EB	AM	4,600	1,650	28	15	D	B	22	4	28	15	0.48	0.24
		PM	4,600	1,650	42	28	D	D	14	2	42	28	0.30	0.12
	WB	AM	4,600	1,650	**115**	**74**	**F**	**F**	11	2	**139**	**74**	0.24	0.12
		PM	4,600	1,650	32	17	D	B	17	3	39	17	0.37	0.18
McCarthy Boulevard to I-880	EB	AM	4,600	1,650	21	7	C	A	15	3	22	7	0.33	0.18
		PM	4,600	1,650	20	38	C	D	9	2	21	38	0.20	0.12
	WB	AM	4,600	1,650	**113**	**65**	**F**	**F**	8	1	**114**	**65**	0.17	0.06
		PM	4,600	1,650	20	9	C	A	12	2	20	9	0.26	0.12

Notes: **Bold** text indicates unacceptable operations based on VTA's threshold of LOS E.
Bold and highlighted indicates an adverse effect.

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

Freeway Segment Recommended Improvements

Potential improvements for freeway segments include capacity enhancements (such as adding travel lanes and auxiliary lanes) and operational improvements (such as ramp metering and express lanes). There are limited options to widen the affected freeway segments because of right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway because of increased capacity), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

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

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

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

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

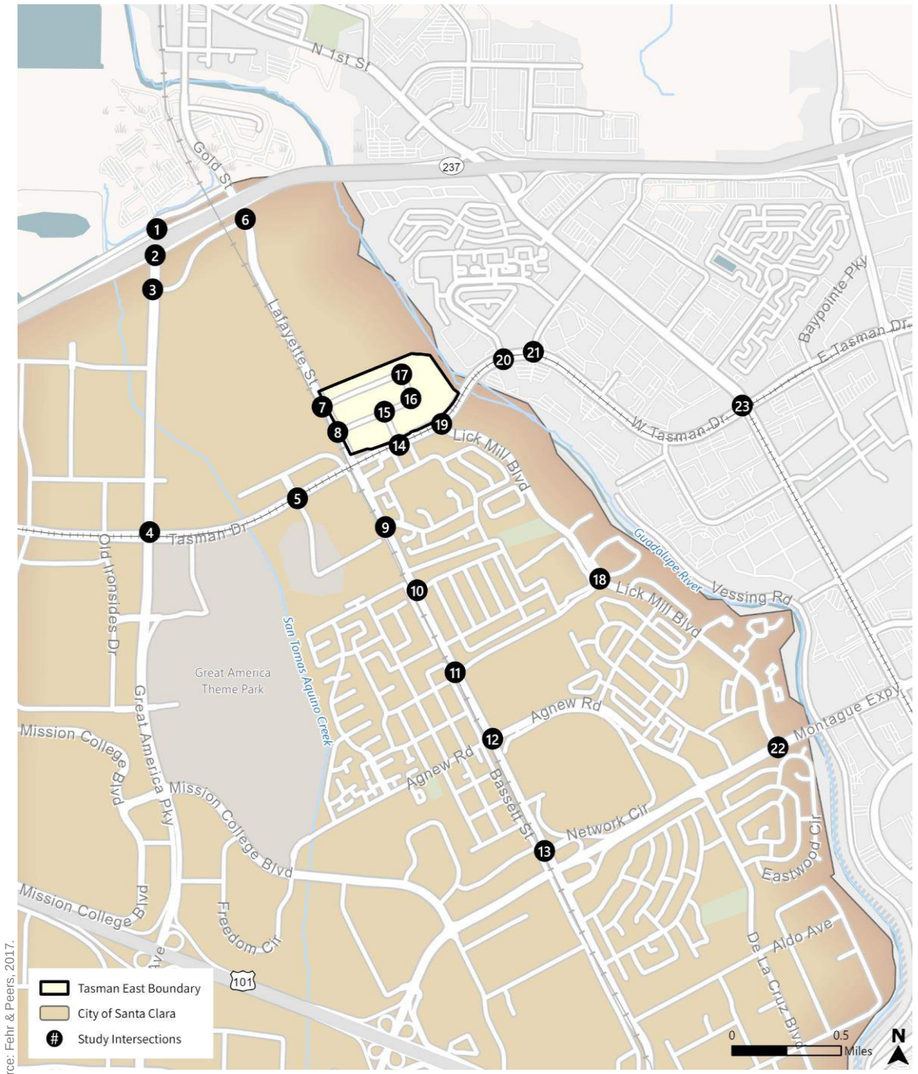
4. Background Conditions

This chapter presents the results of the intersection level of service calculations under Background Conditions both with and without the Project. Traffic volumes for Background No Project Conditions are based on the Year 2030 and comprise existing volumes plus traffic generated by "approved but not yet built" and "not occupied" developments to account for growth in the study area. Background Plus Project Conditions are defined as Background No Project Conditions plus traffic generated by the Project. Trip reductions were used for traffic generated by the Project to account for linking of the residential trips with office and retail trips generated by City Place.

4.1 Background No Project Traffic Volumes

Background traffic volumes were developed based on the citywide traffic model results used for the recently approved Freedom Circle Focus Area Plan. Land uses assumed in the model include Phases 1, 2, and 3 of the adjacent City Place development and previously approved trips from the current version of the Tasman East Specific Plan. Based on discussion with City staff, and to be consistent with other ongoing transportation evaluations in the City, several additional projects were also assumed to be completed for background conditions. This includes partial buildout of the Patrick Henry Drive Specific Plan, the Greystar project in the Freedom Circle Focus Area, as well as select other projects near Tasman East. **Appendix D** contains a list of projects assumed for Background Conditions

Trip generation estimates for projects not contained in the citywide model were obtained from their respective traffic reports. Trip estimates were added to the background volumes from the citywide model to represent Background Conditions, as shown in **Figure 4-1**.

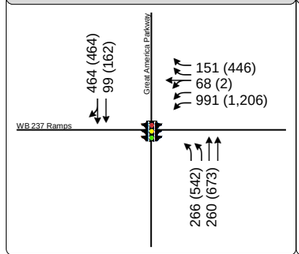


Source: Fehr & Peers, 2017.

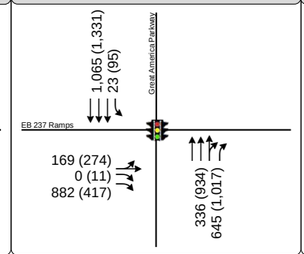
LEGEND

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

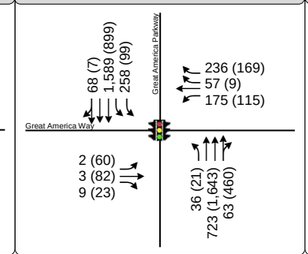
1. Great America Parkway/WB 237 Ramps



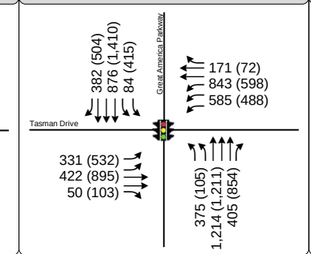
2. Great America Parkway/EB 237 Ramps



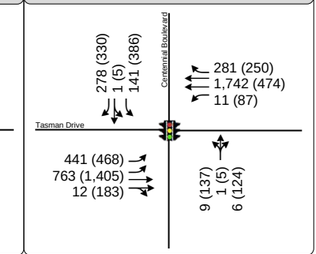
3. Great America Parkway/Great America Way



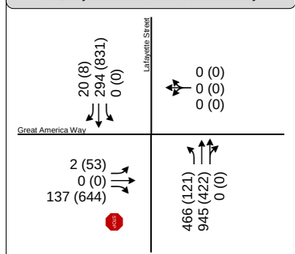
4. Great America Parkway/Tasman Drive



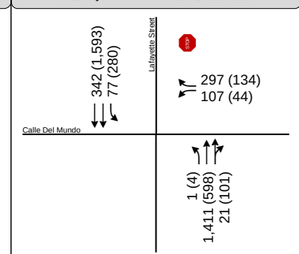
5. Centennial Boulevard/Tasman Drive



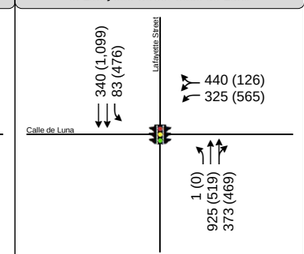
6. Lafayette Street/Great America Way



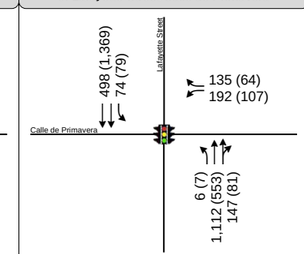
7. Lafayette Street/Calle Del Mundo



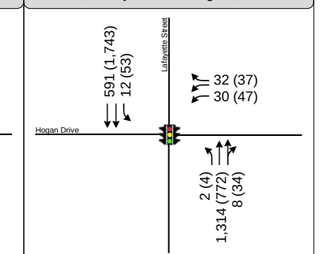
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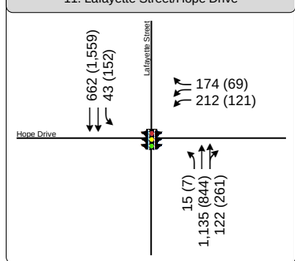
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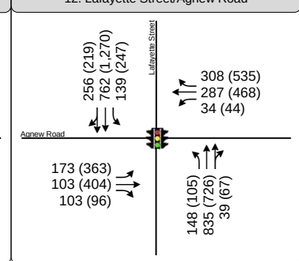
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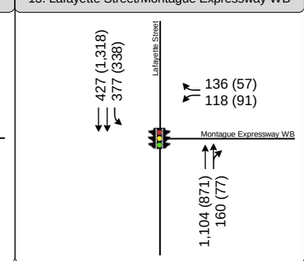
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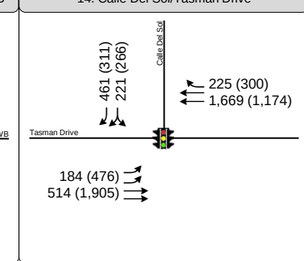
12. Lafayette Street/Agnew Road



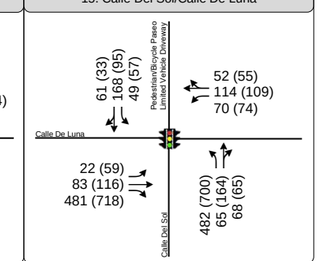
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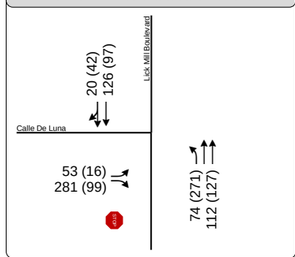
14. Calle Del Sol/Tasman Drive



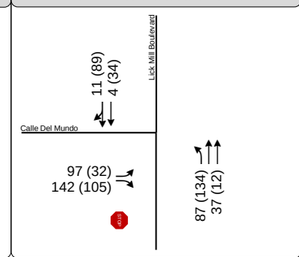
15. Calle Del Sol/Calle De Luna



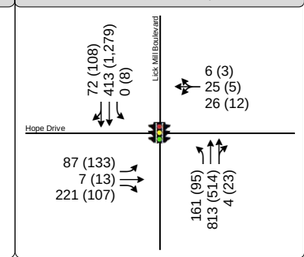
16. Lick Mill Boulevard/Calle De Luna



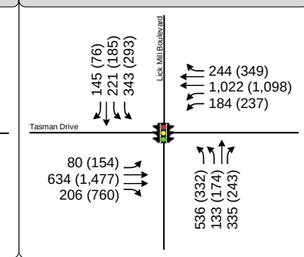
17. Lick Mill Boulevard/Calle Del Mundo



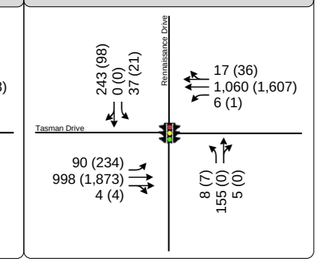
18. Lick Mill Boulevard/Hope Drive



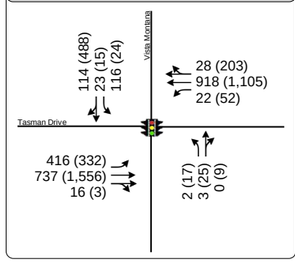
19. Lick Mill Boulevard/Tasman Drive



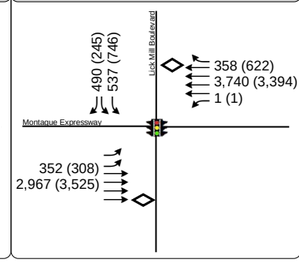
20. Rennaissance Drive/Tasman Drive



21. Vista Montana/Tasman Drive



22. Lick Mill Boulevard/Montague Expressway



23. 1st Street/Tasman Drive

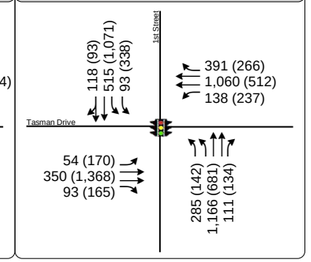


Figure 4-1
Peak Hour Traffic Volumes and Lane Configurations Background Conditions

4.2 Background No Project Roadway Improvements

The roadway network under Background Conditions was based on the planned and fully funded improvements identified by the City of Santa Clara, including improvements that are conditions of approval for City Place Phases 1, 2, and 3. Roadway improvements within the study area are summarized in **Table 4-1.**

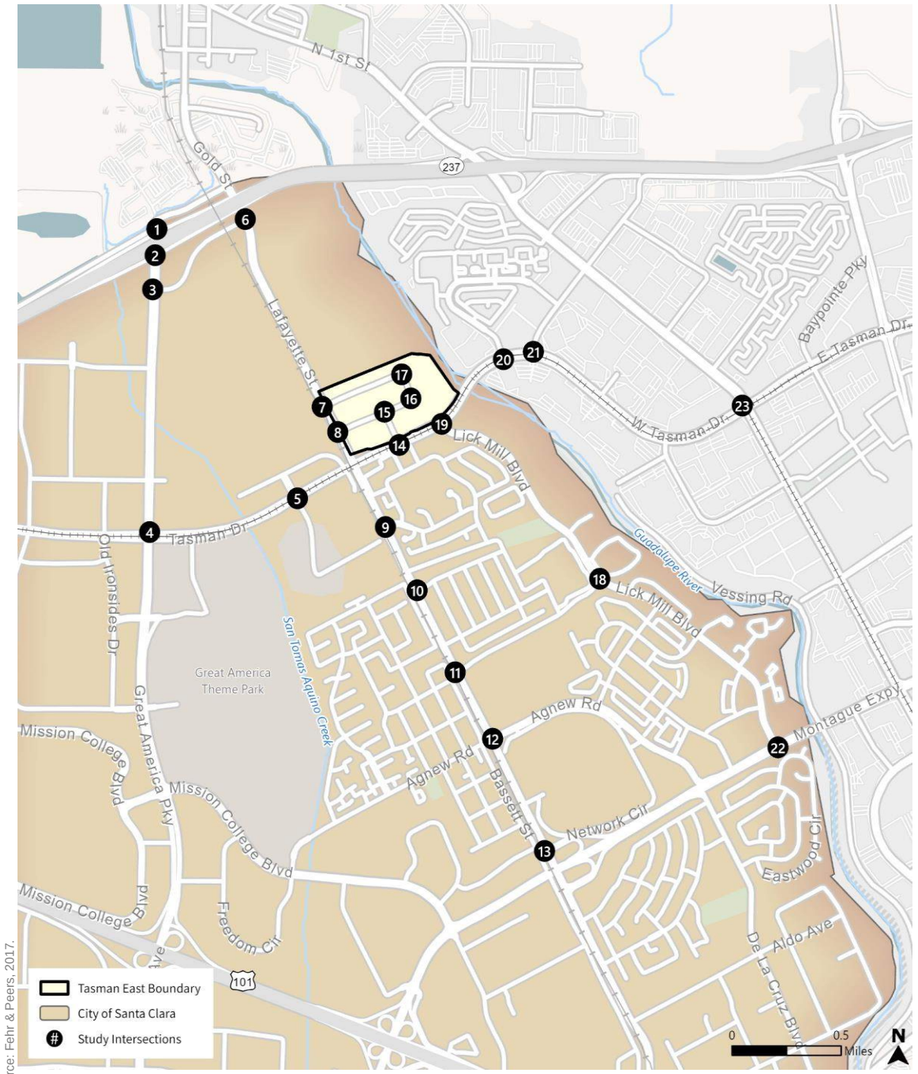
Table 4-1: Roadway Improvement Projects for Background Conditions

Intersection		Improvement	Source
1	Great America Parkway / WB SR 237 Ramps	Second westbound left-turn lane and third receiving lane. Second westbound right-turn lane	City Place
2	Great America Parkway / EB SR 237 Ramps	Third southbound through lane and second eastbound right-turn lane	City Place
3	Great America Parkway / Great America Way	Second westbound right –turn lane with overlap phase and second southbound left-turn lane	City Place
4	Great America Parkway / Tasman Drive	Third westbound left-turn lane. Reconfigured southbound approach to two left-turn lanes, three through lanes, and one right-turn lane	City Place
15	Calle De Luna / Calle Del Sol	Signalize. Reconfigured northbound, southbound, and eastbound approaches to one left-turn lane and one shared through-right lane, and eastbound approach to one left-turn lane, one through lane, and one right-turn lane. Southbound approach will be a pedestrian/bicycle paseo but could also allow limited driveway access to parcels north of Calle De Luna.	Original Tasman East Specific Plan
19	Tasman Drive / Lick Mill Boulevard	Reconfigured northbound and southbound approaches to two left-turn lanes, one through lane, and one right-turn lane, change phasing on northbound and southbound approaches from split to protected left-turn phasing. Second westbound left-turn lane	City Place
22	Lick Mill Boulevard / Montague Expressway	Third southbound left-turn lane	City Place

Source: Fehr & Peers, 2023.

4.3 Background Plus Project Traffic Volumes

The directions of approach and departure on **Figure 3-4** were used to assign the project traffic estimates for Background Plus Project conditions. The results are presented on **Figure 3-5**. The trip assignment was added to the background volumes, with modifications to the City Place Phase 1, 2, and 3 volumes to account for the interaction with Tasman East, to establish volumes under Background Plus Project Conditions as shown on **Figure 4-2.**

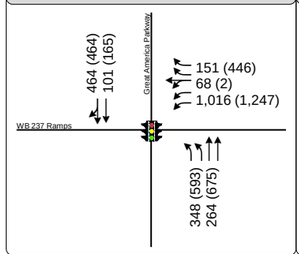


Source: Fehr & Peers, 2017.

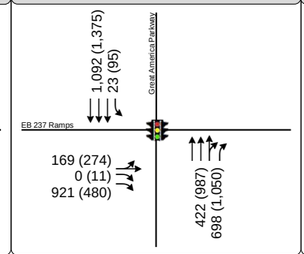
LEGEND

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

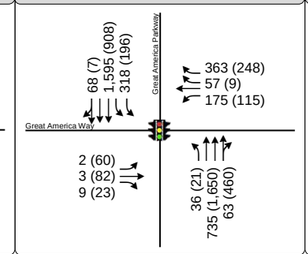
1. Great America Parkway/WB 237 Ramps



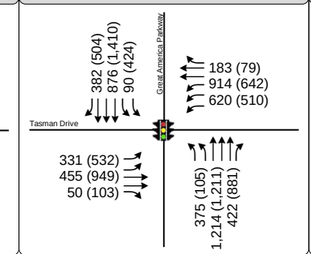
2. Great America Parkway/EB 237 Ramps



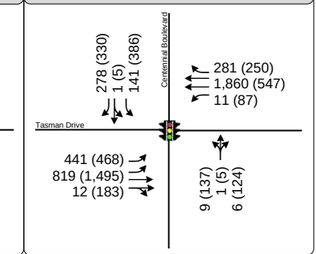
3. Great America Parkway/Great America Way



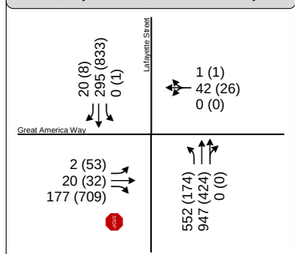
4. Great America Parkway/Tasman Drive



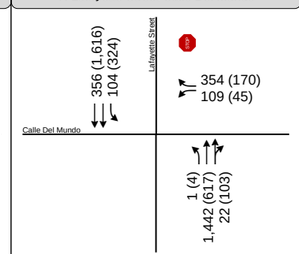
5. Centennial Boulevard/Tasman Drive



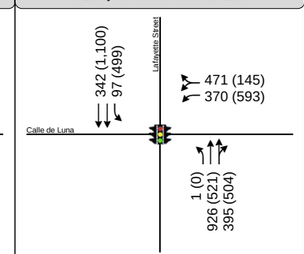
6. Lafayette Street/Great America Way



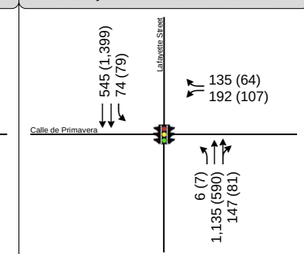
7. Lafayette Street/Calle Del Mundo



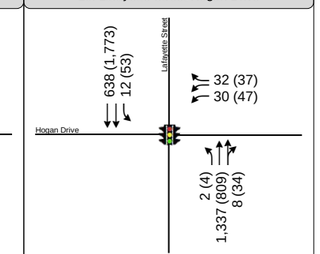
8. Lafayette Street/Calle de Luna



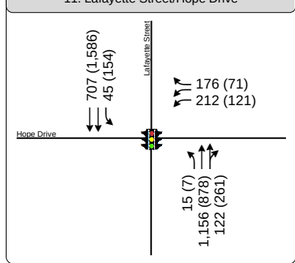
9. Lafayette Street/Calle de Primavera



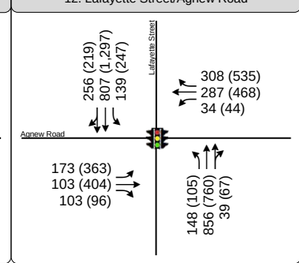
10. Lafayette Street/Hogan Drive



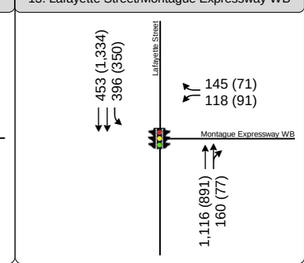
11. Lafayette Street/Hope Drive



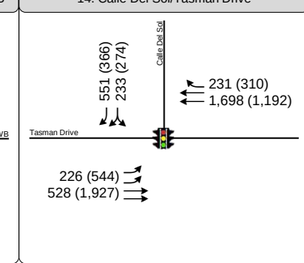
12. Lafayette Street/Agnew Road



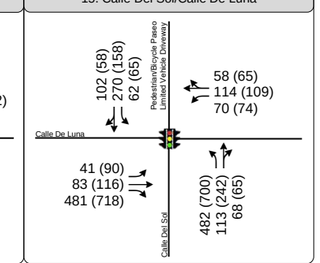
13. Lafayette Street/Montague Expressway WB



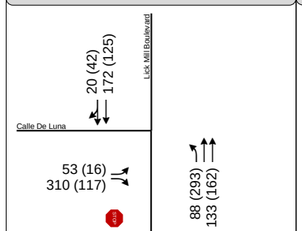
14. Calle Del Sol/Tasman Drive



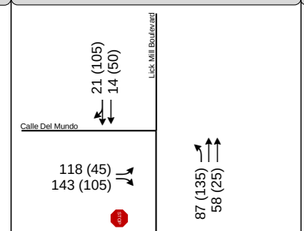
15. Calle Del Sol/Calle De Luna



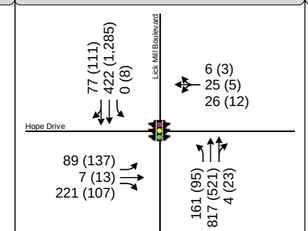
16. Lick Mill Boulevard/Calle De Luna



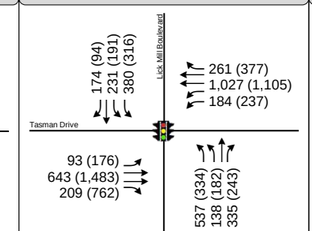
17. Lick Mill Boulevard/Calle Del Mundo



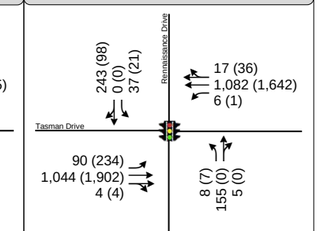
18. Lick Mill Boulevard/Hope Drive



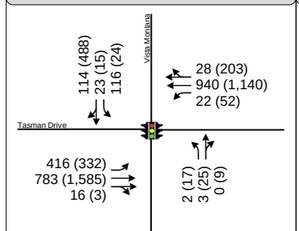
19. Lick Mill Boulevard/Tasman Drive



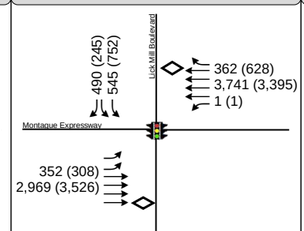
20. Rennaissance Drive/Tasman Drive



21. Vista Montana/Tasman Drive



22. Lick Mill Boulevard/Montague Expressway



23. 1st Street/Tasman Drive

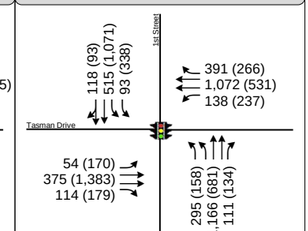


Figure 4-2
Peak Hour Traffic Volumes
and Lane Configurations
Background Plus Project Conditions

4.4 Background Intersection Levels of Service

Intersection levels of service were calculated for Background and Background Plus Project Conditions. **Table 4-2** shows the delays, LOS and changes in critical volume-to-capacity ratio and delay used to identify adverse intersection effects under Background Plus Project Conditions that are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix B**.

The peak hour traffic signal warrant results for Intersection # 6 Lafayette Street / Great America Way and Intersection #7 Lafayette Street / Calle Del Mundo are contained in **Appendix C**.

Table 4-2: Background Intersection LOS Results

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#1	Great America Parkway / WB SR 237 Ramps	Signal	San José (CMP)	E	AM PM	14.5 20.5	B C+	15.5 21.2	B C+	+0.035 +0.027	+1.1 +0.9
#2	Great America Parkway / EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	8.6 18.0	A B	8.3 18.1	A B-	+0.017 +0.024	-0.5 +0.3
#3	Great America Parkway / Great America Way	Signal	Santa Clara	D	AM PM	21.8 18.0	C+ B	22.2 19.1	C+ B-	+0.001 +0.038	-0.0 +1.4
#4	Great America Parkway / Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	47.1 43.5	D D	47.6 48.2	D D	+0.020 +0.037	+0.3 +9.8
#5	Tasman Drive / Centennial Boulevard	Signal	Santa Clara	D	AM PM	27.6 35.9	C D+	28.5 37.3	C D+	+0.034 +0.028	+1.4 +2.2
#6	Lafayette Street / Great America Way	Unsignalized	Santa Clara	N/A	AM PM	3.2 **114.3**	A **F**	**>180** **144.5**	**F** **F**	N/A	N/A
#7	Lafayette Street / Calle Del Mundo	Unsignalized	Santa Clara	N/A	AM PM	25.4 7.1	D A	**38.3** 10.1	**E** B	N/A	N/A
#8	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	29.1 28.8	C C	31.7 31.5	C C	+0.049 +0.049	+3.6 +5.0
#9	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	16.2 11.7	B B+	16.0 11.8	B B+	+0.007 +0.009	-0.0 +0.1
#10	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	8.1 9.0	A A	8.0 9.0	A A	+0.007 +0.008	-0.0 +0.0
#11	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	20.5 14.1	C+ B	20.4 14.2	C+ B	+0.009 +0.008	+0.2 +0.0
#12	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	33.7 **67.9**	C- **E**	33.8 **70.4**	C- **E**	+0.014 **+0.009**	+0.2 **+4.3**

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#13	Lafayette Street / Montague Expressway WB	Signal	Santa Clara	D	AM PM	35.5 22.8	D+ C+	35.9 23.1	D+ C	+0.015 +0.013	+1.0 +0.4
#14	Tasman Drive / Calle Del Sol	Signal	Santa Clara	D	AM PM	27.9 28.7	C C	31.7 31.4	C C	+0.056 +0.027	+5.0 +2.0
#15	Calle De Luna / Calle Del Sol	Signal	Santa Clara	D	AM PM	36.8 **81.0**	D+ **F**	46.5 **84.2**	D **F**	+0.088 **+0.054**	+13.5 **+7.4**
#16	Calle De Luna / Lick Mill Boulevard	Unsignalized	Santa Clara	N/A	AM PM	6.0 5.1	A A	6.0 5.0	A A	N/A	N/A
#17	Calle Del Mundo / Lick Mill Boulevard	Unsignalized	Santa Clara	N/A	AM PM	7.7 5.8	A A	7.3 5.5	A A	N/A	N/A
#18	Lick Mill Boulevard / Hope Drive	Signal	Santa Clara	D	AM PM	24.4 21.0	C C+	24.4 21.1	C C+	+0.004 +0.005	-0.1 +0.3
#19	Tasman Drive / Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	42.1 36.7	D D+	43.0 37.7	D D+	+0.016 +0.006	+1.2 +0.4
#20	Tasman Drive / Renaissance Drive	Signal	San José	D	AM PM	17.3 17.7	B B	17.3 18.2	B B-	+0.007 +0.009	-0.0 +0.5
#21	Tasman Drive / Vista Montana	Signal	San José	D	AM PM	21.2 40.6	C+ D	21.0 42.2	C+ D	+0.007 +0.011	+0.1 +2.4
#22	Lick Mill Boulevard / Montague Expressway	Signal	Santa Clara County	E	AM PM	55.1 51.8	E+ D-	55.8 52.6	E+ D-	+0.003 +0.002	+1.3 +1.5
#23	Tasman Drive / 1st Street	Signal	San José	D	AM PM	37.9 **52.7**	D+ **D-**	38.0 **53.8**	D+ **D-**	+0.003 +0.010	+1.1 +2.0

Notes:

1. CMP = Congestion Management Program intersection (VTA).
2. AM = morning peak hour, PM = evening peak hour
3. Whole intersection weighted average control delay expressed in seconds per vehicle, calculated using methods described in the *2000 Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized and side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the *2000 Highway Capacity Manual*.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between background and background with-Project conditions.
7. Geometry has been modified to include the improvements for City Place transportation improvements that are fully the City Place project's responsibility.
8. An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
9. See **Appendix B** for more future lane configurations and intersection geometries for these intersections.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Bold and highlighted indicates an adverse effect.
Source: Fehr & Peers, 2023.

4.5 Background Plus Project Intersection Adverse Effects and Recommended Improvements

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

- Intersection #6 Lafayette Street / Great America Way: The addition of project traffic would degrade intersection operations from LOS A to LOS F during the AM peak hour and further exacerbate unacceptable LOS F operations during the PM peak hour. This intersection would meet peak hour signal warrants.
- Intersection #7 Lafayette Street / Calle Del Mundo: The addition of project traffic would degrade intersection operations from LOS D to LOS E during the AM peak hour. This intersection would meet peak hour signal warrants.
- Intersection #15 Calle De Luna / Calle Del Sol: The addition of project traffic would further exacerbate unacceptable LOS F operations during the PM peak hour.

Recommended improvements for intersections with adverse effects are summarized in **Table 4-3.** If it is desirable to reduce peak hour traffic delay at these intersections, the intersection improvements should be implemented, and proposed Tasman East development projects should pay their fair-share contributions. Alternately, other intersection modifications to improve walking, bicycling and transit conditions may be appropriate in lieu of traffic capacity changes. Several recent studies provide guidance for other types of improvements that could be considered, including the Tasman Drive Complete Streets Corridor Study, the Santa Clara Multimodal Improvement Plan, the Santa Clara Bicycle Master Plan, and Santa Clara Pedestrian Master Plan.

As described below, feasible proposed improvements that fully reduce the adverse traffic delay effects were identified at some locations. However, at other locations, improvements that partially reduce the adverse effect were identified because of physical constraints. Although these proposed improvements do not fully address the adverse effect, they do help reduce its severity.

The four potential options are:

- Full Improvement: At the deficient intersection, a physical improvement to the intersection that would fully reduce the adverse effect was identified. This could be accomplished by adding vehicle lanes or reconfiguring existing right of way. These improvements would fully reduce the adverse effect by allowing the intersection to operate at an acceptable level, or with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay at an intersection that operates at an unacceptable level.
- Partial Improvement: At the deficient intersection, a physical improvement to the intersection that would partially reduce the adverse effect was identified. The recommended improvement would reduce the adverse effect during one peak hour but not the other or reduces the delay but not enough to reduce the adverse effect.



- No Feasible Improvement: No physical improvements or off-setting improvements were identified, typically because of physical limitations, costs, and/or right-of-way constraints.
- Multimodal Improvement: At the deficient intersection, a physical improvement to the intersection to expand the multimodal transportation options was identified. This improvement would address the intersection deficiency by improving other transportation options such as pedestrian, bicycle, or transit but would not reduce the adverse effect.

Some of the intersection improvements would require right-of-way (ROW) acquisition. However, the City aims to avoid ROW acquisition for physical improvements, especially if it involves removing existing bike lanes. Therefore, improvements like adding turn lanes should ideally be accommodated within the existing ROW. If it is not feasible, alternative multimodal improvements could be proposed to reduce any adverse effects. If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, and no off-setting improvement is identified, that intersection would be considered to have "no feasible improvement".

- Intersection #6 Lafayette Street / Great America Way – This intersection would meet the peak hour signal warrant under Background Plus Project conditions. Signalization would partially improve the intersection, allowing the intersection to operate at an acceptable level during the AM peak hour but not the PM peak hour. Signalization of this intersection is consistent with the recommendations identified in the original Tasman East Specific Plan.
- Intersection #7 Lafayette Street / Calle Del Mundo – This intersection would meet the peak hour signal warrant under Background Plus Project conditions. Signalization would allow the intersection to operate at an acceptable level. Signalization of this intersection is consistent with the recommendations identified in the original Tasman East Specific Plan.
- Intersection #15 Calle De Luna / Calle Del Sol – By changing the signal phasing to allow for eastbound right-turn overlap phasing from Calle De Luna onto southbound Calle Del Sol, operations at the intersection would improve from LOS F to LOS C during the PM peak hour. This improvement was assumed to be in place for Cumulative conditions; however, with the addition of project traffic the addition of overlap phasing would also reduce adverse effects under Background Plus Project conditions. The extent to which right-turn overlap phasing may be necessary depends on how individual parcels are developed within the Specific Plan area, and would need to be confirmed based on future development project applications for adjacent sites.



Table 4-3: Background Plus Project Intersection Recommended Improvements

ID	Intersection	Jurisdiction	Recommended Improvement	ROW[b] Needed?	Project Responsibility	Peak Hour	Background Plus Project + Improvement	
							Delay	LOS
#6	Lafayette Street / Great America Way	Santa Clara	Signalize	No	0% (City Place Improvement)	AM PM	21.3 **74.0**	C+ **E**
#7	Lafayette Street / Calle Del Mundo	Santa Clara	Signalize	No	100%	AM PM	20.4 14.6	C+ B
#15	Calle De Luna / Calle Del Sol	Santa Clara	Overlap phasing	No	100% (if confirmed to be necessary as part of future project evaluations)	AM PM	26.9 23.9	C C

Notes:

a. An LOS D threshold is used for study intersections within the City of Santa Clara.

b. ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed improvement. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the recommended improvement will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified. "N/A" = the recommended improvement is considered infeasible because it would require new right-of-way or requires approval from other jurisdictions outside the City of Santa Clara; therefore, specific ROW needs, delay and LOS for improved conditions are not applicable.

c. "100%" = The cost and construction of the recommended improvement is the full responsibility of the Project Developer. These are discrete improvements that either fully or partially reduce significant Project effects. "0%" = There is no feasible improvement. "% of Total Traffic" = Project shall pay a fair-share contribution to the recommended improvement, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Source: Fehr & Peers, 2023.

5. Cumulative (2040) Conditions

This chapter presents the results of the intersection level of service calculations under Cumulative Conditions with and without the Project. Cumulative Conditions are defined as traffic conditions expected in the year 2040. Traffic forecasts were obtained from the City Place Santa Clara TA which included trips assumed to be generated by Tasman East as well as full buildout of the City Place project. Therefore, traffic volumes for Cumulative Conditions (No Project) were estimated by subtracting the Tasman East trip assignment on **Figure 3-5** from Cumulative Conditions (with Project) forecasts. Planned and funded roadway improvements expected to be completed by 2040 are included in the analysis of Cumulative Conditions. **Figure 5-1** displays intersection volumes under Cumulative Conditions and **Figure 5-2** displays intersection volumes under Cumulative Plus Project Conditions.

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

5.1.1 Forecast Model

The citywide travel demand model and the VTA travel demand model are tools available for developing long-range traffic forecasts for streets and highways throughout the City of Santa Clara and the greater Santa Clara County area. Both models are used for local and regional transportation planning purposes. The citywide model has been updated to reflect the City's General Plan, as well as land uses from various Focus Areas and Specific Plan areas within the City. Results from both models were used to develop traffic forecasts for Cumulative Conditions, as described below.

5.1.2 Land Use Changes

Future land use data are instrumental in forecasting future daily and peak-hour traffic demand. The citywide and VTA models reflect recent ABAG assumptions about land use growth expected to occur by the year 2040. The citywide model assumes buildout of City Place as well as buildout of the Kylli mixed-use project, the Patrick Henry Drive Specific Plan and the Freedom Circle Focus Area Plan. Model forecasts from the Citywide model were provided by the City.

However, model forecasts do not cover all Study Intersections evaluated as part of the project. In order to evaluate other Study Intersections, results from the original Tasman East Specific Plan analysis were used. These results relied on the VTA model analysis conducted for the City Place project. As part of the VTA model forecasts developed for the City Place project, a review of the land uses in North San José and north Sunnyvale was completed, which includes development envisioned as part of the North San José Area Development Policy. For all other areas outside Santa Clara, North San José, and north Sunnyvale, Fehr & Peers used future-year land use data from the VTA model, which incorporates 2013 ABAG projections.

Using both models together allowed for the development of a comprehensive set of traffic forecasts for all Project Study Intersections.

5.1.3 Transportation System Changes

Development of future roadway networks for Cumulative Conditions was based on the planned and funded improvements identified in the financially constrained roadway improvement project list from the Valley Transportation Plan (VTP) 2040 published by VTA (October 2014) and the City of Santa Clara 2010–2035 General Plan. Funded regional roadway improvements within the study area are summarized in **Table 5-1**.

Table 5-1: Freeway Improvements

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

Source: *VTP 2040*.

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

5.1.4 Intersection Forecasts

As noted above, intersection turning movement forecasts from the citywide travel demand model were provided by the City. Intersection turning movement forecasts for any remaining study intersections were taken from the project Tasman East Specific Plan analysis. In several locations, the intersection forecasts from each model varied, so several post-processing adjustments were made to reconcile the differences between model traffic forecast volumes.

In some select cases, forecasts for a few of the individual turning moments are lower under Cumulative Conditions than the traffic forecasts for Background Conditions. This is due to the different methods used



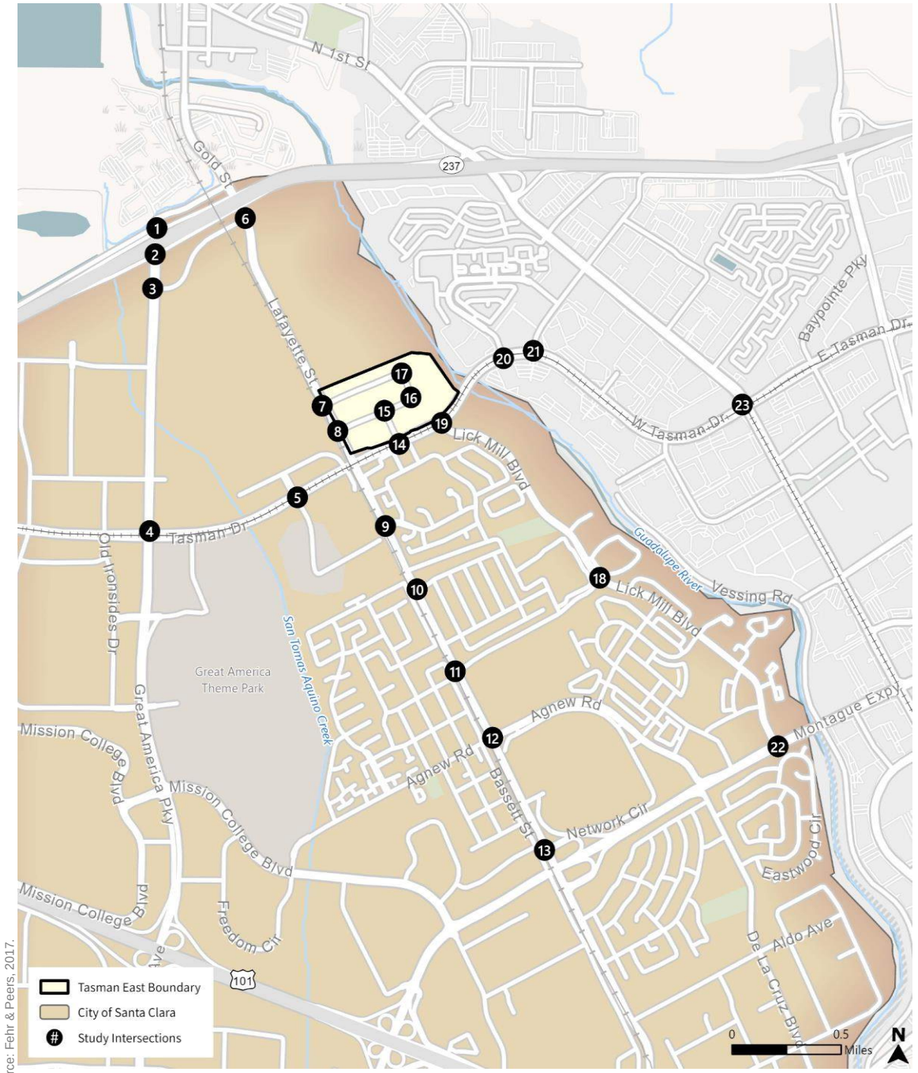
to prepare the forecasts. The model used for Cumulative forecasts additionally takes into consideration the effects of traffic congestion in redirecting trips to roadways with available capacity, trips being made outside of the peak hours (peak hour spreading), and reductions for trip ends being connected as when a trip generated by a residential use combines with a trip generated by an office use. As a result, this means that intersection turning movement volumes under Cumulative conditions may be similar to, or slightly less than, Background Condition volumes at some intersections.

The roadway network under Cumulative Conditions was based on the planned and fully funded improvements identified by the City of Santa Clara, including improvements that are conditions of approval for City Place. Roadway improvements within the study area are summarized in **Table 5-2**.

Table 5-2: Roadway Improvement Projects for Cumulative Conditions

Intersection		Improvement	Source
#6	Lafayette Street / Great America Way	Signalize	City Place and original Tasman East Specific Plan
#7	Lafayette Street / Calle Del Mundo	Signalize	Original Tasman East Specific Plan
#12	Lafayette Street / Agnew Road	Second southbound and eastbound left-turn lane	Original Tasman East Specific Plan
#15	Calle De Luna / Calle Del Sol	Add eastbound right-turn overlap phase	Original Tasman East Specific Plan
#22	Lick Mill Boulevard/Montague Expressway	Third southbound left-turn lane	Original Tasman East Specific Plan

Source: Fehr & Peers, 2023.

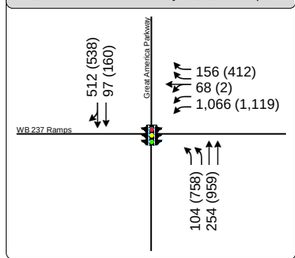


Source: Fehr & Peers, 2017.

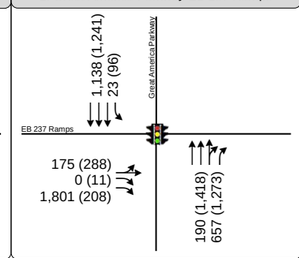
LEGEND

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

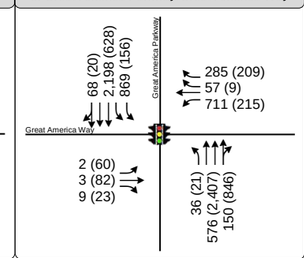
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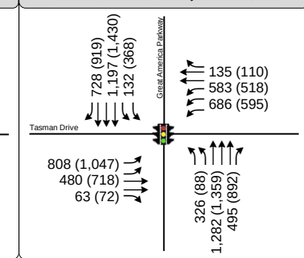
2. Great America Parkway/EB 237 Ramps



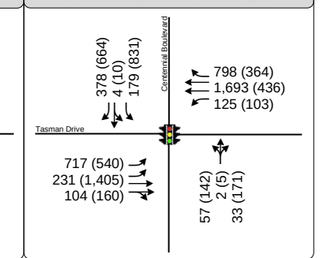
3. Great America Parkway/Great America Way



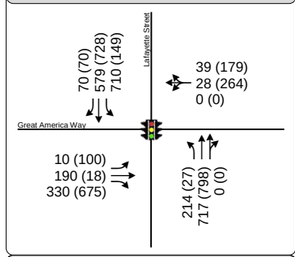
4. Great America Parkway/Tasman Drive



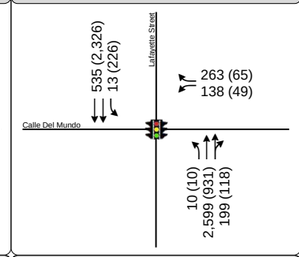
5. Centennial Boulevard/Tasman Drive



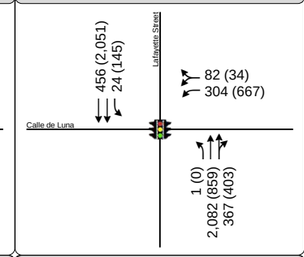
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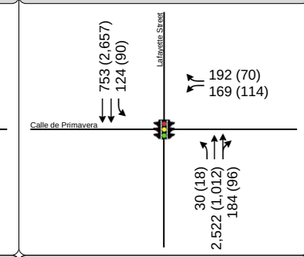
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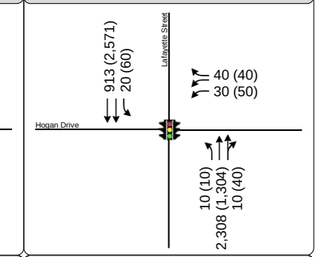
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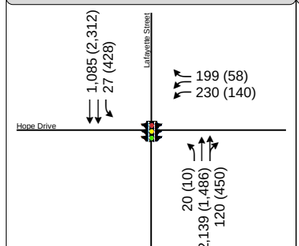
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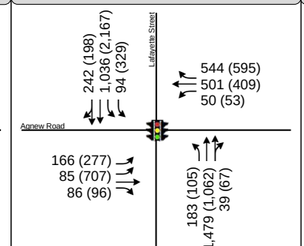
10. Lafayette Street/Hogan Drive



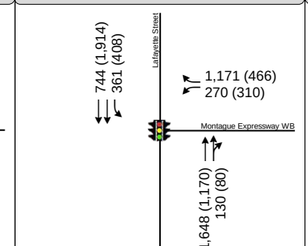
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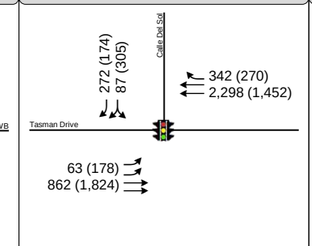
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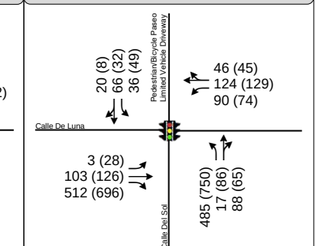
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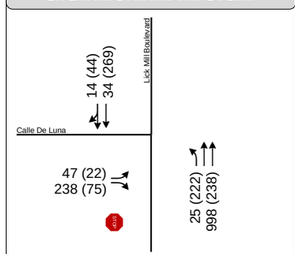
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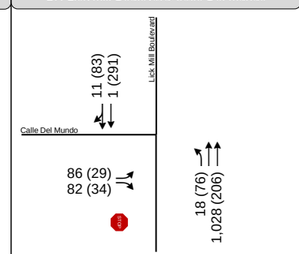
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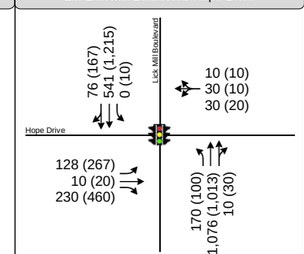
16. Lick Mill Boulevard/Calle De Luna



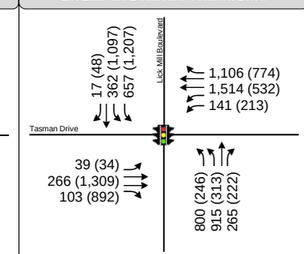
17. Lick Mill Boulevard/Calle Del Mundo



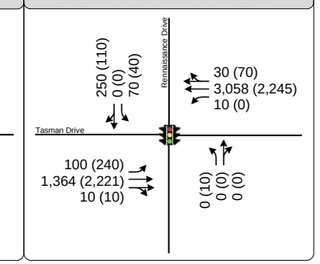
18. Lick Mill Boulevard/Hope Drive



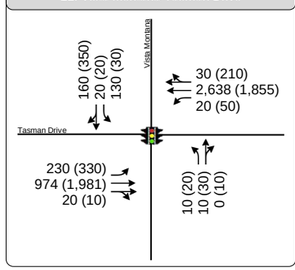
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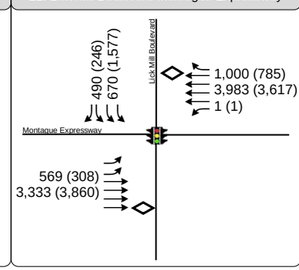
20. Rennaissance Drive/Tasman Drive



21. Vista Montana/Tasman Drive



22. Lick Mill Boulevard/Montague Expressway



23. 1st Street/Tasman Drive

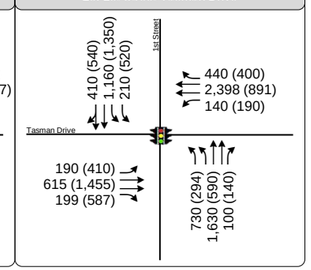
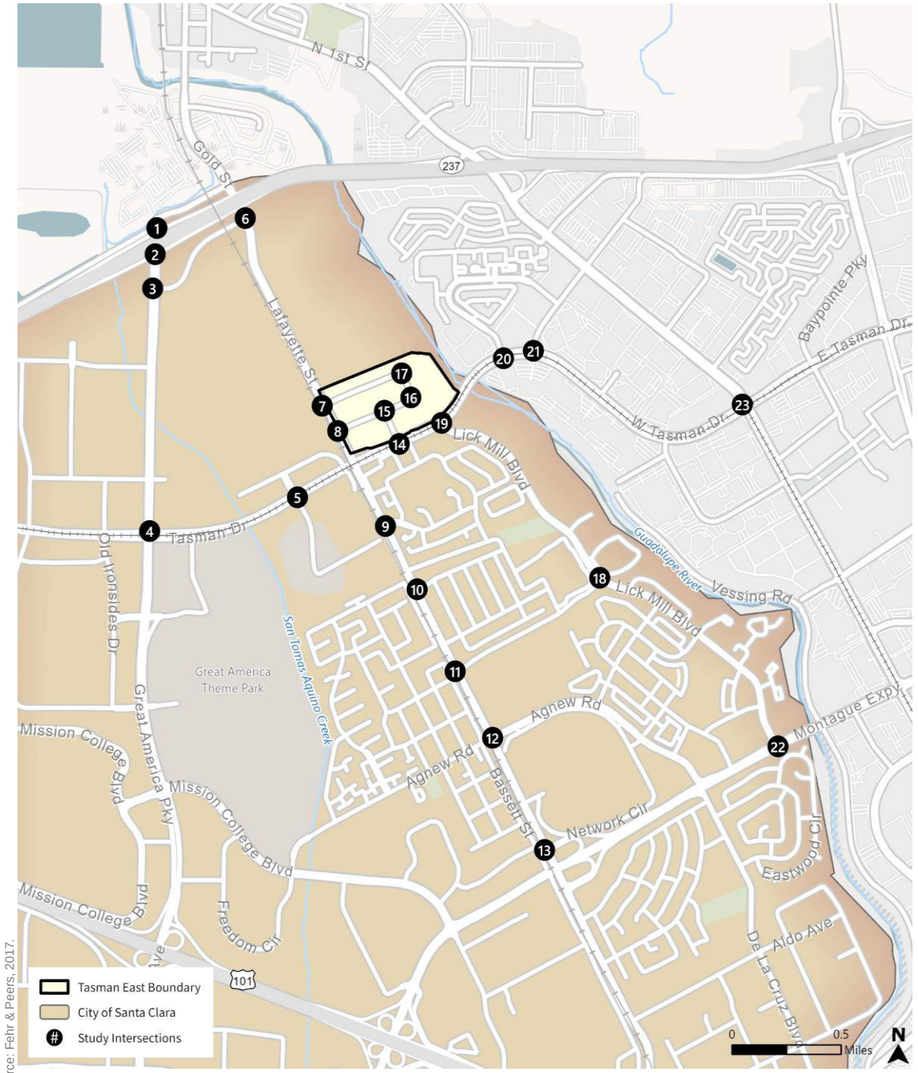


Figure 5-1
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Conditions

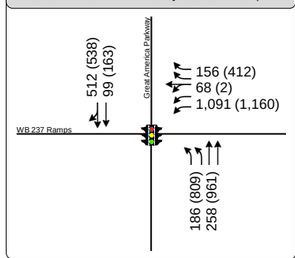


Source: Fehr & Peers, 2017.

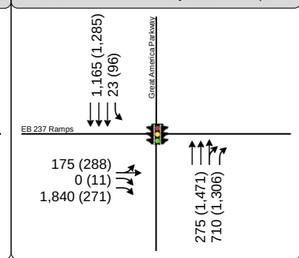
LEGEND

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

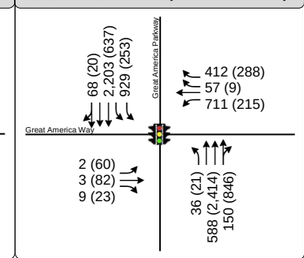
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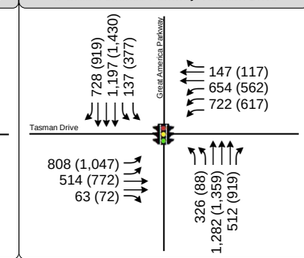
2. Great America Parkway/EB 237 Ramps



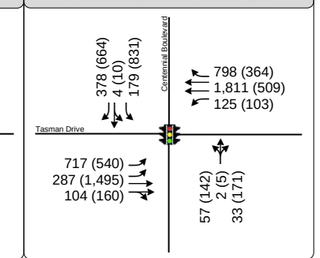
3. Great America Parkway/Great America Way



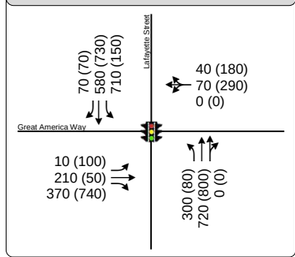
4. Great America Parkway/Tasman Drive



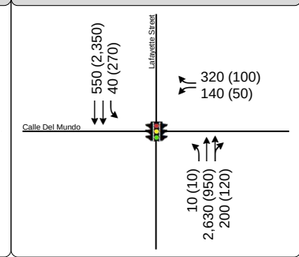
5. Centennial Boulevard/Tasman Drive



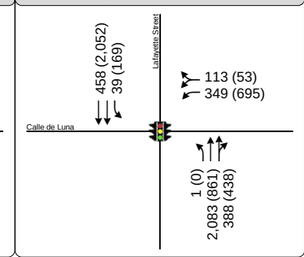
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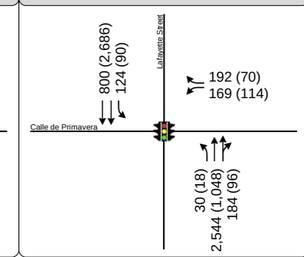
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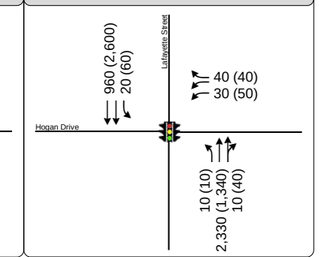
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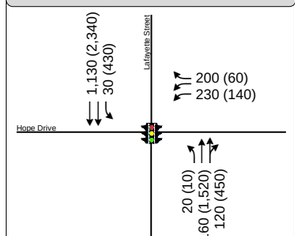
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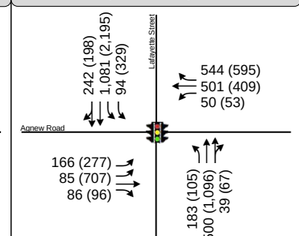
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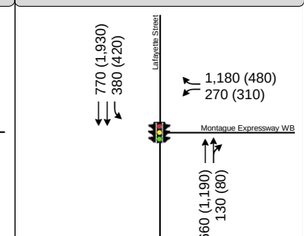
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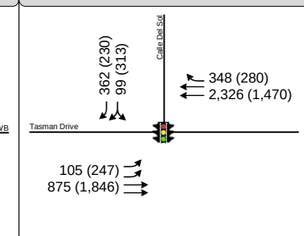
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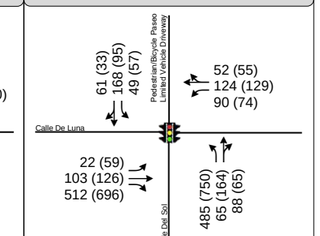
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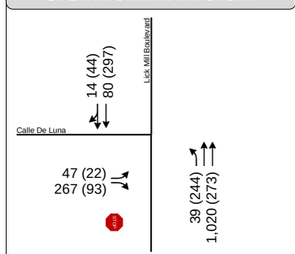
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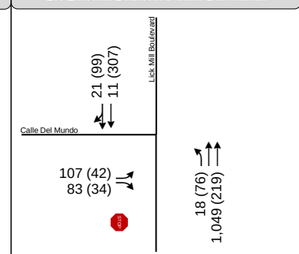
15. Calle Del Sol/Calle De Luna



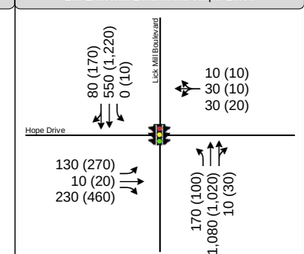
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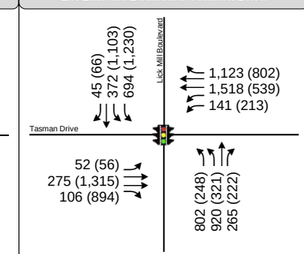
17. Lick Mill Boulevard/Calle Del Mundo



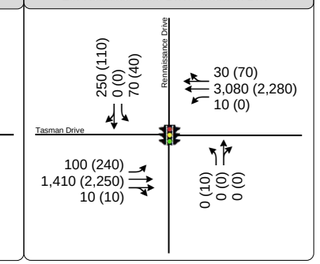
18. Lick Mill Boulevard/Hope Drive



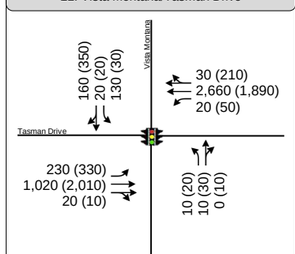
19. Lick Mill Boulevard/Tasman Drive



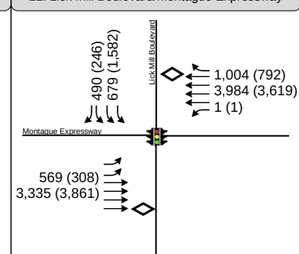
20. Rennaissance Drive/Tasman Drive



21. Vista Montana/Tasman Drive



22. Lick Mill Boulevard/Montague Expressway



23. 1st Street/Tasman Drive

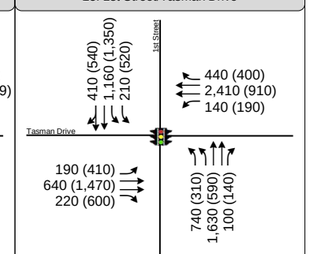


Figure 5-2
Peak Hour Traffic Volumes
and Lane Configurations
Cumulative Plus Project Conditions

5.2 Cumulative (2040) Intersection Levels of Service

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

5.2.1 Signalized Intersections with Adverse Effects

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

- Intersection # 4 Great America Parkway / Tasman Drive: The addition of project traffic would exacerbate intersection operations from unacceptable LOS E- to LOS F during PM peak hour.
- Intersection # 5 Tasman Drive / Centennial Boulevard: The addition of project traffic would exacerbate intersection operations from unacceptable LOS E to LOS E- during the AM peak hour and further exacerbate unacceptable LOS E operations during the PM peak hours.
- Intersection #7 Lafayette Street / Calle De Mundo: The addition of project traffic would exacerbate intersection operations from unacceptable LOS E to LOS E- during the AM peak hour.
- Intersection #19 Tasman Drive / Lick Mill Boulevard: The addition of project traffic would further exacerbate unacceptable LOS F operations during the AM peak hour.
- Intersection #23 Tasman Drive / 1st Street: The addition of project traffic would further exacerbate unacceptable LOS F operations during the PM peak hour.

Table 5-3 shows the delays, LOS and changes in critical volume-to-capacity ratio and delay used to identify significant intersection adverse effects under Cumulative Plus Project Conditions. Unacceptable LOS operations are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix B**.

Table 5-3: Cumulative Intersection LOS Summary

Int #	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#1	Great America Parkway/WB SR 237 Ramps	Signal	San José (CMP)	E	AM PM	14.5 25.9	B C	14.8 28.0	B C	+0.035 +0.028	+0.4 +3.1
#2	Great America Parkway/EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	9.0 12.9	A B	8.7 12.8	A B	+0.016 +0.013	-0.5 +0.0
#3	Great America Parkway/Great America Way	Signal	Santa Clara	D	AM PM	**72.4** **62.2**	**E** **E**	**75.2** **63.3**	**E-** **E**	**+0.001** **+0.038**	**+0.7** **+1.9**

Int #	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#4	Great America Parkway/Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	61.2 **76.5**	E **E-**	64.2 **82.4**	E **F**	+0.020 **+0.013**	+5.5 **+7.2**
#5	Tasman Drive/ Centennial Boulevard	Signal	Santa Clara	D	AM PM	**67.2** **62.6**	**E** **E**	**76.0** **69.9**	**E-** **E**	**+0.034** **+0.028**	**+13.5** **+13.6**
#6	Lafayette Street / Great America Way	Signal	Santa Clara	D	AM PM	43.8 43.2	D D	47.8 48.4	D D	+0.026 +0.076	+3.9 +10.1
#7	Lafayette Street / Calle Del Mundo	Signal	Santa Clara	D	AM PM	**61.0** 11.6	**E** B+	**78.7** 12.7	**E-** B	**+0.063** +0.008	**+21.5** +0.2
#8	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	24.7 21.2	C C+	32.8 23.1	C- C	+0.050 +0.021	+10.5 +1.7
#9	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	39.1 **85.0**	D **F**	40.5 **88.5**	D **F**	+0.007 **+0.009**	+2.4 **+5.7**
#10	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	9.0 10.3	A B+	9.0 10.4	A B+	+0.006 +0.008	+0.1 +0.2
#11	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	20.2 25.7	C+ C	20.4 26.3	C+ C	+0.009 +0.011	+0.4 +0.9
#12	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	**60.5** **133.0**	**E** **F**	**64.6** **135.8**	**E** **F**	+0.007 **+0.009**	+3.4 **+5.5**
#13	Lafayette Street/Montague Expressway WB	Signal	Santa Clara County	E	AM PM	45.5 34.4	D C-	45.8 34.6	D C-	+0.006 -0.004	+0.5 +0.0
#14	Tasman Drive/Calle Del Sol	Signal	Santa Clara	D	AM PM	14.2 23.4	B C	18.1 26.5	B- C	+0.056 +0.028	+5.5 +2.1
#15	Calle De Luna / Calle Del Sol	Signal	Santa Clara	E	AM PM	19.7 19.5	B- B-	23.4 21.2	C C+	+0.094 +0.080	+6.1 +3.1
#16	Calle De Luna / Lick Mill Boulevard	Unsignalized	Santa Clara	N/A	AM PM	2.3 3.5	A A	2.5 3.6	A A	N/A	N/A
#17	Calle Del Mundo / Lick Mill Boulevard	Unsignalized	Santa Clara	N/A	AM PM	1.7 1.9	A A	2.0 2.0	A A	N/A	N/A
#18	Lick Mill Boulevard/Hope Drive	Signal	Santa Clara	D	AM PM	23.6 35.9	C D+	23.6 36.0	C D+	+0.001 +0.002	-0.0 +0.3
#19	Tasman Drive/Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	**130.8** **106.1**	**F** **F**	**135.6** **107.9**	**F** **F**	**+0.021** **+0.005**	**+5.6** **+1.9**

Int #	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#20	Tasman Drive/Renaissance Drive	Signal	San José	D	AM PM	**72.9** 27.6	**E** C	**74.4** 29.6	**E** C	+0.007 +0.011	+2.8 +3.6
#21	Tasman Drive/Vista Montana	Signal	San José	D	AM PM	**52.4** 50.1	**D-** D	**53.7** **52.4**	**D-** **D-**	+0.007 +0.011	+2.2 +3.7
#22	Lick Mill Boulevard/Montague Expressway	Signal	Santa Clara County	E	AM PM	57.6 **134.5**	E+ **F**	57.8 **135.3**	E+ **F**	+0.002 +0.001	+0.4 +1.5
#23	Tasman Drive/1st Street	Signal	San José	D	AM PM	**>180** **123.7**	**F** **F**	**>180** **127.2**	**F** **F**	**+0.007** **+0.010**	**+3.1** **+4.4**

Notes:

1. CMP = Congestion Management Program intersection (VTA).
2. AM = morning peak hour, PM = evening peak hour
3. Whole intersection weighted average control delay expressed in seconds per vehicle, calculated using methods described in the *2000 Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized and side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the *2000 Highway Capacity Manual*.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between background and background with-Project conditions.
7. Geometry has been modified to include the improvements for projects under construction and planned projects under background conditions, as outlined in the City Place EIR, Appendix 3.3-D.
8. An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
9. See **Appendix B** for more future lane configurations and intersection geometries for these intersections.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Bold and highlighted indicates an adverse effect.
Source: Fehr & Peers, 2023.

5.3 Cumulative (2040) Intersection Recommended Improvements

Recommended improvements for intersections with unacceptable LOS are summarized in **Table 5-4**. The intersection improvements should be implemented with Tasman East development paying fair-share contributions for the proposed improvements. The intent of the table is to identify, based on a preliminary feasibility determination, physically feasible intersection improvements (e.g., lane additions) that increase the intersection's vehicle carrying capacity and reduce vehicle delay while reducing the adverse effects. Feasible improvements that fully improve the adverse effects were identified at some locations, though at other locations measures that provide only partial improvement were identified because of physical constraints. Where intersection improvements would require right-of-way (ROW) acquisition, a preliminary review of ROW constraints was done by viewing aerial photography as a part of the feasibility assessment.

The seven cumulative intersection adverse effects would not be reduced to a less-than-significant level with recommended improvements. These intersections include:

- Intersection #4 Great America Parkway / Tasman Drive
- Intersection #5 Tasman Drive / Centennial Boulevard
- Intersection #7 Lafayette Street / Calle Del Mundo
- Intersection #19 Tasman Drive / Lick Mill Boulevard
- Intersection #23 Tasman Drive / 1st Street

Recommended improvements applied at these intersections are detailed below.

- Intersection #4 Great America Parkway / Tasman Drive – Adding a fourth southbound through lane and third westbound through lane would fully reduce the Project effect. Adding these lanes would not be feasible due to right-of-way constraints, although installing grade-separated pedestrian facilities may allow for roadway expansions. (Installing grade-separated pedestrian facilities may also reduce delay and improve LOS; however, further analysis should be conducted to determine the feasibility of grade-separated pedestrian facilities.) Furthermore, these improvements would require coordination with VTA due to proximity to light rail lines. Therefore, the effect is considered adverse and unavoidable under Cumulative Plus Project Conditions.
- Intersection # 5 Tasman Drive / Centennial Boulevard – Adding a third eastbound through lane and a third westbound through lane would fully reduce the Project effect. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this improvement relies on the approval of VTA, it is not feasible. However, multimodal improvements including enhanced pedestrian and bike crossings could be considered to reduce the adverse effects at this intersection.
- Intersection #7 Lafayette Street / Calle Del Mundo – This intersection is assumed to be signalized under Cumulative conditions (signalization is an improvement under Background Plus Project Conditions). Adding a third northbound through lane would fully reduce the Project effect. However, there is no available right-of-way to accommodate this improvement. Alternative geometries for the westbound approach were also considered, but no geometry improvements would fully reduce the Project effect. Therefore, the effect is considered adverse and unavoidable under Cumulative Plus Project Conditions.
- Intersection #19 Tasman Drive / Lick Mill Boulevard – Adding a third eastbound through lane and a third westbound through lane would fully reduce the Project effect. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this improvement relies on the approval of VTA, this effect has no feasible improvement.
- Intersection #23 Tasman Drive / 1st Street – Adding a third eastbound through lane would fully reduce the Project effect. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. In addition, the City of San José updated its North San José Traffic Impact Fee program in 2022 and does not propose any traffic capacity changes to this

intersection. Because this improvement relies on the approval of VTA and the City of San José, this effect has no feasible improvement.

LOS calculations were conducted for the intersections with unacceptable LOS with recommended improvements applied. The results are presented in **Table 5-4**.

Table 5-4: Cumulative Intersection Recommended Improvements

ID	Intersection	Jurisdiction	Recommended Improvement	ROW[b] Needed?	Project Responsibility	Peak Hour	Cumulative Plus Project + Improvement	
							Delay	LOS
#4	Great America Parkway / Tasman Drive	Santa Clara (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#5	Tasman Drive / Centennial Boulevard	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#7	Lafayette Street / Calle del Mundo	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#19	Tasman Drive / Lick Mill Boulevard	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#23	Tasman Drive / 1st Street	San José (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A

Notes:

a. An LOS D threshold is used for study intersections within San José, including CMP designated intersections.

b. ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed improvement. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the recommended improvement will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified. "N/A" = the proposed improvement is considered infeasible because it would require new right-of-way or requires approval from other jurisdictions outside the City of Santa Clara; therefore, specific ROW needs, delay and LOS for improved conditions are not applicable.

c. "100%" = The cost and construction of the recommended improvement is the full responsibility of the Project Developer. These are discrete improvements that either fully or partially reduce significant Project effects. "0%" = There is no feasible improvement. "% of Total Traffic" = Project Developer shall pay a fair-share contribution to the recommended improvement, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan.

Bold text indicates intersection operates at a deficient LOS.
Bold and highlighted indicates an adverse effect (with improvement).
Source: Fehr & Peers, 2023.

6. Multimodal Transportation Assessment

The following section discusses transit, bicycle and pedestrian conditions that would be affected by the Tasman East Project. It includes an evaluation of the transit delay increase resulting from build out of the Project.

6.1 Transit Evaluation

This section identifies potential Project impacts to transit within the study area. Because of its proximity to high quality transit stations, the Project is expected to increase transit ridership. This goal is consistent with the City's General Plan and statewide goals for reducing greenhouse gas emissions.

While recognizing the Project's beneficial effects to transit, this evaluation also considered if there are potential impacts to transit that may occur. Transit impacts are considered significant if the proposed Project would conflict with existing or planned transit facilities, generates potential transit trips in excess of available capacity, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

Transit vehicles operating on the same roadways used by private vehicles to access the Project site could incur additional delay due to increased auto congestion. The through movement delays along the primary corridors are used to determine the potential added transit vehicle delay. The difference between the No Project and Plus Project values is the added transit vehicle delay. The results are shown in **Table 6-1**.

As shown in **Table 6-1**, along the Tasman Drive corridor, the traffic created by the Project will increase travel times by less than 30 seconds for ACE Green and ACE Purple shuttle under all scenarios and VTA Orange and Green Lines under all scenarios except under Cumulative Plus Project scenario in the westbound direction.

Along the Great America corridor, the traffic created by the Project will increase travel times by less than 30 seconds for Routes 57, 59 and 121 under all scenarios.

Table 6-1: Additional Transit Vehicle Delay By Route

Affected Transit Routes	Peak Hour	Projected Additional Delay (sec)				Corridor
		Background Plus Project		Cumulative Plus Project		
		EB/NB	WB/SB	EB/NB	WB/SB	
VTA Orange Line	AM PM	0 27.5	6.3 11.1	2.8 34.7	40.2 46.1	Tasman Drive[1]
VTA Green Line	AM PM	0 26.9	6.3 0	3 37.5	40.1 43.5	Tasman Drive[1]
57	AM PM	1.6 0.1	0 0	6.1 0	0 0	Great America Parkway[2]
59	AM PM	0 0.1	0 0.9	6.2 1.1	5.6 2.3	Great America Parkway[2]
121	AM PM	1.6 0.1	0 0	6.1 0	0 0	Great America Parkway[2]
ACE Green	AM PM	2.3 3.3	0 24.3	21.8 32.6	1.8 25.9	Tasman Drive[1]
ACE Purple	AM PM	0.6 17.5	5.5 8.5	1.9 8.3	22.3 19.1	Tasman Drive[1]

Notes:
1. Tasman Drive corridor is defined as between Great America Parkway and North First Street.
2. Great America Parkway corridor is defined as between Tasman Drive and US 101 Southbound Ramps.

Source: Fehr & Peers, 2023.

6.1.1 Transit Impacts

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

Neither the City nor VTA has established policies or quantitative significance criteria related to transit vehicle delay; however, development under the Tasman East Specific Plan Update would contribute approximately 44 to 46 seconds of delay during the peak commute period for VTA Orange and Green Lines which would be considered significant by the City of Santa Clara. At signalized intersections along Tasman Drive, light-rail vehicles are given signal priority. The Project would not change this operating protocol. Therefore, there are no feasible improvements, and the impact to transit delay is significant and unavoidable.

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

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

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

6.2 Bicycle and Pedestrian Assessment

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

6.2.1 Pedestrian Facilities

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

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

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



6.2.2 Bicycle Facilities

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

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

7. Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measure of the distance that people will travel in a light duty truck or passenger automobile. The VMT generated by the Project is measured for the purpose of analyzing greenhouse gas emissions and criteria air pollutants generated by the Project.

The Project VMT is calculated by multiplying the number of daily Project trips by the average trip length based on land use. Average trip lengths were obtained for north Santa Clara from the California Household Travel Survey. The resulting daily VMT for build out of the Project is 44,485 miles as shown in **Table 7-1.** The VMT analysis is based on project buildout conditions and assumes all supporting mobility improvements referenced in the Tasman East Specific Plan, including sidewalks, bikeways and trail connections, are constructed.

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

	Internal[1]	External	Total
Housing (Project)[2]			
Daily Number of Trips (a)	1,196	5,558	6,754
Average Trip Length (b)	1	5.8	-
(1) VMT (a x b)[3]	1,196	32,240	33,436
Retail (Project)[2]			
Daily Number of Trips (a)	181	840	1,020
Average Trip Length (b)	1	2.5	-
(2) VMT (a x b)[3]	181	2,100	2,281
Office (Project)[2]			
Daily Number of Trips (a)	128	596	724
Average Trip Length (b)	1	14.5	-
(3) VMT (a x b)[3]	128	8,640	8,768
Total VMT (1 + 2 + 3)	***1,505***	***42,980***	***44,485***

Notes:
1. The number of trips internalized to the site is obtained from MainStreet as described in the trip generation section of the report, excluding transit trips.
2. The trip length for residential land uses is obtained from the California Household Travel Survey data for northern Santa Clara. Retail average vehicle trip length based on typical vehicle trip distance to nearby retail centers. Trip lengths rounded to the nearest tenth of a mile.
3. VMT is calculated by multiplying the average trip length for each land use by the total number of auto trips for each land use.

Source: Fehr & Peers, 2023.

VMT Per Capita

VMT per capita is presented for consistency with the prior Tasman East Specific Plan EIR and for informational purposes only. VMT per capita was estimated based on general population values for each land use. The number of employees and/or residents on the Project site is shown in **Table 7-2**. Daily VMT per capita is calculated by dividing the daily VMT by the population for each land use type. Combined, the Project's daily VMT per capita would be 10.4.

Table 7-2: Vehicle Miles Traveled per Capita

Land Use	Housing	Retail	Office	Total Employment (Retail and Office)	Total Housing and Employment
Size	1,500	20	30	N/A	N/A
Population Density (persons/unit or emp/ksf)[1]	2.73	2.5	4	N/A	N/A
Population	4,095	50	120	170	4,265
VMT	33,436	2,281	8,768	11,049	44,485
VMT per Capita	**8.2**			**65.0**	**10.4**

Notes:
1. Population density based on typical rates of household population per unit from California Department of Finance and employees per thousand square feet in retail and office uses. Size of day care center is counted into office uses.
2. VMT per capita is calculated by dividing total VMT by the total population for a given land use.

Source: Fehr & Peers, 2023.

The Tasman East Project would change automobile traffic patterns and generate new automobile trips on the surrounding street network. The entire Tasman East project area is located within 0.5 miles of the Great America transit station and the Lick Mill VTA station. This increases the likelihood that Project trips could be taken by transit, thus reducing total VMT. Also, because the project includes a high number of residential housing units, it can be assumed to have an overall positive "effect" on regional VMT because it locates housing in close proximity to regional job centers in North San José, Santa Clara, Sunnyvale, and Mountain View. This would have an overall shortening effect on commute trip distances, thus contributing to lower overall regional VMT on a per capita or per service population (i.e. residents plus employees) basis. Retail and office land uses within the Tasman East area are considered to be supporting uses to the residential units, so they would also have an overall beneficial effect on regional VMT by helping reduce trip distances.

7.2 Vehicle Miles Traveled Impacts

How transportation impacts under CEQA are analyzed was changed with Senate Bill (SB) 743. Passage of SB 743 removed the use of automobile delay or traffic congestion for determining transportation impacts in environmental review. Instead, the latest *CEQA Statute & Guidelines* now specify that vehicle miles traveled, or VMT, is the appropriate metric to evaluate transportation impacts on the environment. In

short, SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts *to* drivers, to measuring the impact *of* driving.

VMT Screening

Projects that meet certain screening criteria may be exempt from the preparation of a VMT assessment for CEQA transportation assessment purposes (although VMT calculations may still be needed for air quality, noise and climate change evaluations). The concept of project screening is that some projects have characteristics that readily lead to the conclusion that they would not cause a VMT impact, and therefore could be screened out of doing a detailed VMT analysis.

Below are the screening criteria adopted by the Santa Clara City Council as part of the City's updated Transportation Analysis Policy in June 2020:

- *Small Projects (generating 110 daily trips or less)*
- *Retail uses of 50,000 square feet or less ("Local Serving Retail")*
- *Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers*
- *100% Affordable Housing projects*
- *"Transit Supportive Projects." A project will qualify as a Transit Supportive Project if it meets the following requirements:*
    - *The Project is located within 1/2 mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor*
    - *For Office/R&D projects, a minimum Floor Area Ratio of 0.75*
    - *For Residential projects, a minimum density of 35 units/acre*
    - *Project promotes multimodal transportation networks*
    - *Project includes transit-oriented design elements*
    - *No excess parking: the project does not include more parking for use by residents, customers, or employees of the project than required by the City Code*
    - *No loss of affordable dwelling units: the project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability*

Because of its proximity to transit, density and design features resulting from being located within the Tasman East Specific Plan area, the Project would qualify as a Transit Supportive Project. As a result, it is presumed to have a less than significant VMT impact.



VMT Screening Methods

The Santa Clara Countywide VMT Evaluation Tool (SCC VMT Tool) web application was developed to conduct baseline VMT screening and VMT reduction analysis for small to medium size land use projects. Using data from the VTA Travel Demand Model, the SCC VMT Tool is used to perform multiple functions, such as:

- Screening projects from further VMT analysis
- Estimating the project generated VMT rate
- Estimating VMT reductions from TDM strategies

The types of land use projects addressed by the tool include the following:

- Residential, office, or industrial land uses
- Any of the land uses above in combination with each other
- Any of the land uses above combined with local-serving retail space

Screening Results

The Project site is located within 1/2 mile of an existing Major Transit Stop or an existing transit, so it meets one of the screening criteria for a transit supportive project and could be screened out. It also meets criteria for promoting multimodal transportation networks, including transit supportive design elements, and not providing excess parking. Specific land uses are discussed below.

Residential: The project proposes 1,500 residential units, which would be constructed as part of mixed use developments with a minimum density of at least 35 units per acre; thus the residential component meets the criteria for a transit supportive project.

Office: The Project proposes 20,000 square feet of office co-working space, which would be constructed as part of mixed use developments with a floor area ratio of at least 0.75; thus the office component meets the criteria for a transit supportive project.

Day Care: The Project proposes 10,000 square feet of day care center uses, which would generate about 480 daily trips based on the *ITE Trip Generation Manual, 11th Edition* (2021) average rates. This is equivalent to daily trips generated by 9,000 square feet of local serving retail uses which is less than 50,000 square feet; thus the day care component meets the screening criteria for local serving retail.

Retail: The Project proposes 20,000 square feet of retail uses which is less than 50,000 square feet; thus the retail component meets the screening criteria for local serving retail.

As a result the Project is assumed to meet the necessary criteria for a transit supportive project with local serving retail. For reference, the City's employment VMT map is shown in **Figure 7-1.**

As shown in **Table 7-3**, the home-based VMT Assessment for the Project does not report a VMT value because it is located in a transportation analysis zone (TAZ) without existing residential units. **Appendix D** presents the SCC VMT Tool report for the Project.

Table 7-3: Home-Based VMT Assessment from VTA VMT Tool

Item	Project Site (TAZ 364)
Project Site (Using County Average Residential Baseline and TAZ Method)	
Home-Based VMT per Resident Threshold	11.33
Home-Based VMT per Resident at Project Site	N/A
Baseline VMT Screening Result	
Home-Based VMT per Resident Threshold	11.33
(Baseline Screening Conclusion)	Pass

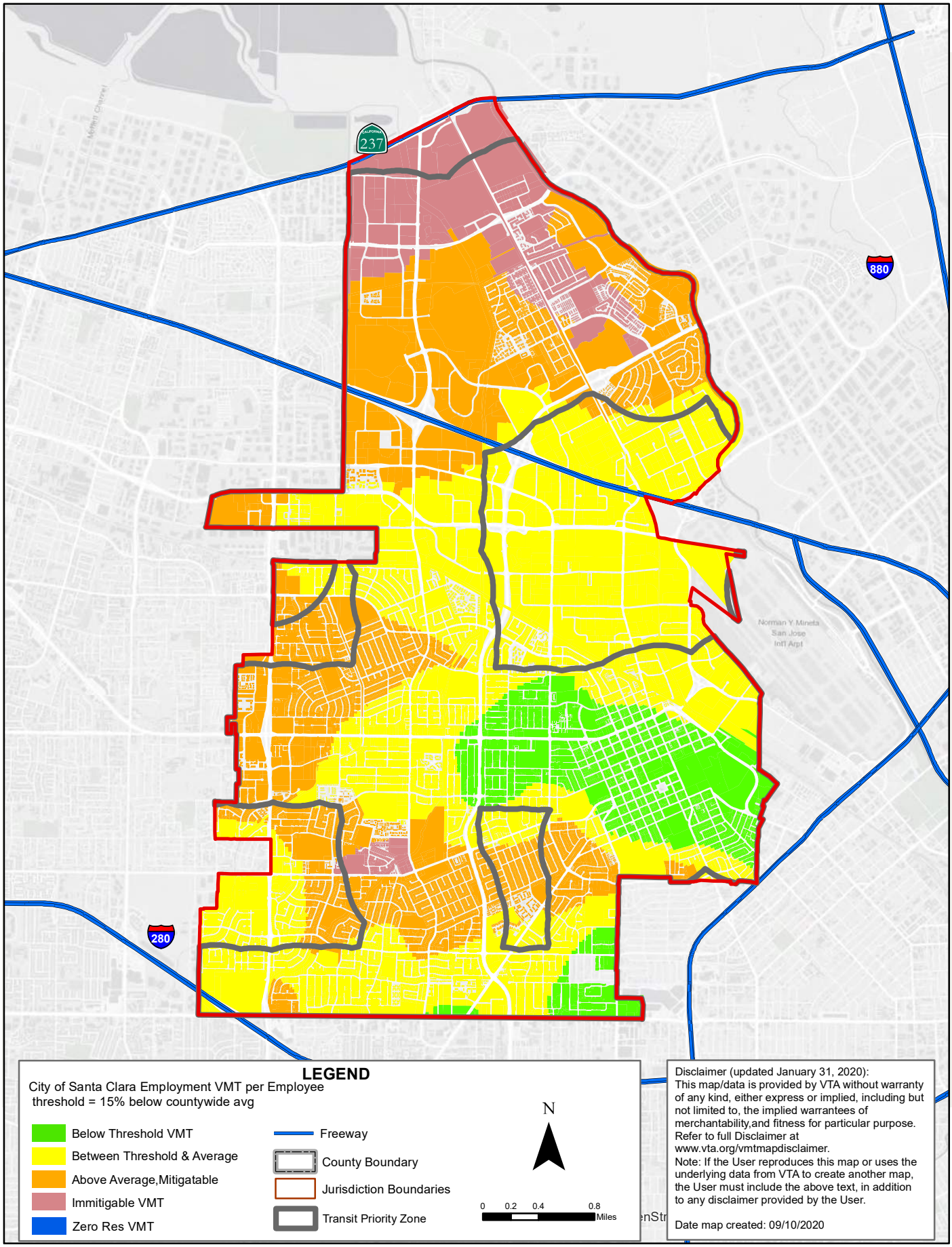


Figure 7-1

Employment Countywide Average VMT Baseline

\\Fpsj03.fpainc.local\data\Projects_SJ16_Projects\SJ16_1669_Tasman_East_Focus_Area_Plan\Graphics\ADOBE\Figure7-1.ai

8. Traffic Operational Analysis

This section includes an evaluation of left-turn pocket storage and freeway ramp queuing.

8.1 Left-turn Pocket Queuing Analysis

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

- Intersection #1 Great America Parkway / WB SR 237 Ramps
- Intersection #3 Great America Parkway / Great America Way
- Intersection #14 Tasman Drive / Calle Del Sol

The 95th percentile queues from the TRAFFIX LOS analysis (**Appendix B**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 8-1**.

Several turn pocket lengths are exceeded in Existing Plus Project and Background Plus Project volume conditions. In nearly every case where queue length is exceeded in the Background Plus Project condition, it also is exceeded in the corresponding Background No Project condition. Recommended improvements are summarized below in **Table 8-1** for intersections where queue length is exceeded in the Plus Project condition.

Table 8-1: Left-turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Existing & Background Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	
1	Great America Parkway / WB SR 237 Ramps	NBL	180	AM PM	82 51	100 (150) **200 (250)**	175 **(225)** 350 (375)	Additional capacity not available by widening or restriping. Increase signal timing for the northbound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
		WBL	465	AM PM	26 40	425 (450) 450 **(475)**	400 (425) **500 (525)**	Additional capacity not available by widening or restriping. Increase signal timing for the westbound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
3	Great America Parkway / Great America Way	SBL	150	AM PM	60 97	**250 (325)** 150 (275)	**200 (250)** 75 (150)	Additional SBL capacity is needed, up to 200 feet of capacity is available by physically altering the median. Project will be required to pay fair share contribution ($51,000) toward extending SBL from 125 to 265 feet.
14	Tasman Drive / Calle Del Sol	EBL	590	AM PM	33 53	25 (50) 50 (75)	150 (175) 350 (375)	No improvement needed.

Notes:
1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. **Bold text** indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, 2023.

8.2 Freeway On-Ramp Queuing Analysis

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

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

Under Existing Plus Project conditions, all four queues are anticipated to remain within the available storage when operating at the maximum ramp metering rate (compared to four queues under Existing No Project conditions).

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

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Existing No Project		Existing Plus Project	
			Ramp Volume	Queue (ft)[3] "Min. / Max."	Ramp Volume	Queue (ft)[3] "Min. / Max."
SR 237 WB – Great America Parkway	1,200	AM PM	506 693	0 / **2,790** 0 / **>5,000**	588 746	0 **/ 3,600** 0 / **>5,000**
SR 237 EB – Great America Parkway	1,650	AM PM	381 834	0 / 990 0 / **>5,000**	434 867	0 / 1,440 0 / **>5,000**

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

Source: Fehr & Peers, 2023.

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

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

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Background No Project		Background Plus Project	
			Ramp Volume	Queue (ft)[3] "Min. / Max."	Ramp Volume	Queue (ft)[3] "Min. / Max."
SR 237 WB – Great America Parkway	1,200	AM PM	808 1,016	**1,290 / >5,000** **>5,000 / >5,000**	890 1,067	**2,100 / >5,000** **>5,000 / >5,000**
SR 237 EB – Great America Parkway	1,650	AM PM	697 1,147	0 / **3,660** **2,910 / >5,000**	750 1,180	0 / **4,110** **4,770 / >5,000**

Notes:

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

Source: Fehr & Peers, 2023.

Appendix A: Turning Movement Counts

North/South	East/West	Count Date	AM																	Grand Total	TIA #
			Time	PHF (whole intersection)	Northbound				Southbound				Eastbound				Westbound				
					L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Great America Parkway	Great America Way	May 2018	08:00 AM - 09:00 AM	0.89	36	347	63	446	192	1054	68	1314	2	3	9	14	175	57	194	426	2200	Kylli
Great America Parkway	Old Mountain View-Alviso Rd	May 2018	08:00 AM - 09:00 AM	0.89	36	347	63	446	192	1054	68	1314	2	3	9	14	175	57	194	426	2200	Kylli
Great America Parkway	Tasman Drive	November 2018	None																			2018 VTA CMP
Great America Parkway	Tasman Drive	March 2018	08:00 AM - 09:00 AM	0.92	326	594	160	1080	56	542	47	645	27	137	33	197	335	615	147	1097	3019	3625 Peterson
Great America Parkway	Mission College Boulevard	November 2018	None																			2018 VTA CMP
Great America Parkway	Mission College Boulevard	March 2018	08:00 AM - 09:00 AM	0.90	470	1152	353	1975	142	678	120	940	119	89	103	311	468	271	300	1039	4265	3625 Peterson
Bowers Avenue	US 101 (South)	October 2019	08:00AM-09:00AM	0.87	--	1025	226	1251	--	1183	255	1438	586	--	467	1053	--	--	--	0	3742	3000 Bowers
Lafayette Street	Hogan Drive	May 2018	08:00 AM - 09:00 AM	0.88	5	1116	10	1131	13	416	0	429	0	0	0	0	33	0	43	76	1636	Kylli
Lafayette Street	Hope Drive	May 2018	08:00 AM - 09:00 AM	0.93	12	1009	128	1149	45	491	0	536	0	0	0	0	272	0	172	444	2129	Kylli
Lafayette Street	Agnew Road	May 2018	08:00 AM - 09:00 AM	0.91	107	674	39	820	53	439	242	734	152	85	86	323	32	277	343	652	2529	Kylli
Lafayette Street	Montague Expressway WB	May 2018	08:00 AM - 09:00 AM	0.89	0	859	120	979	164	398	0	562	0	0	0	0	112	0	91	203	1744	Kylli
Lafayette Street	Montague Expressway EB	May 2018	08:00 AM - 09:00 AM	0.86	0	744	133	877	20	488	0	508	0	0	0	0	32	0	245	277	1662	Kylli
Calle Del Sol	Tasman Drive	May 2018	08:00 AM - 09:00 AM	0.97	0	0	0	0	99	0	124	223	34	255	0	289	0	1137	225	1362	1874	Kylli
Lick Mill Boulevard	Hope Drive	May 2018	07:45 AM - 08:45 AM	0.75	168	449	6	623	2	272	96	370	84	6	222	312	30	24	10	64	1369	Kylli
Lick Mill Boulevard	Montague Expressway	May 2018	08:00 AM - 09:00 AM	#N/A	0	0	0	0	331	0	490	821	204	1919	0	2123	1	3001	291	3293	6237	Kylli
Lick Mill Boulevard	Tasman Drive	May 2018	08:00 AM - 09:00 AM	0.92	287	28	335	650	3	16	7	26	21	311	66	398	132	943	22	1097	2171	Kylli

Updated: **1/26/2020** **ND**

North/South	East/West	Count Date	PM																	Grand Total	TIA #
			Time	PHF(whole intersection)	Northbound				Southbound				Eastbound				Westbound				
					L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Great America Parkway	Great America Way	May 2018	05:00 PM - 06:00 PM	0.94	21	1010	460	1491	99	554	7	660	60	82	23	165	76	9	169	254	2570	Kylli
Great America Parkway	Old Mountain View-Alviso Rd	May 2018	05:00 PM - 06:00 PM	0.94	21	1010	460	1491	99	554	7	660	60	82	23	165	76	9	169	254	2570	Kylli
Great America Parkway	Tasman Drive	November 2018	4:45-5:45 PM	1	84	618	536	1238	377	924	50	1351	27	635	52	714	270	223	57	550	3853	2018 VTA CMP
Great America Parkway	Tasman Drive	March 2018	N/A																			3625 Peterson
Great America Parkway	Mission College Boulevard	November 2018	5:00-6:00 PM	1	271	1002	377	1650	368	1625	142	2135	170	459	100	729	445	125	146	716	5230	2018 VTA CMP
Great America Parkway	Mission College Boulevard	March 2018	N/A																			3625 Peterson
Bowers Avenue	US 101 (South)	October 2019	--	--	--	--	--	0	--	--	--	0	--	--	--	0	--	--	--	0	0	3000 Bowers
Lafayette Street	Hogan Drive	May 2018	04:45 PM - 05:45 PM	0.92	6	386	38	430	52	1334	0	1386	0	0	0	0	35	0	42	77	1893	Kylli
Lafayette Street	Hope Drive	May 2018	05:00 PM - 06:00 PM	0.96	10	517	307	834	144	1244	0	1388	0	0	0	0	142	0	33	175	2397	Kylli
Lafayette Street	Agnew Road	May 2018	05:00 PM - 06:00 PM	0.98	105	488	67	660	247	956	175	1378	248	360	96	704	44	211	145	400	3142	Kylli
Lafayette Street	Montague Expressway WB	May 2018	04:45 PM - 05:45 PM	0.94	0	625	56	681	220	1071	0	1291	0	0	0	0	93	0	20	113	2085	Kylli
Lafayette Street	Montague Expressway EB	May 2018	04:45 PM - 05:45 PM	0.97	0	408	158	566	139	1057	0	1196	0	0	0	0	51	0	280	331	2093	Kylli
Calle Del Sol	Tasman Drive	May 2018	04:30 PM - 05:30 PM	0.97	0	0	0	0	166	0	67	233	90	1146	0	1236	0	427	170	597	2066	Kylli
Lick Mill Boulevard	Hope Drive	May 2018	05:00 PM - 06:00 PM	0.96	99	255	23	377	5	542	77	624	126	16	171	313	11	7	1	19	1333	Kylli
Lick Mill Boulevard	Montague Expressway	May 2018	05:00 PM - 06:00 PM	#N/A	0	0	0	0	414	0	238	652	308	2819	0	3127	1	2554	312	2867	6646	Kylli
Lick Mill Boulevard	Tasman Drive	May 2018	05:00 PM - 06:00 PM	0.96	62	4	243	309	29	24	15	68	4	1088	388	1480	237	567	6	810	2667	Kylli

Updated: **1/26/2020** **ND**

Traffic Data Service

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

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

Groups Printed- Vehicles - Heavy Vehicles

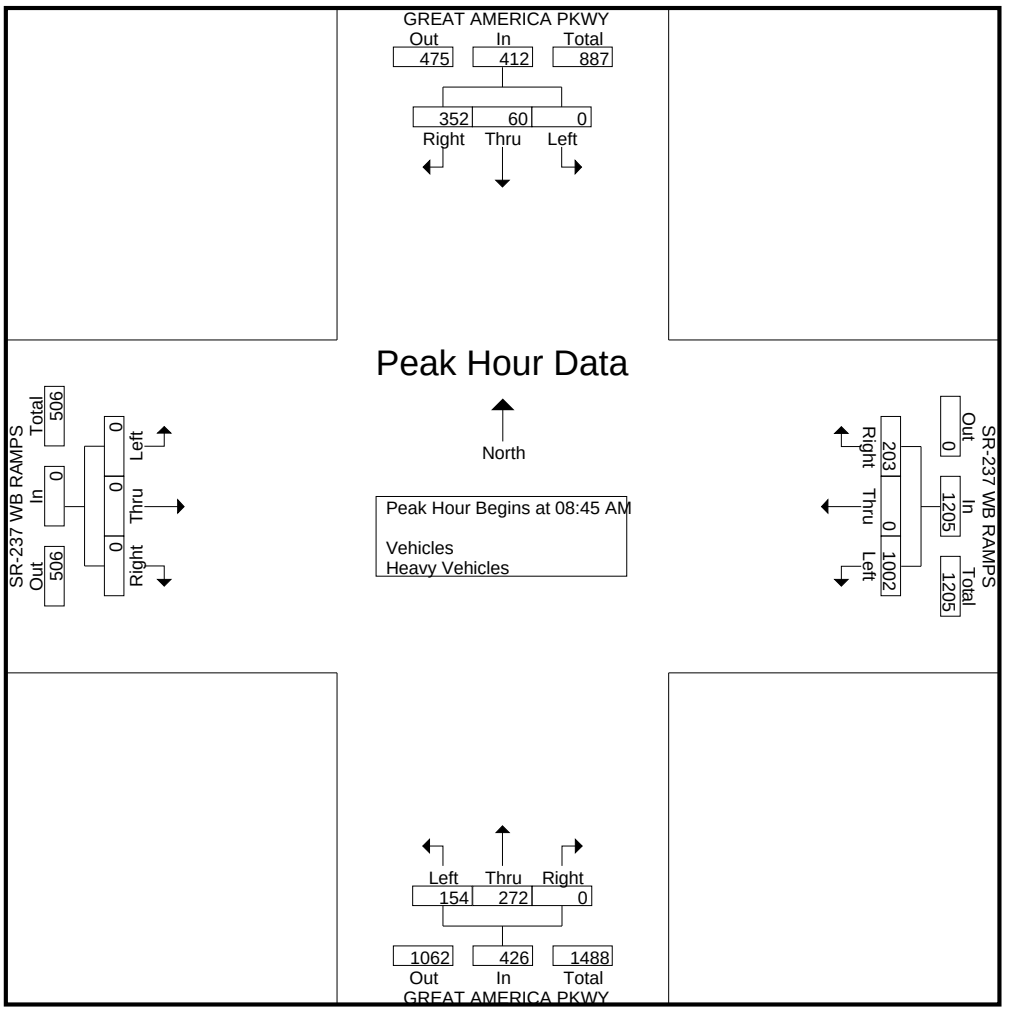
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	60	13	0	3	76	23	0	136	0	159	0	26	24	0	50	0	0	0	0	0	285
07:15 AM	65	11	0	2	78	23	0	144	0	167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

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	83	15	0	98	53	0	245	298	0	**83**	**50**	**133**	0	0	0	0	**529**
09:00 AM	**105**	**17**	0	**122**	**64**	0	242	**306**	0	64	37	101	0	0	0	0	529
09:15 AM	88	17	0	105	43	0	**262**	305	0	65	27	92	0	0	0	0	502
09:30 AM	76	11	0	87	43	0	253	296	0	60	40	100	0	0	0	0	483
Total Volume	352	60	0	412	203	0	1002	1205	0	272	154	426	0	0	0	0	2043
% App. Total	85.4	14.6	0		16.8	0	83.2		0	63.8	36.2		0	0	0		
PHF	.838	.882	.000	.844	.793	.000	.956	.984	.000	.819	.770	.801	.000	.000	.000	.000	.966

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Groups Printed- Vehicles

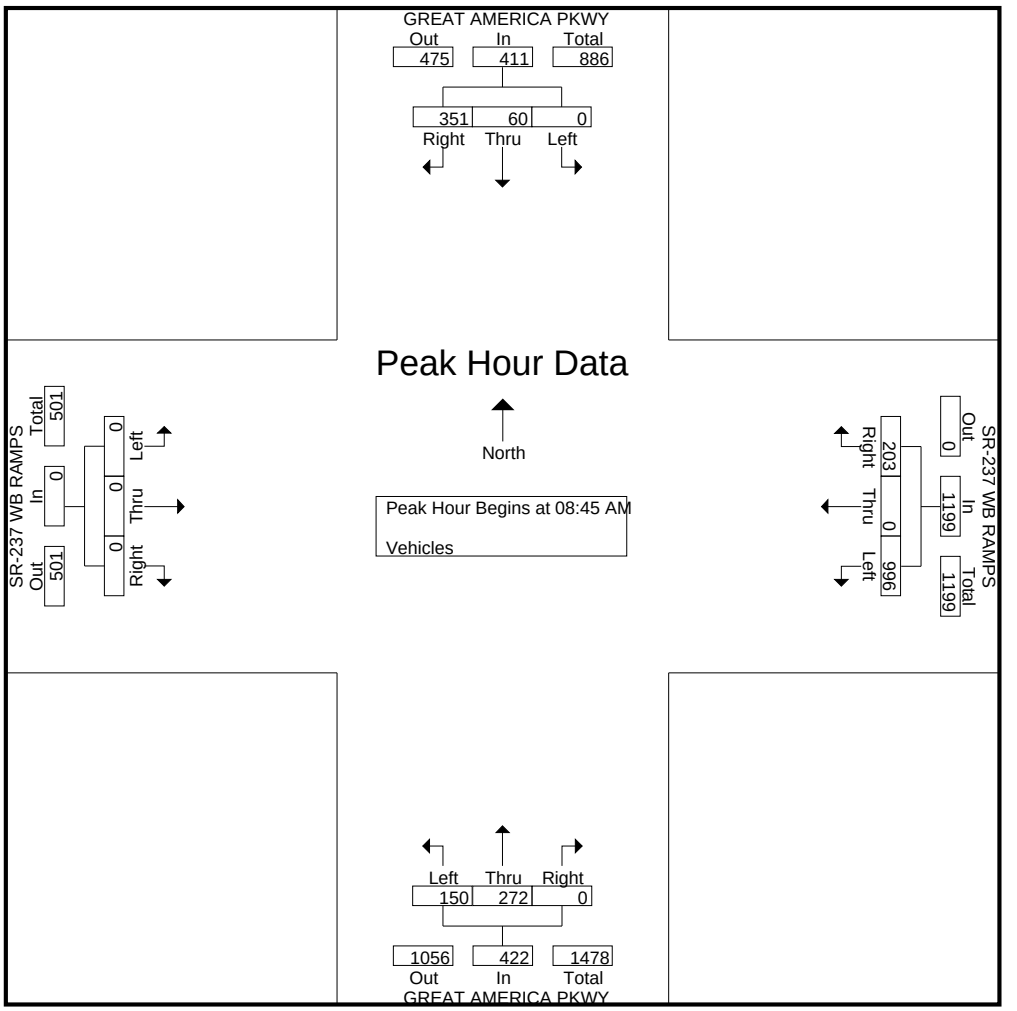
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	59	12	0	3	74	23	0	133	0	156	0	26	24	0	50	0	0	0	0	0	280
07:15 AM	64	11	0	2	77	23	0	139	0	162	0	45	27	0	72	0	0	0	0	0	311
07:30 AM	107	9	0	1	117	34	1	128	0	163	0	50	45	0	95	0	0	0	0	0	375
07:45 AM	91	21	0	3	115	31	0	191	1	223	0	61	22	0	83	0	0	0	2	2	423
Total	321	53	0	9	383	111	1	591	1	704	0	182	118	0	300	0	0	0	2	2	1389
08:00 AM	102	18	0	3	123	51	0	193	0	244	0	61	29	0	90	0	0	0	0	0	457
08:15 AM	104	15	0	6	125	44	2	237	0	283	0	57	32	0	89	0	0	0	0	0	497
08:30 AM	91	16	0	3	110	36	0	196	0	232	0	63	25	0	88	0	0	0	2	2	432
08:45 AM	83	15	0	5	103	53	0	242	0	295	0	83	50	0	133	0	0	0	0	0	531
Total	380	64	0	17	461	184	2	868	0	1054	0	264	136	0	400	0	0	0	2	2	1917
09:00 AM	105	17	0	4	126	64	0	241	0	305	0	64	36	0	100	0	0	0	0	0	531
09:15 AM	88	17	0	4	109	43	0	261	0	304	0	65	26	0	91	0	0	0	0	0	504
09:30 AM	75	11	0	4	90	43	0	252	0	295	0	60	38	0	98	0	0	0	0	0	483
09:45 AM	54	23	0	1	78	39	0	275	0	314	0	69	21	0	90	0	0	0	0	0	482
Total	322	68	0	13	403	189	0	1029	0	1218	0	258	121	0	379	0	0	0	0	0	2000
Grand Total	1023	185	0	39	1247	484	3	2488	1	2976	0	704	375	0	1079	0	0	0	4	4	5306
Apprch %	82	14.8	0	3.1		16.3	0.1	83.6	0		0	65.2	34.8	0		0	0	0	100		
Total %	19.3	3.5	0	0.7	23.5	9.1	0.1	46.9	0	56.1	0	13.3	7.1	0	20.3	0	0	0	0.1	0.1	

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	83	15	0	98	53	0	242	295	0	**83**	**50**	**133**	0	0	0	0	526
09:00 AM	**105**	**17**	0	**122**	**64**	0	241	**305**	0	64	36	100	0	0	0	0	**527**
09:15 AM	88	17	0	105	43	0	**261**	304	0	65	26	91	0	0	0	0	500
09:30 AM	75	11	0	86	43	0	252	295	0	60	38	98	0	0	0	0	479
Total Volume	351	60	0	411	203	0	996	1199	0	272	150	422	0	0	0	0	2032
% App. Total	85.4	14.6	0		16.9	0	83.1		0	64.5	35.5		0	0	0		
PHF	.836	.882	.000	.842	.793	.000	.954	.983	.000	.819	.750	.793	.000	.000	.000	.000	.964

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Groups Printed- Bikes

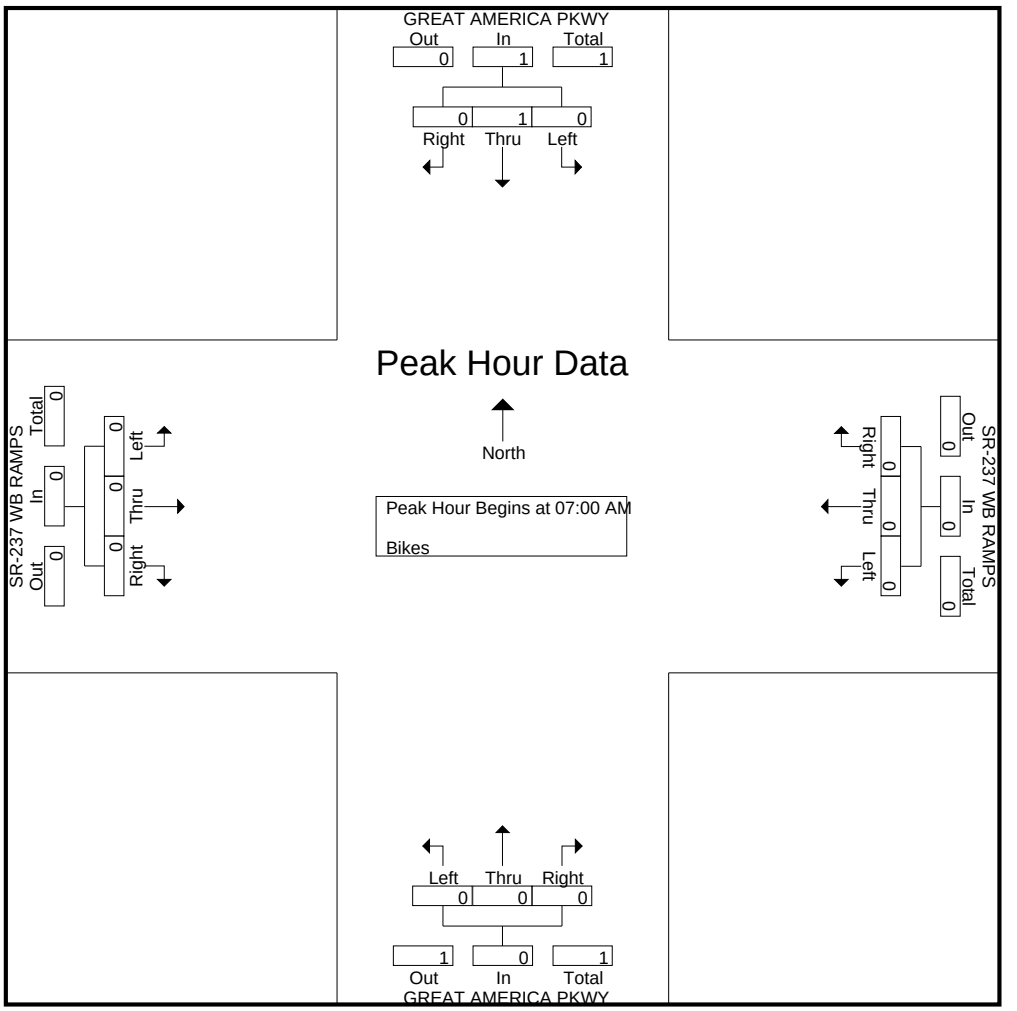
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Groups Printed- Heavy Vehicles

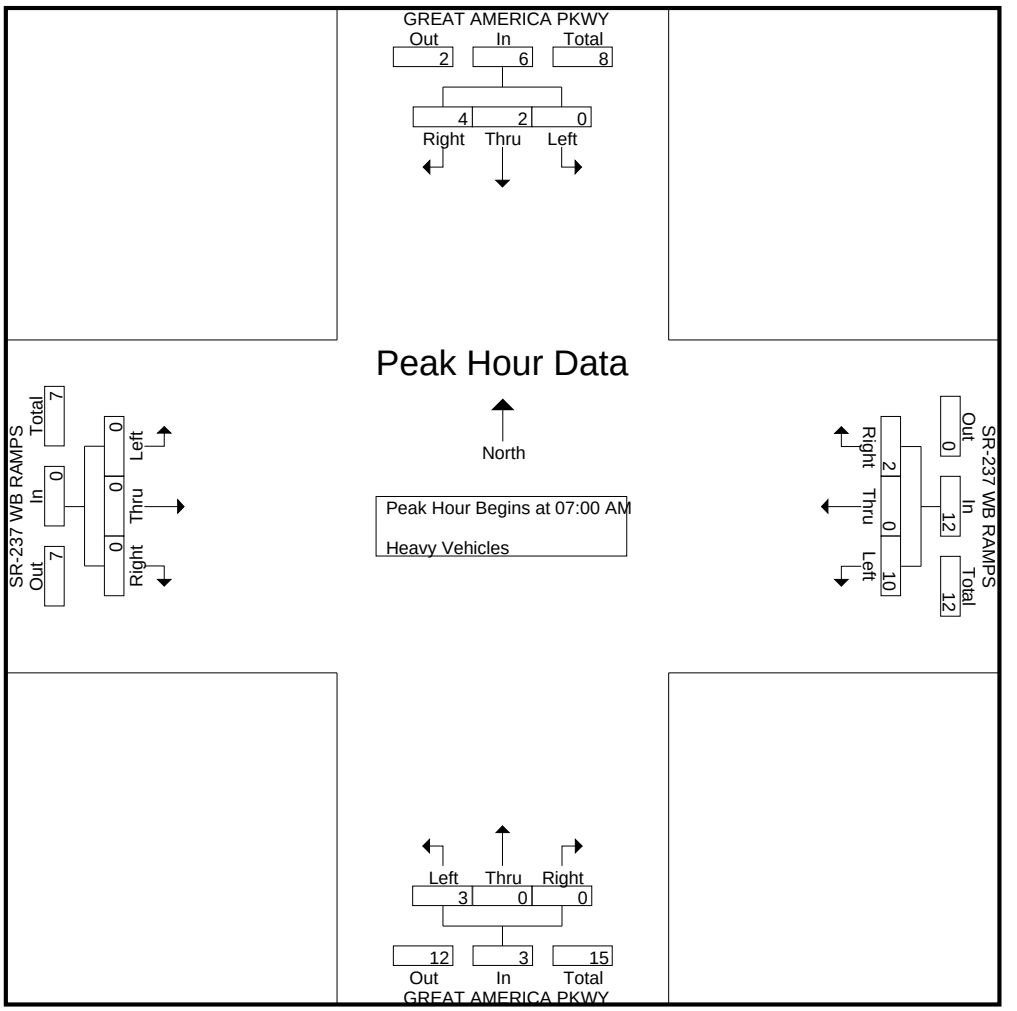
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	0	0	2	0	0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

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**1**	0	**2**	0	0	3	3	0	0	0	0	0	0	0	0	5
07:15 AM	1	0	0	1	0	0	**5**	**5**	0	0	**2**	**2**	0	0	0	0	**8**
07:30 AM	0	1	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
07:45 AM	**2**	0	0	2	**2**	0	1	3	0	0	0	0	0	0	0	0	5
Total Volume	4	2	0	6	2	0	10	12	0	0	3	3	0	0	0	0	21
% App. Total	66.7	33.3	0		16.7	0	83.3		0	0	100		0	0	0		
PHF	.500	.500	.000	.750	.250	.000	.500	.600	.000	.000	.375	.375	.000	.000	.000	.000	.656

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Groups Printed- Vehicles - Heavy Vehicles

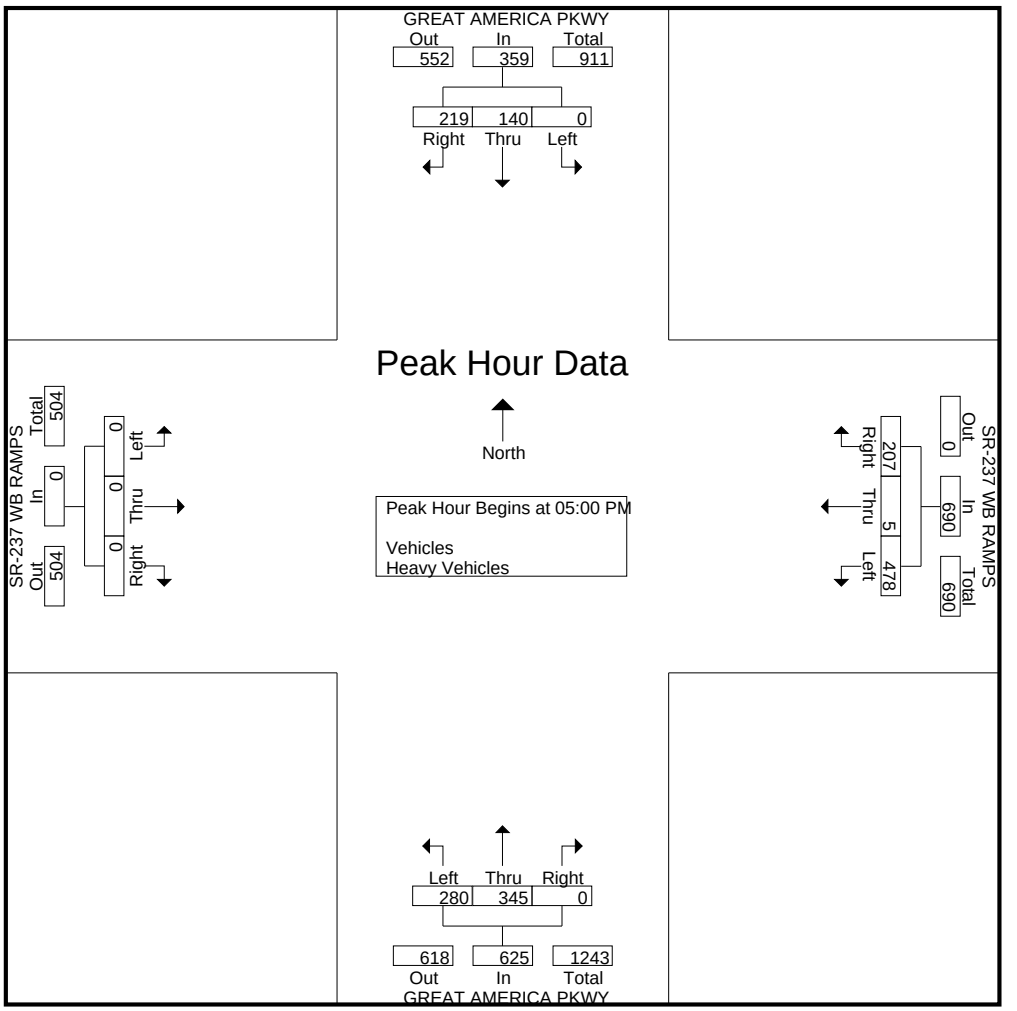
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	41	26	0	2	69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

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	47	36	0	83	55	1	**137**	**193**	0	60	66	126	0	0	0	0	402
05:15 PM	**68**	**37**	0	**105**	38	1	116	155	0	77	72	149	0	0	0	0	409
05:30 PM	60	34	0	94	45	**3**	119	167	0	99	**81**	**180**	0	0	0	0	**441**
05:45 PM	44	33	0	77	**69**	0	106	175	0	**109**	61	170	0	0	0	0	422
Total Volume	219	140	0	359	207	5	478	690	0	345	280	625	0	0	0	0	1674
% App. Total	61	39	0		30	0.7	69.3		0	55.2	44.8		0	0	0		
PHF	.805	.946	.000	.855	.750	.417	.872	.894	.000	.791	.864	.868	.000	.000	.000	.000	.949

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Groups Printed- Vehicles

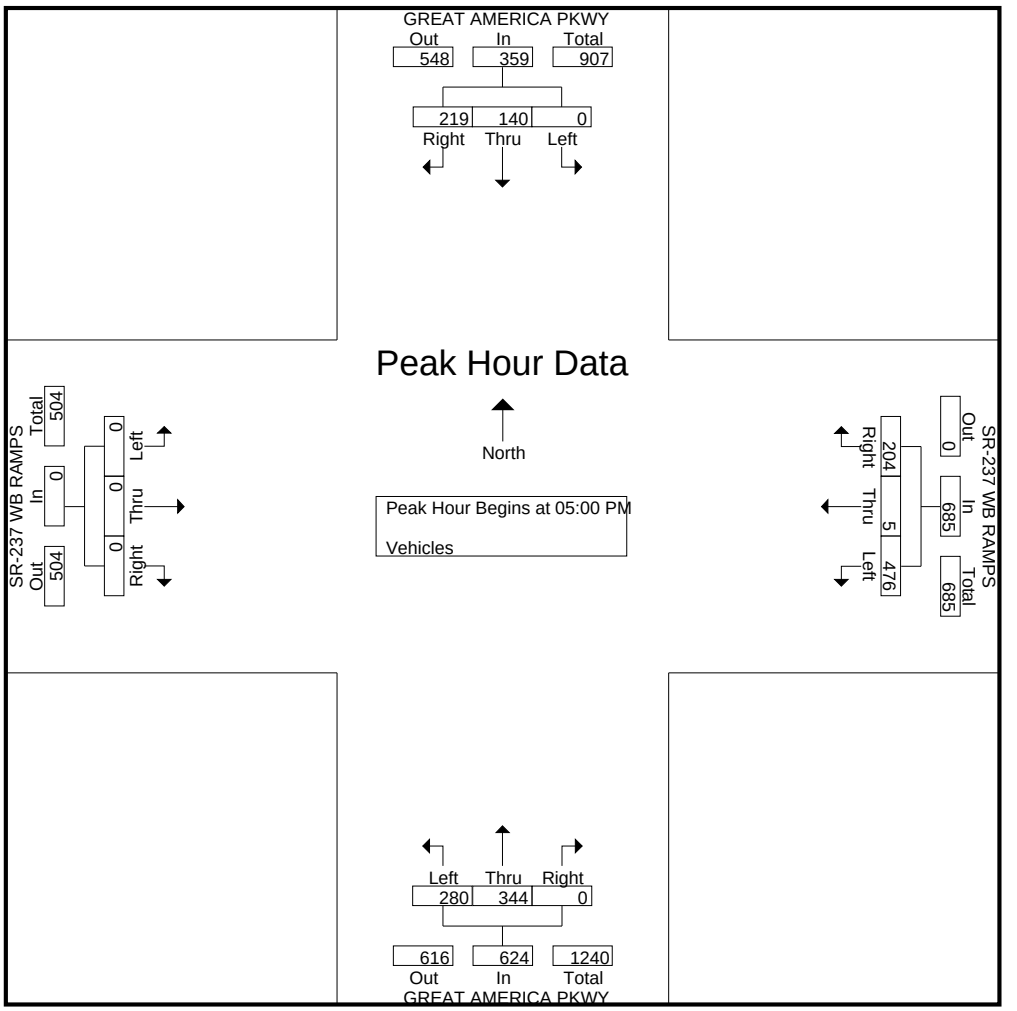
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	41	26	0	2	69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

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	47	36	0	83	54	1	**136**	**191**	0	60	66	126	0	0	0	0	400
05:15 PM	**68**	**37**	0	**105**	38	1	115	154	0	76	72	148	0	0	0	0	407
05:30 PM	60	34	0	94	44	**3**	119	166	0	99	**81**	**180**	0	0	0	0	**440**
05:45 PM	44	33	0	77	**68**	0	106	174	0	**109**	61	170	0	0	0	0	421
Total Volume	219	140	0	359	204	5	476	685	0	344	280	624	0	0	0	0	1668
% App. Total	61	39	0		29.8	0.7	69.5		0	55.1	44.9		0	0	0		
PHF	.805	.946	.000	.855	.750	.417	.875	.897	.000	.789	.864	.867	.000	.000	.000	.000	.948

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Groups Printed- Bikes

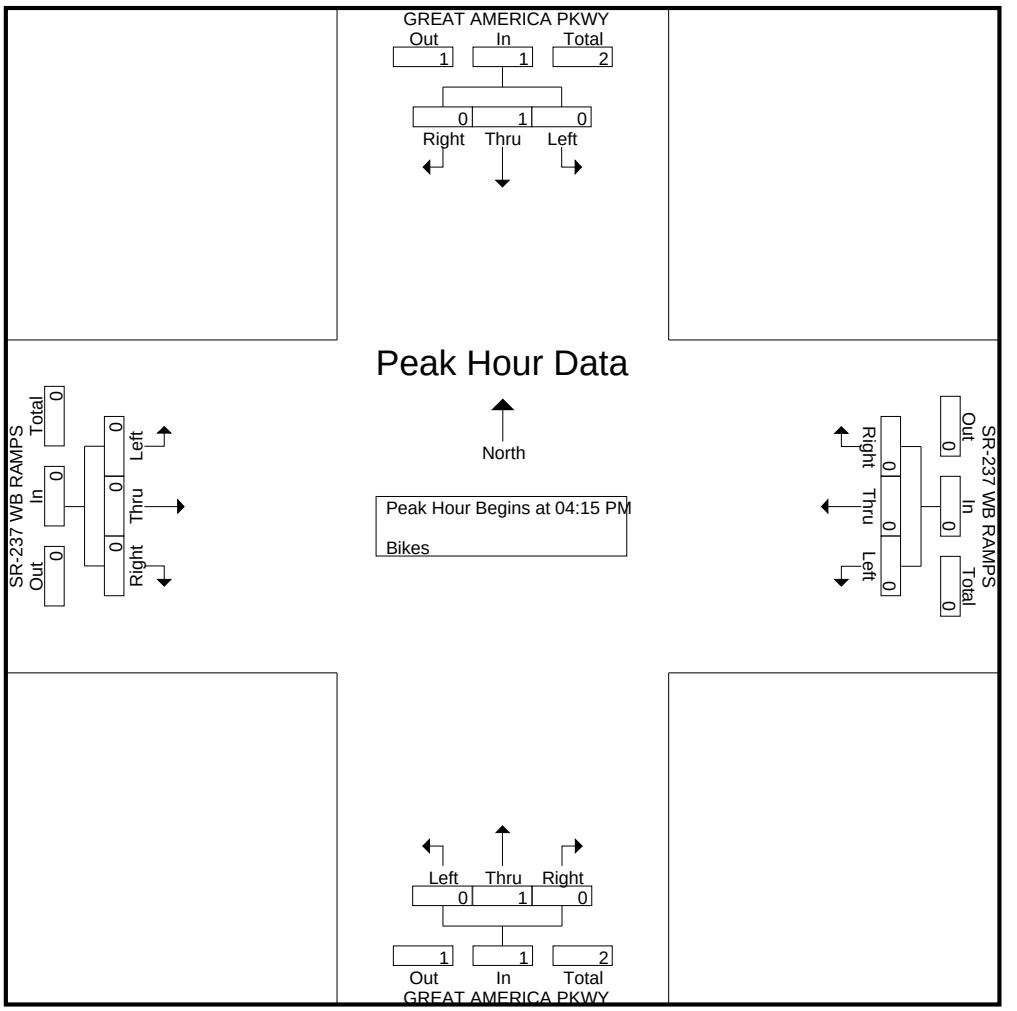
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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Groups Printed- Heavy Vehicles

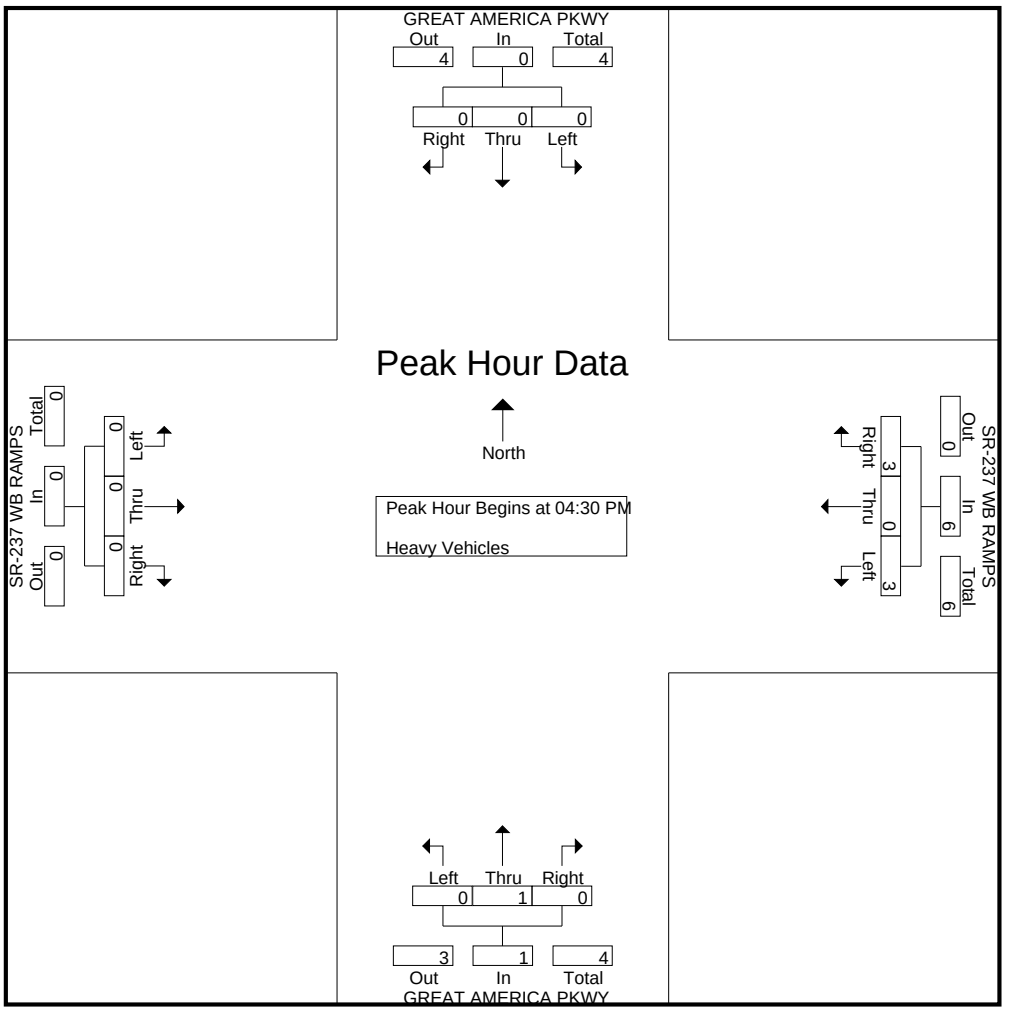
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0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

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

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Groups Printed- Vehicles - Heavy Vehicles

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

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	250	9	259	0	0	0	0	87	**62**	0	149	115	0	**60**	175	583
09:00 AM	0	249	6	255	0	0	0	0	**100**	52	0	**152**	**151**	0	48	**199**	**606**
09:15 AM	0	**276**	6	**282**	0	0	0	0	85	53	0	138	98	0	43	141	561
09:30 AM	0	249	**11**	260	0	0	0	0	77	50	0	127	125	0	44	169	556
Total Volume	0	1024	32	1056	0	0	0	0	349	217	0	566	489	0	195	684	2306
% App. Total	0	97	3		0	0	0		61.7	38.3	0		71.5	0	28.5		
PHF	.000	.928	.727	.936	.000	.000	.000	.000	.873	.875	.000	.931	.810	.000	.813	.859	.951

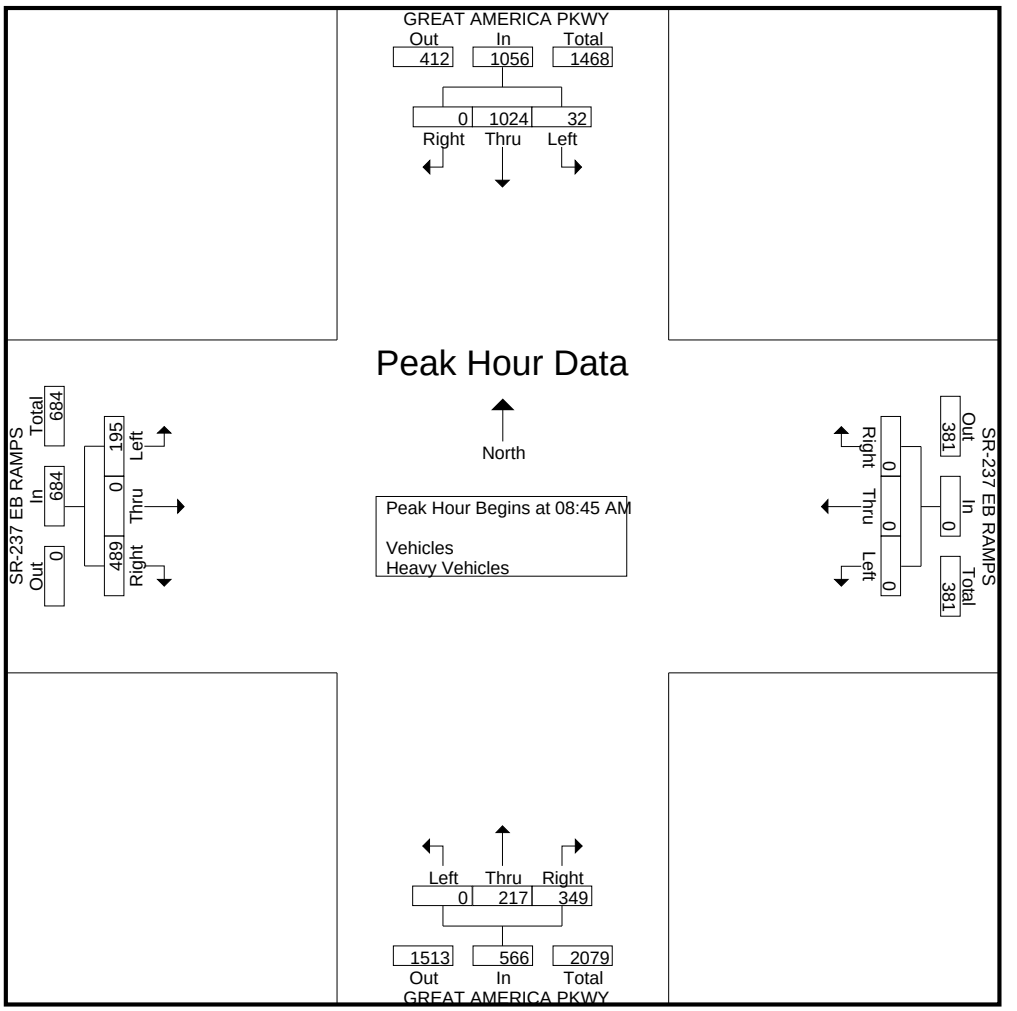
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Groups Printed- Vehicles

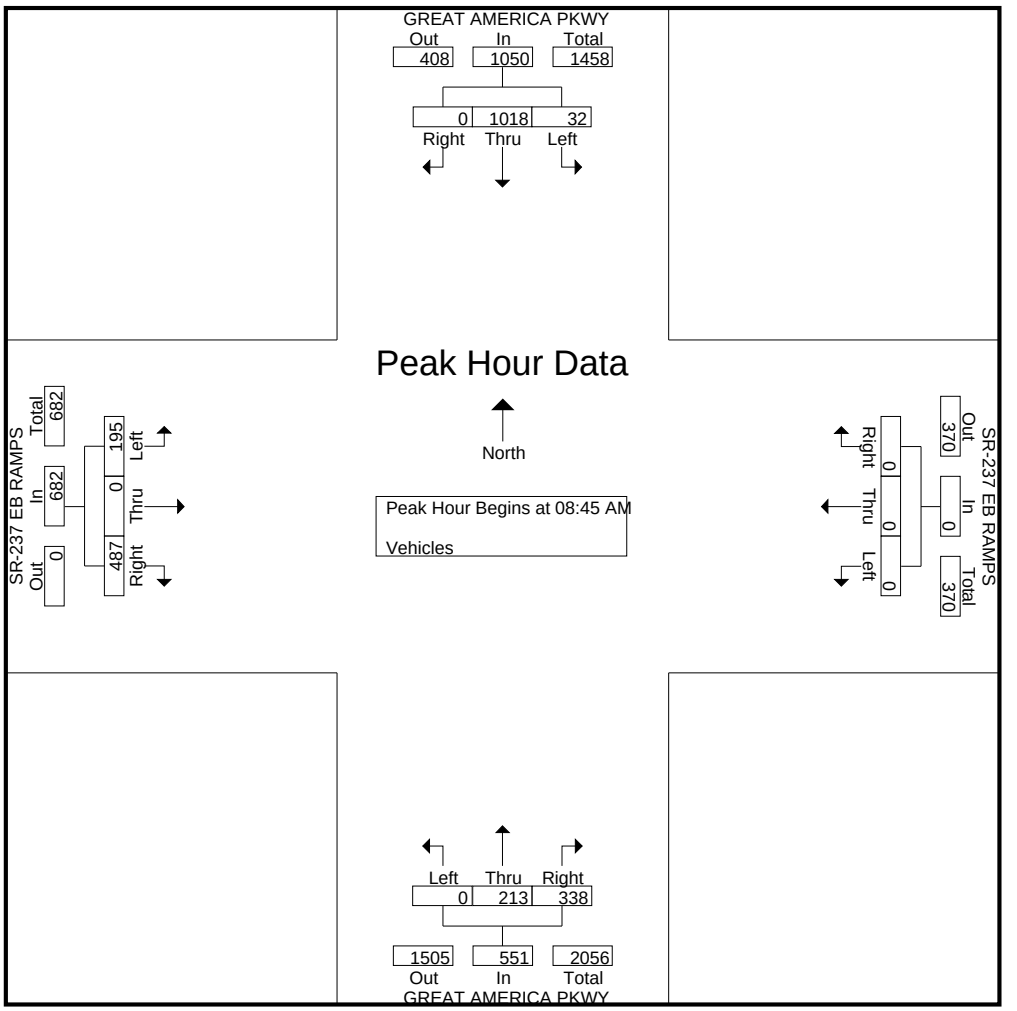
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	142	2	0	144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

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	247	9	256	0	0	0	0	87	**62**	0	149	114	0	**60**	174	579
09:00 AM	0	248	6	254	0	0	0	0	**98**	52	0	**150**	**150**	0	48	**198**	**602**
09:15 AM	0	**275**	6	**281**	0	0	0	0	78	50	0	128	98	0	43	141	550
09:30 AM	0	248	**11**	259	0	0	0	0	75	49	0	124	125	0	44	169	552
Total Volume	0	1018	32	1050	0	0	0	0	338	213	0	551	487	0	195	682	2283
% App. Total	0	97	3		0	0	0		61.3	38.7	0		71.4	0	28.6		
PHF	.000	.925	.727	.934	.000	.000	.000	.000	.862	.859	.000	.918	.812	.000	.813	.861	.948

Traffic Data Service

Campbell, CA
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File Name : 2AM FINAL
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Groups Printed- Bikes

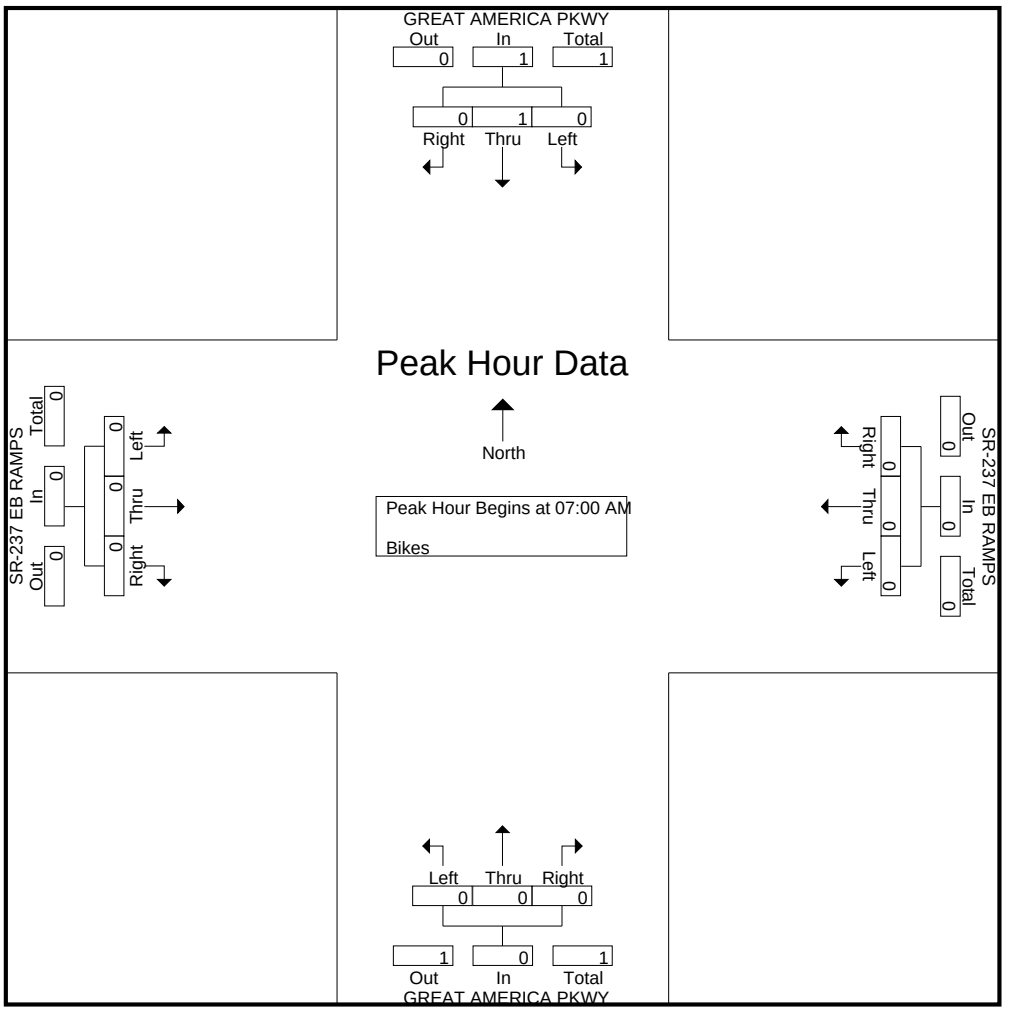
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Groups Printed- Heavy Vehicles

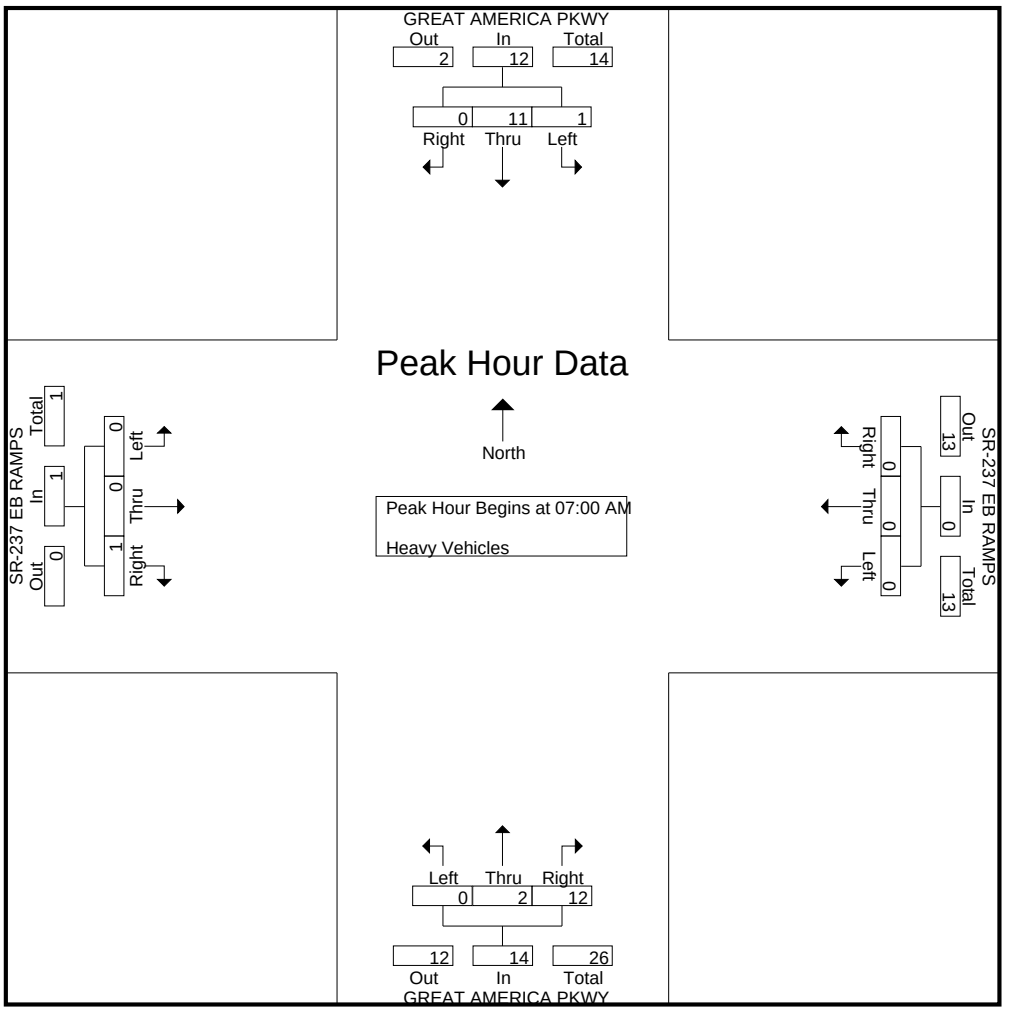
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0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

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	**5**	0	0	**5**	0	0	0	0	**8**
07:15 AM	0	**5**	0	**5**	0	0	0	0	1	**1**	0	2	**1**	0	0	**1**	8
07:30 AM	0	2	**1**	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
Total Volume	0	11	1	12	0	0	0	0	12	2	0	14	1	0	0	1	27
% App. Total	0	91.7	8.3		0	0	0		85.7	14.3	0		100	0	0		
PHF	.000	.550	.250	.600	.000	.000	.000	.000	.600	.500	.000	.700	.250	.000	.000	.250	.844

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File Name : 2PM FINAL
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Groups Printed- Vehicles - Heavy Vehicles

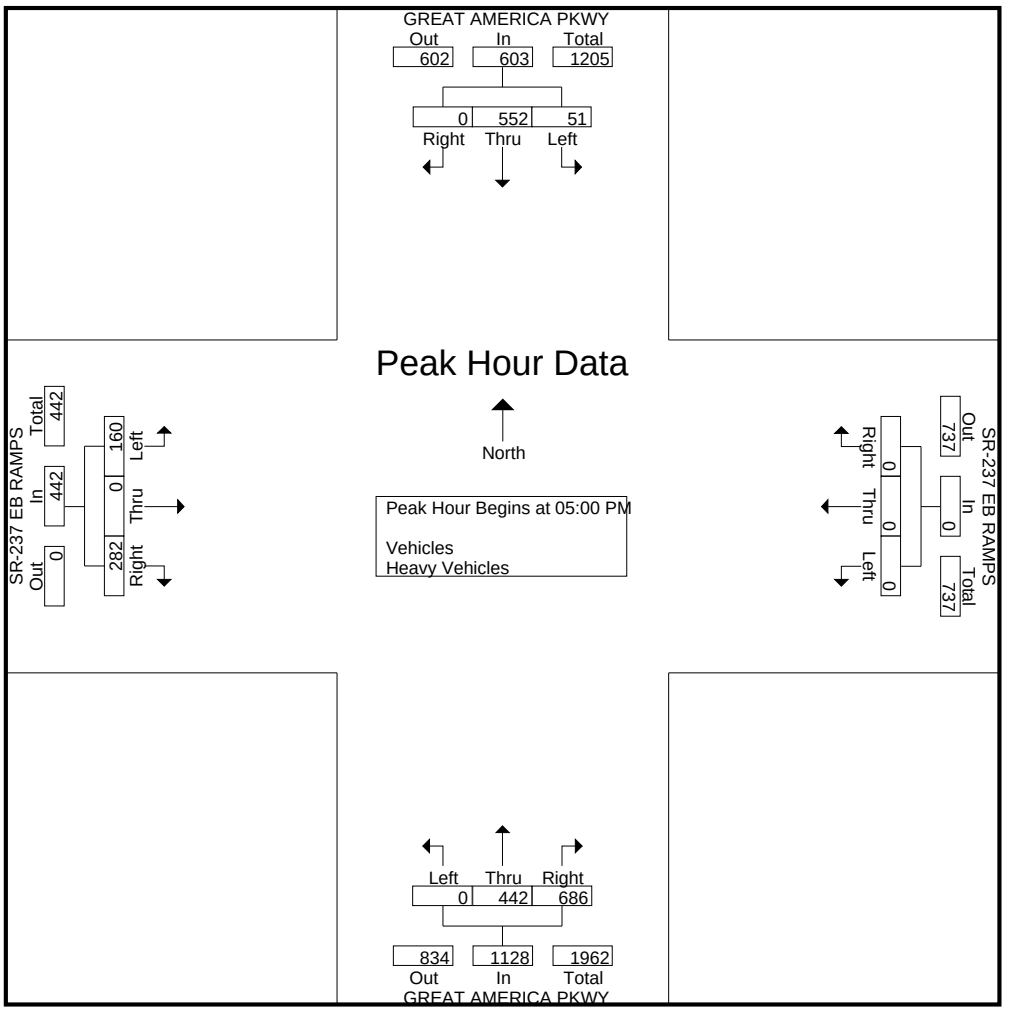
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	102	17	0	119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

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**159**	**14**	**173**	0	0	0	0	166	96	0	262	56	0	36	92	527
05:15 PM	0	136	12	148	0	0	0	0	179	101	0	280	**80**	0	42	**122**	550
05:30 PM	0	136	11	147	0	0	0	0	**189**	**126**	0	**315**	73	0	39	112	**574**
05:45 PM	0	121	14	135	0	0	0	0	152	119	0	271	73	0	**43**	116	522
Total Volume	0	552	51	603	0	0	0	0	686	442	0	1128	282	0	160	442	2173
% App. Total	0	91.5	8.5		0	0	0		60.8	39.2	0		63.8	0	36.2		
PHF	.000	.868	.911	.871	.000	.000	.000	.000	.907	.877	.000	.895	.881	.000	.930	.906	.946

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Groups Printed- Vehicles

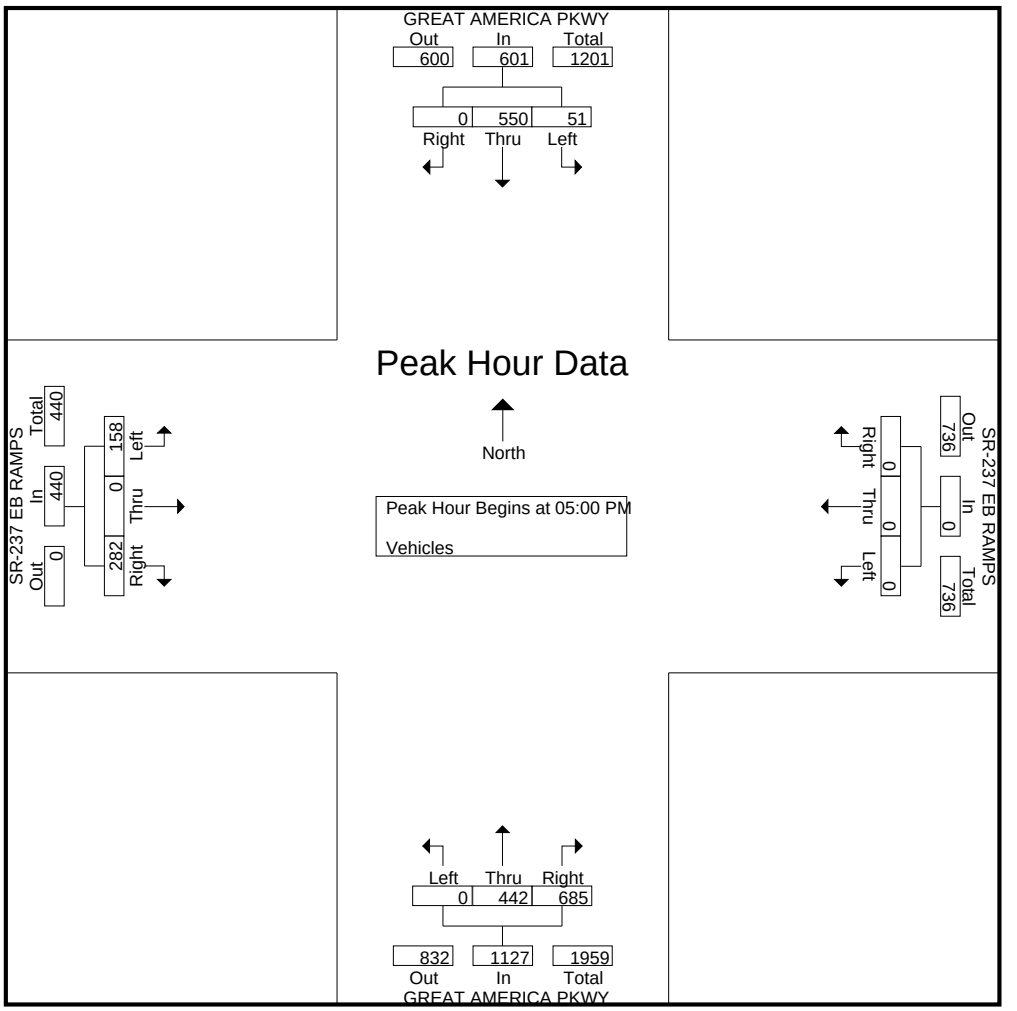
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	101	17	0	118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

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**158**	**14**	**172**	0	0	0	0	166	96	0	262	56	0	36	92	526
05:15 PM	0	135	12	147	0	0	0	0	178	101	0	279	**80**	0	41	**121**	547
05:30 PM	0	136	11	147	0	0	0	0	**189**	**126**	0	**315**	73	0	39	112	**574**
05:45 PM	0	121	14	135	0	0	0	0	152	119	0	271	73	0	**42**	115	521
Total Volume	0	550	51	601	0	0	0	0	685	442	0	1127	282	0	158	440	2168
% App. Total	0	91.5	8.5		0	0	0		60.8	39.2	0		64.1	0	35.9		
PHF	.000	.870	.911	.874	.000	.000	.000	.000	.906	.877	.000	.894	.881	.000	.940	.909	.944

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File Name : 2PM FINAL
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Groups Printed- Bikes

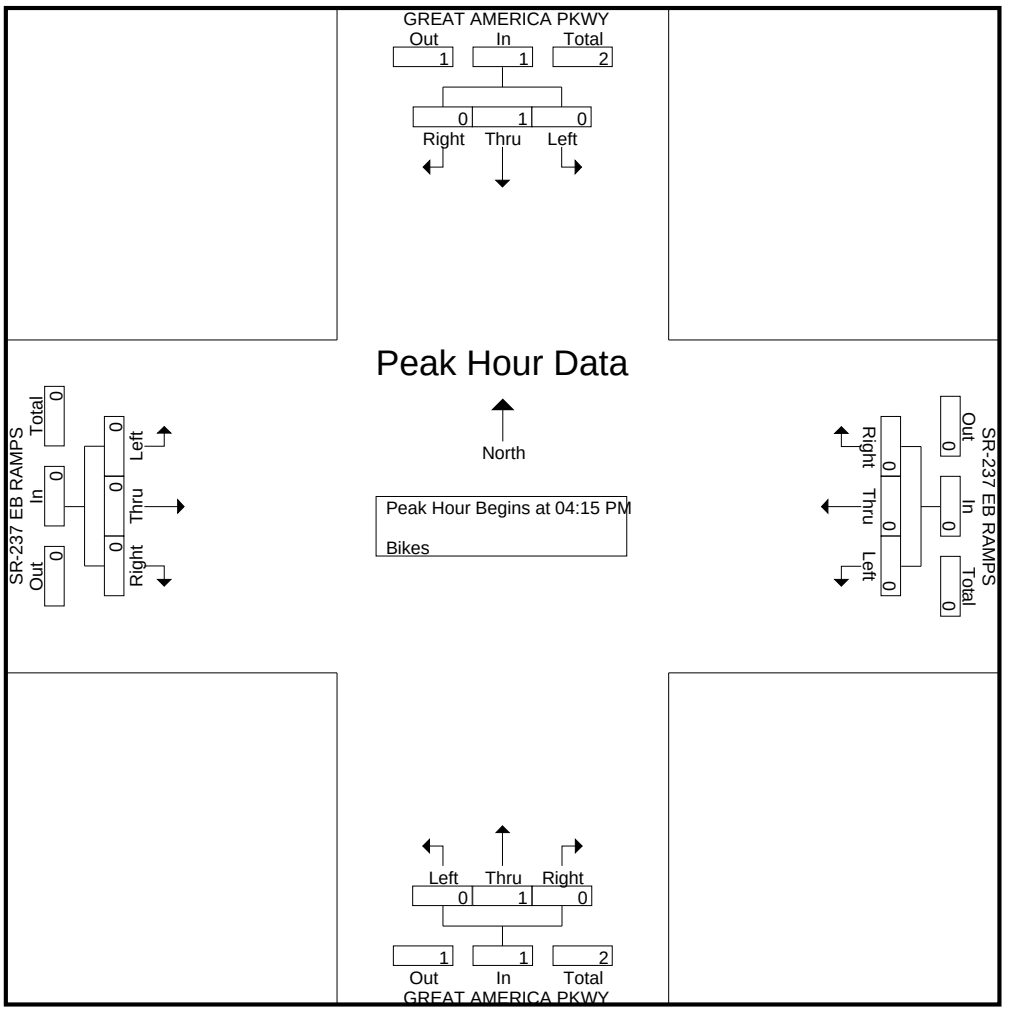
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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Groups Printed- Heavy Vehicles

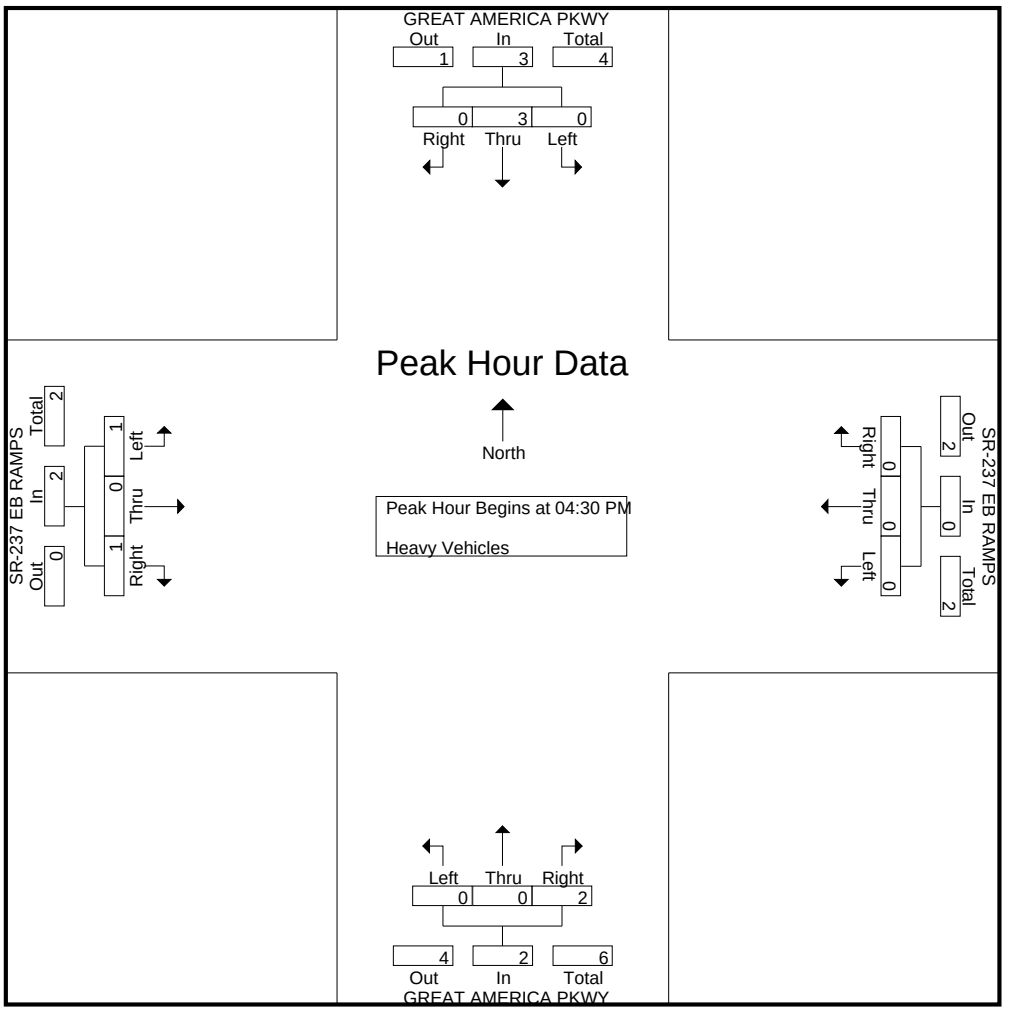
	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0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

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

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Groups Printed- Vehicles - Heavy Vehicles

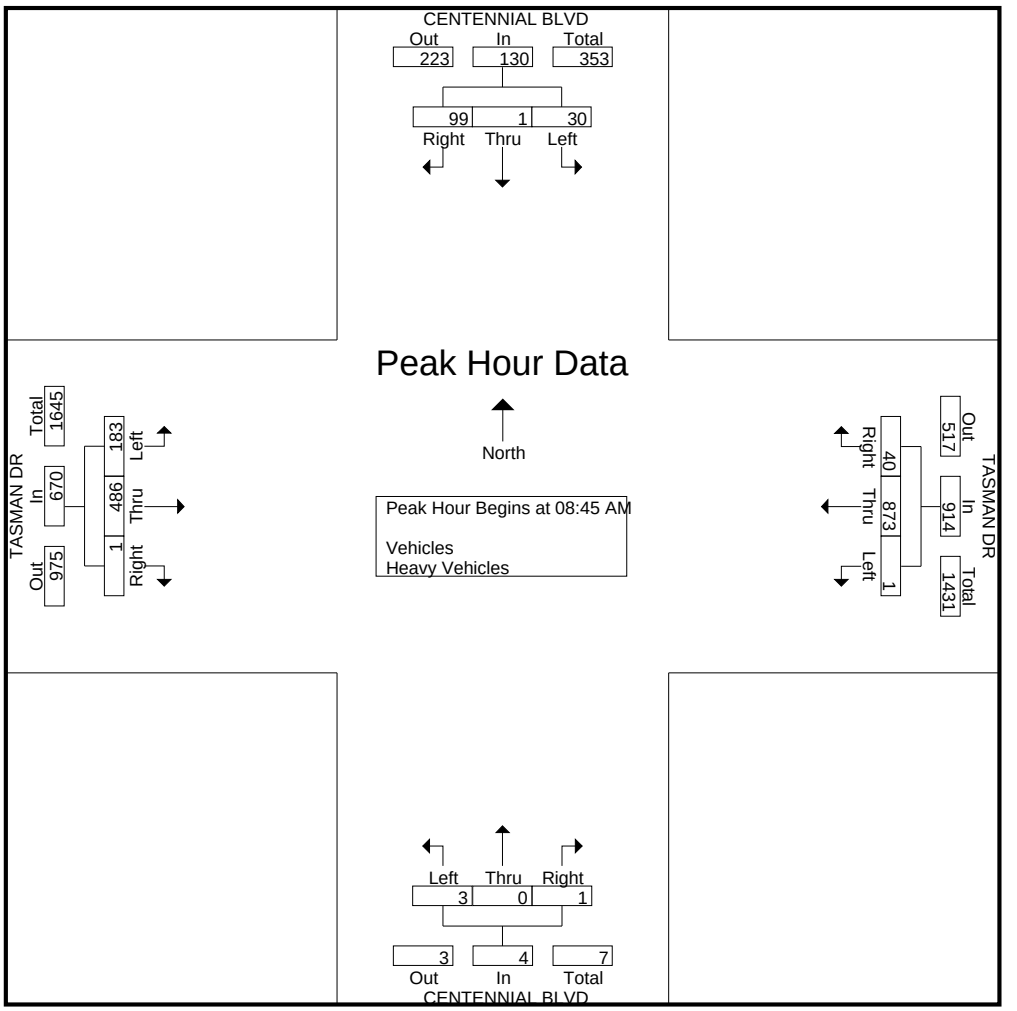
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	0	9	14	11	126	2	19	158	0	0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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**52**	0	**12**	**64**	**17**	210	**1**	228	0	0	0	0	0	**140**	23	163	**455**
09:00 AM	20	0	9	29	11	**266**	0	**277**	**1**	0	**1**	**2**	0	94	32	126	434
09:15 AM	21	**1**	4	26	9	233	0	242	0	0	1	1	0	133	29	162	431
09:30 AM	6	0	5	11	3	164	0	167	0	0	1	1	**1**	119	**99**	**219**	398
Total Volume	99	1	30	130	40	873	1	914	1	0	3	4	1	486	183	670	1718
% App. Total	76.2	0.8	23.1		4.4	95.5	0.1		25	0	75		0.1	72.5	27.3		
PHF	.476	.250	.625	.508	.588	.820	.250	.825	.250	.000	.750	.500	.250	.868	.462	.765	.944

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Groups Printed- Vehicles

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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**52**	0	**12**	**64**	**16**	210	**1**	227	0	0	0	0	0	**139**	21	160	**451**
09:00 AM	18	0	9	27	11	**264**	0	**275**	**1**	0	**1**	**2**	0	93	31	124	428
09:15 AM	17	**1**	4	22	9	232	0	241	0	0	1	1	0	133	29	162	426
09:30 AM	6	0	5	11	3	164	0	167	0	0	1	1	**1**	119	**99**	**219**	398
Total Volume	93	1	30	124	39	870	1	910	1	0	3	4	1	484	180	665	1703
% App. Total	75	0.8	24.2		4.3	95.6	0.1		25	0	75		0.2	72.8	27.1		
PHF	.447	.250	.625	.484	.609	.824	.250	.827	.250	.000	.750	.500	.250	.871	.455	.759	.944

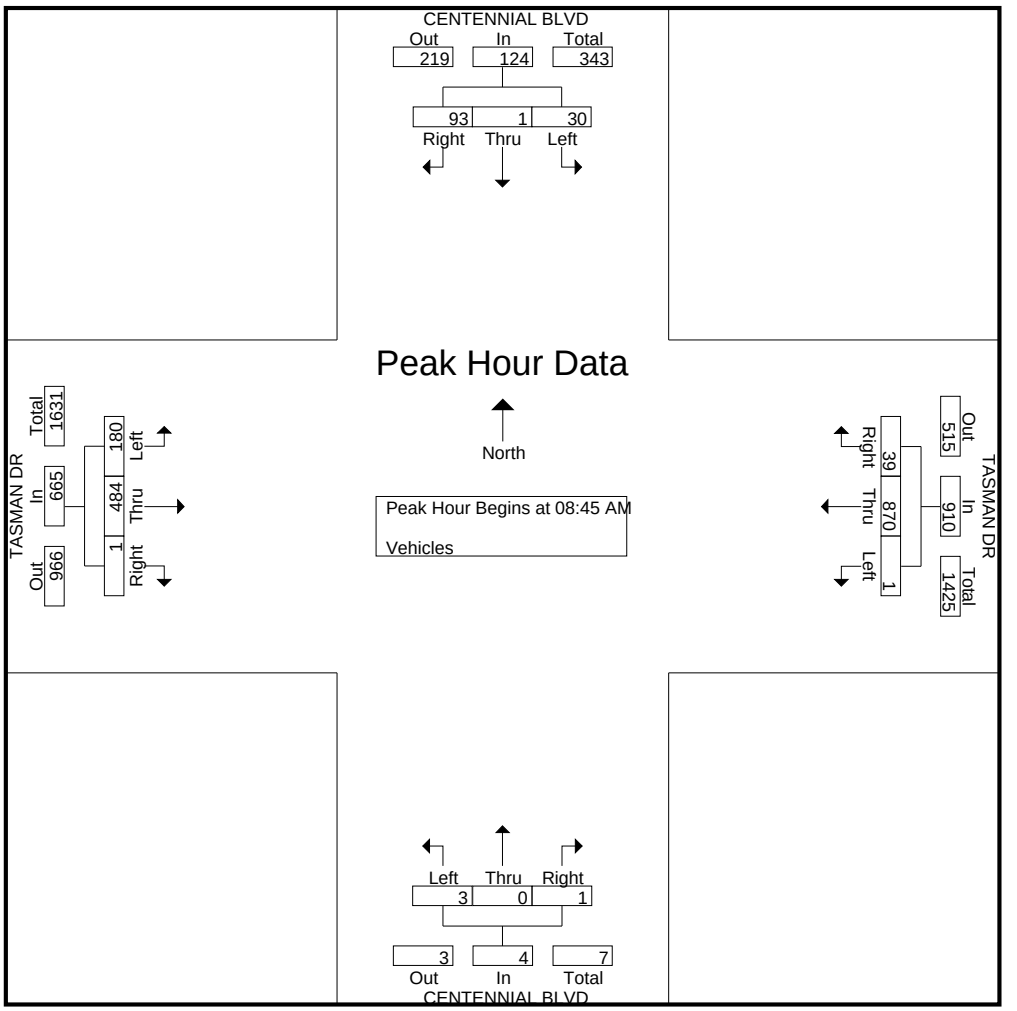
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Groups Printed- Bikes

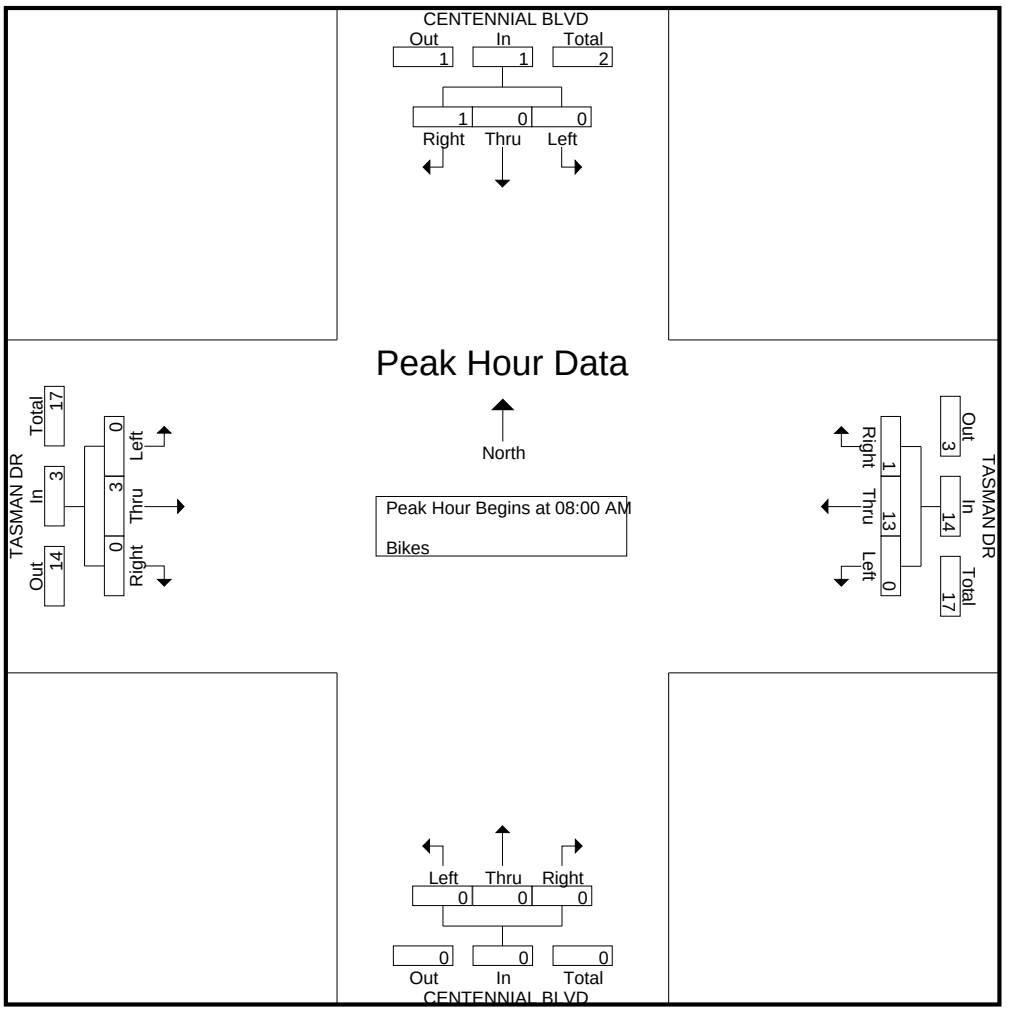
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**2**	0	**2**	6
08:45 AM	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0	0	1	0	1	**7**
Total Volume	1	0	0	1	1	13	0	14	0	0	0	0	0	3	0	3	18
% App. Total	100	0	0		7.1	92.9	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.650	.000	.700	.000	.000	.000	.000	.000	.375	.000	.375	.643

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Groups Printed- Heavy Vehicles

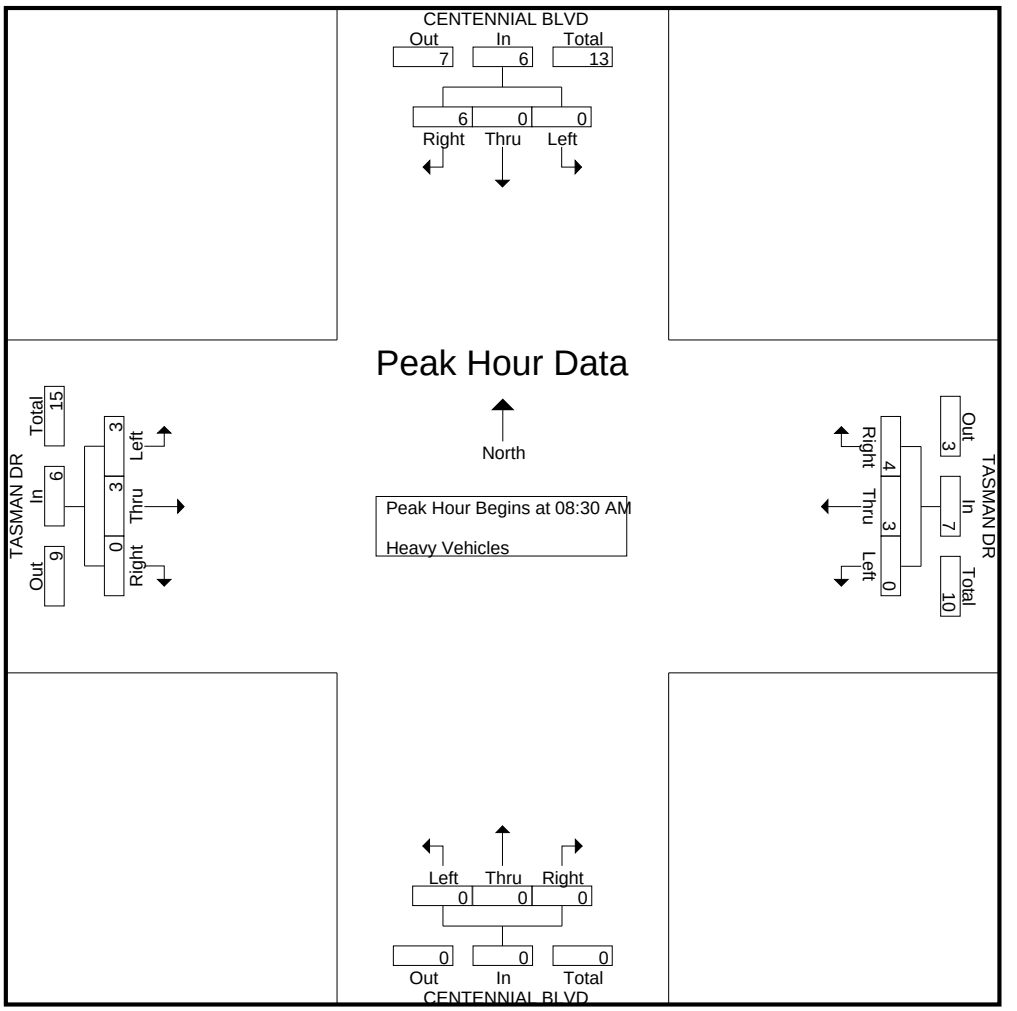
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	**1**	0	1	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	**2**	**3**	4
09:00 AM	2	0	0	2	0	**2**	0	2	0	0	0	0	0	1	1	2	**6**
09:15 AM	**4**	0	0	**4**	0	1	0	1	0	0	0	0	0	0	0	0	5
Total Volume	6	0	0	6	4	3	0	7	0	0	0	0	0	3	3	6	19
% App. Total	100	0	0		57.1	42.9	0		0	0	0		0	50	50		
PHF	.375	.000	.000	.375	.333	.375	.000	.583	.000	.000	.000	.000	.000	.750	.375	.500	.792

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Traffic Data Service

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Groups Printed- Vehicles - Heavy Vehicles

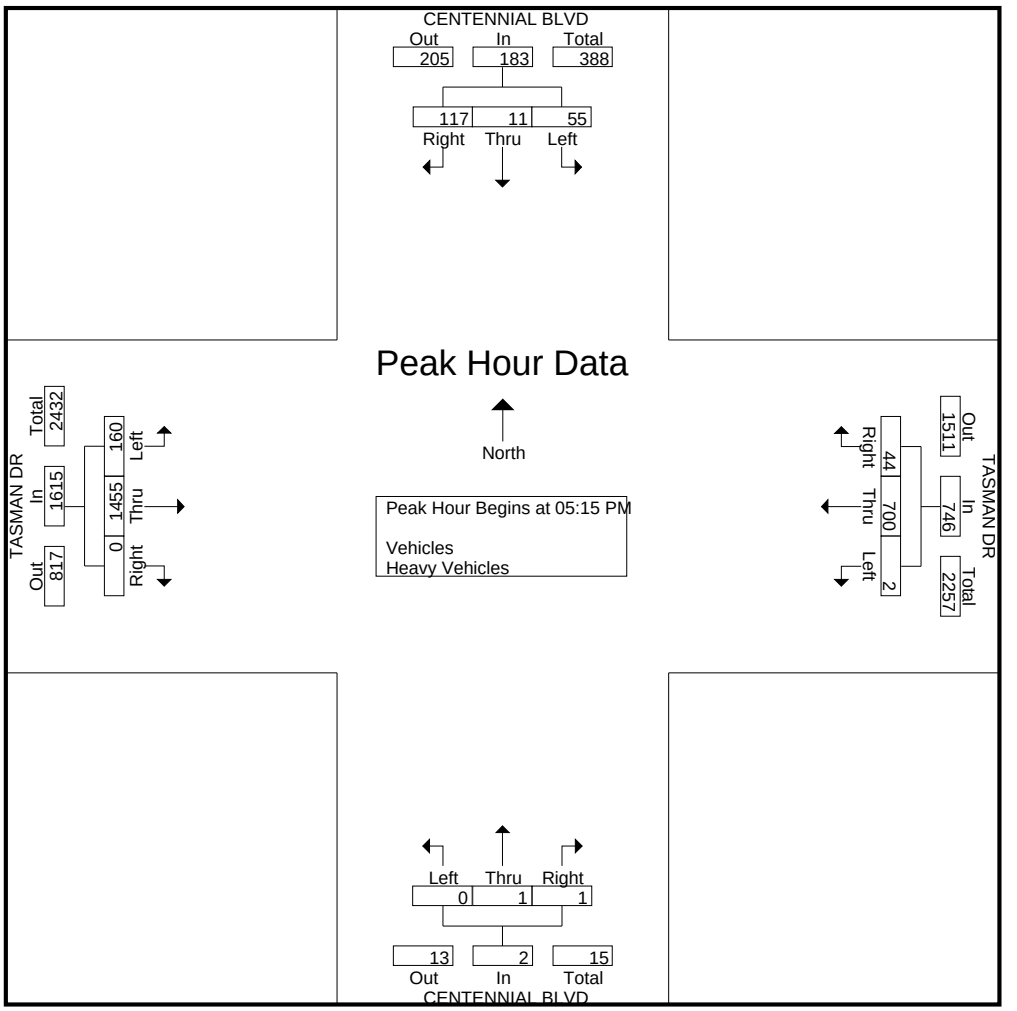
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	0	17	1	48	7	83	0	1	91	0	2	0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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	24	0	10	34	7	**214**	0	**221**	0	**1**	0	**1**	0	325	43	368	624
05:30 PM	23	0	**18**	41	**17**	167	0	184	**1**	0	0	1	0	**410**	**54**	**464**	**690**
05:45 PM	27	0	17	44	10	173	0	183	0	0	0	0	0	357	35	392	619
06:00 PM	**43**	**11**	10	**64**	10	146	**2**	158	0	0	0	0	0	363	28	391	613
Total Volume	117	11	55	183	44	700	2	746	1	1	0	2	0	1455	160	1615	2546
% App. Total	63.9	6	30.1		5.9	93.8	0.3		50	50	0		0	90.1	9.9		
PHF	.680	.250	.764	.715	.647	.818	.250	.844	.250	.250	.000	.500	.000	.887	.741	.870	.922

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Groups Printed- Vehicles

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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	24	0	10	34	7	**213**	0	**220**	0	**1**	0	**1**	0	324	43	367	622
05:30 PM	23	0	**18**	41	**17**	167	0	184	**1**	0	0	1	0	**410**	**54**	**464**	**690**
05:45 PM	27	0	16	43	10	173	0	183	0	0	0	0	0	356	35	391	617
06:00 PM	**43**	**11**	10	**64**	10	146	**2**	158	0	0	0	0	0	362	28	390	612
Total Volume	117	11	54	182	44	699	2	745	1	1	0	2	0	1452	160	1612	2541
% App. Total	64.3	6	29.7		5.9	93.8	0.3		50	50	0		0	90.1	9.9		
PHF	.680	.250	.750	.711	.647	.820	.250	.847	.250	.250	.000	.500	.000	.885	.741	.869	.921

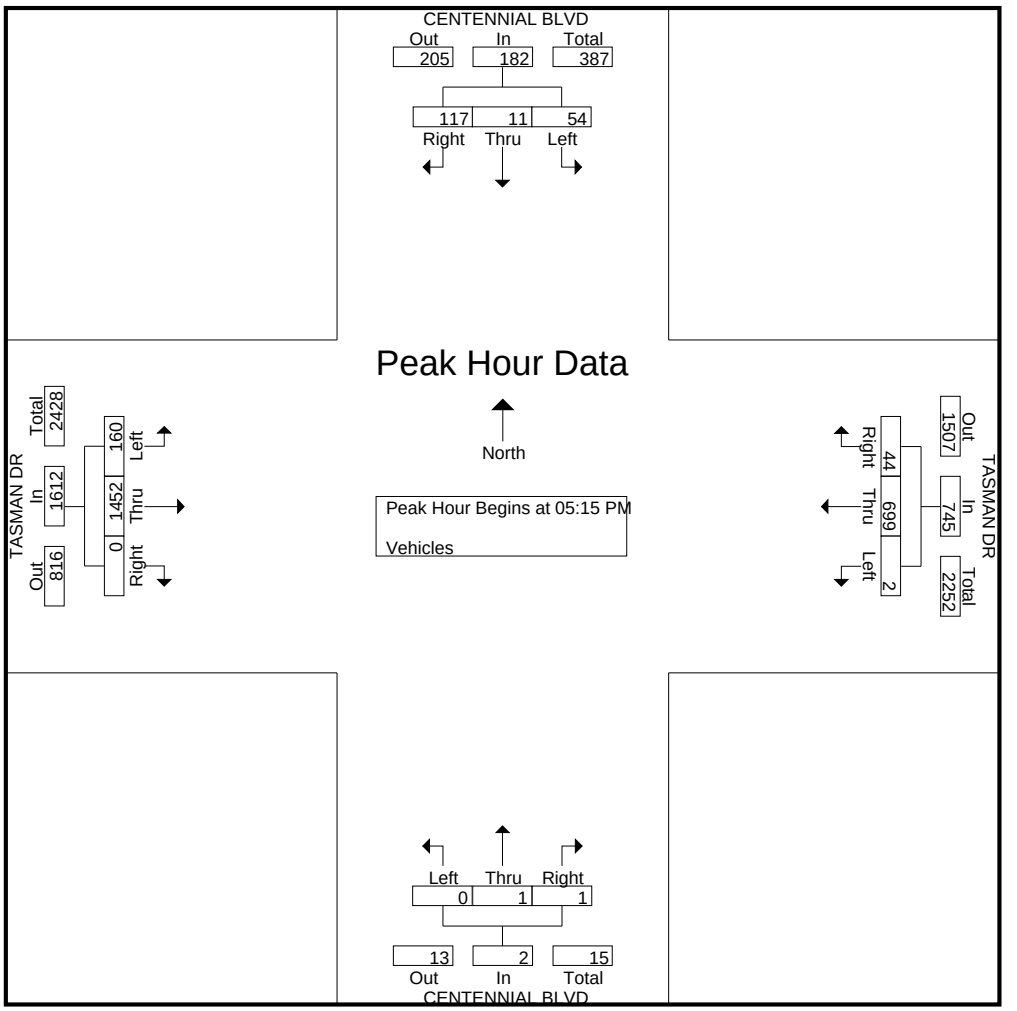
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Groups Printed- Bikes

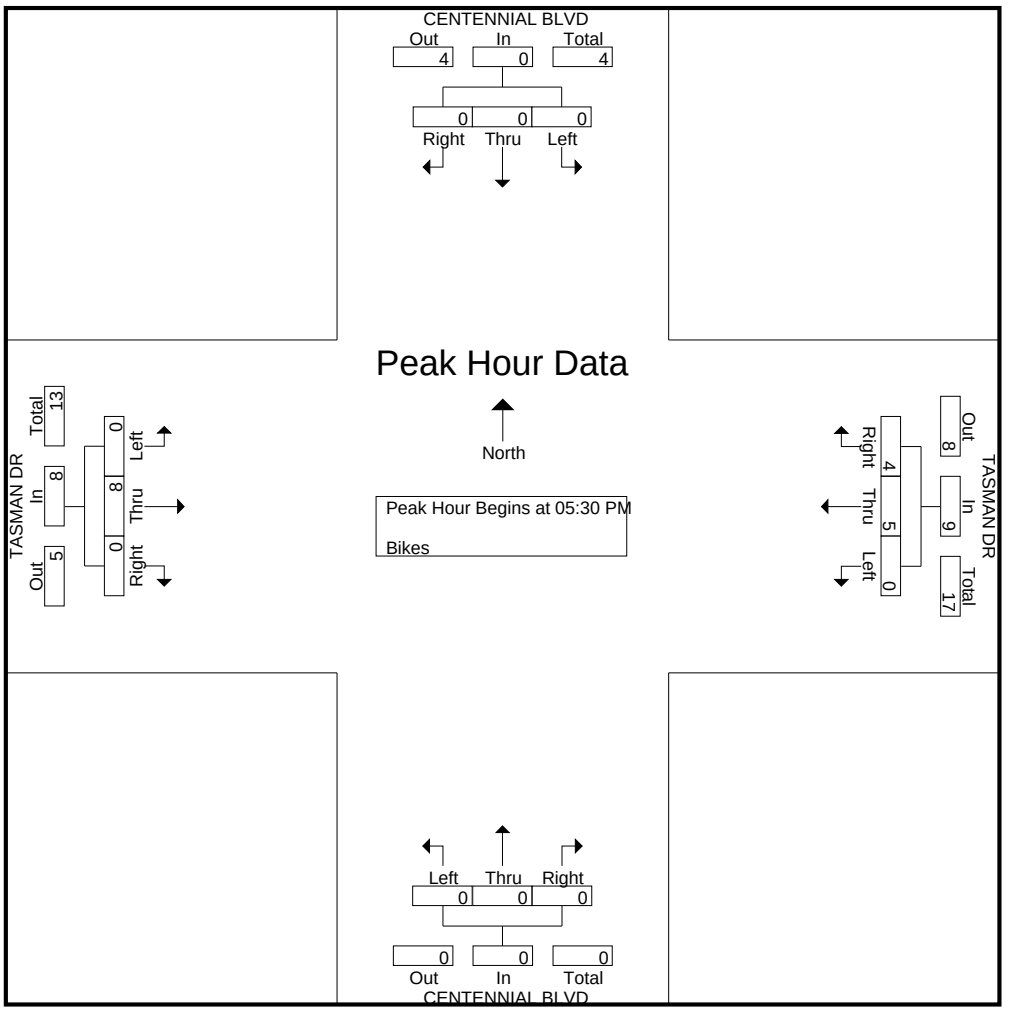
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0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

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	**3**	0	**3**	**7**
05:45 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
06:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	4	5	0	9	0	0	0	0	0	8	0	8	17
% App. Total	0	0	0		44.4	55.6	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.333	.625	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667	.607

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Groups Printed- Heavy Vehicles

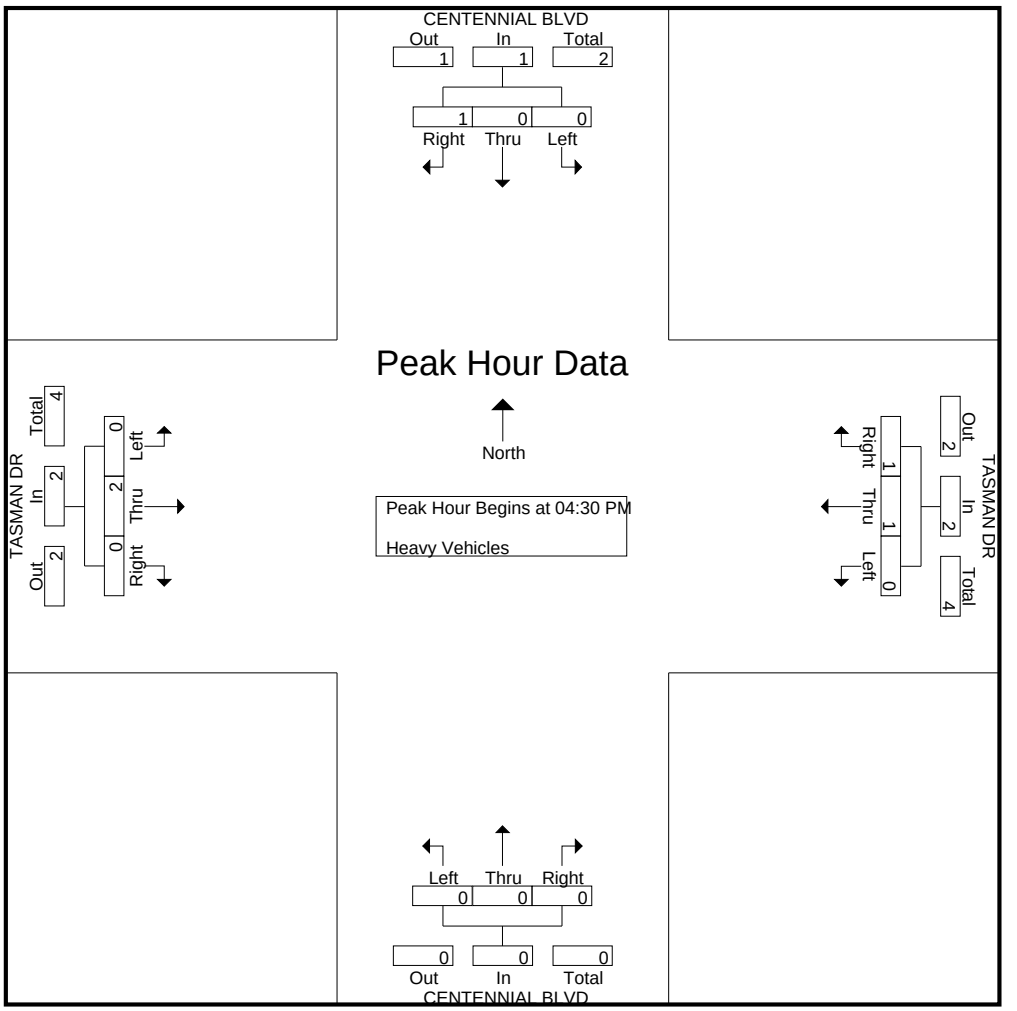
	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	9
Apprch %	50	0	50	0		50	50	0	0		0	0	0	0		0	100	0	0		
Total %	11.1	0	11.1	0	22.2	11.1	11.1	0	0	22.2	0	0	0	0	0	0	55.6	0	0	55.6	

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	1	1	0	2	0	0	0	0	0	2	0	2	5
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.625

Traffic Data Service

Campbell, CA
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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 3/11/2014
Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 1

Groups Printed- Vehicles

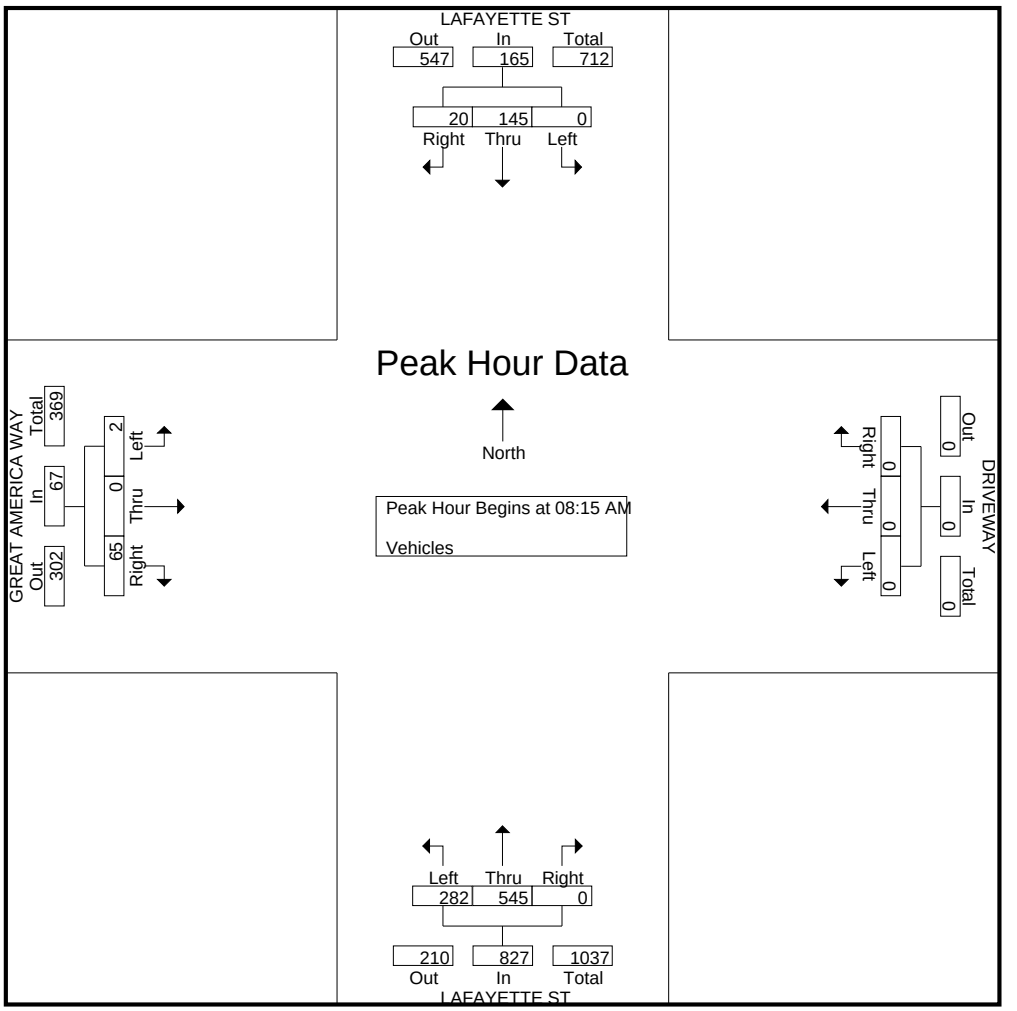
	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	25	0	1	26	0	0	0	0	0	0	50	46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

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	3	**40**	0	43	0	0	0	0	0	140	**86**	**226**	13	0	0	13	**282**
08:30 AM	**8**	37	0	**45**	0	0	0	0	0	124	65	189	**18**	0	0	**18**	252
08:45 AM	2	34	0	36	0	0	0	0	0	**151**	66	217	18	0	0	18	271
09:00 AM	7	34	0	41	0	0	0	0	0	130	65	195	16	0	**2**	18	254
Total Volume	20	145	0	165	0	0	0	0	0	545	282	827	65	0	2	67	1059
% App. Total	12.1	87.9	0		0	0	0		0	65.9	34.1		97	0	3		
PHF	.625	.906	.000	.917	.000	.000	.000	.000	.000	.902	.820	.915	.903	.000	.250	.931	.939

Traffic Data Service

Campbell, CA
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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 1

Groups Printed- Bikes

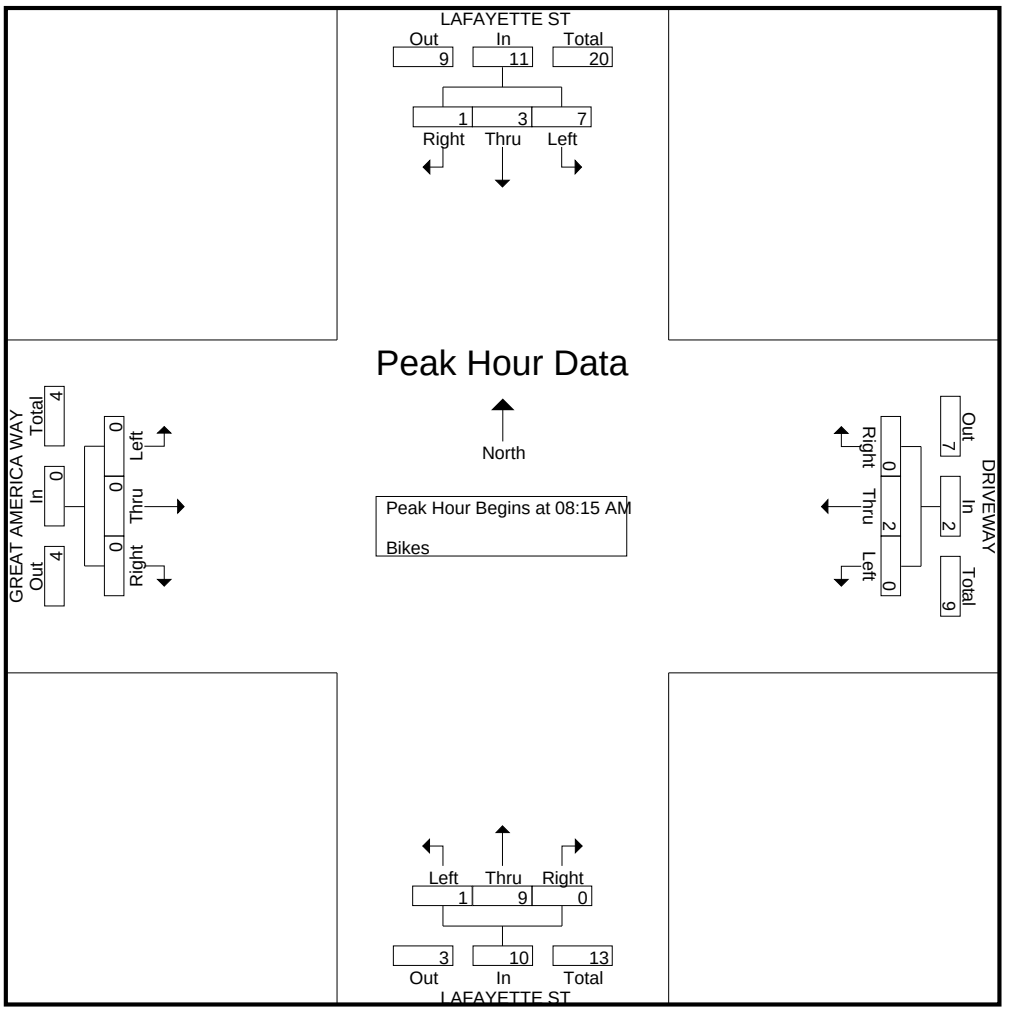
	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**1**	**3**	**4**	0	**2**	0	**2**	0	2	0	2	0	0	0	0	**8**
08:30 AM	**1**	1	0	2	0	0	0	0	0	**4**	0	**4**	0	0	0	0	6
08:45 AM	0	0	3	3	0	0	0	0	0	1	0	1	0	0	0	0	4
09:00 AM	0	1	1	2	0	0	0	0	0	2	**1**	3	0	0	0	0	5
Total Volume	1	3	7	11	0	2	0	2	0	9	1	10	0	0	0	0	23
% App. Total	9.1	27.3	63.6		0	100	0		0	90	10		0	0	0		
PHF	.250	.750	.583	.688	.000	.250	.000	.250	.000	.563	.250	.625	.000	.000	.000	.000	.719

Traffic Data Service

Campbell, CA
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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 2



Traffic Data Service

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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 1

Groups Printed- Vehicles

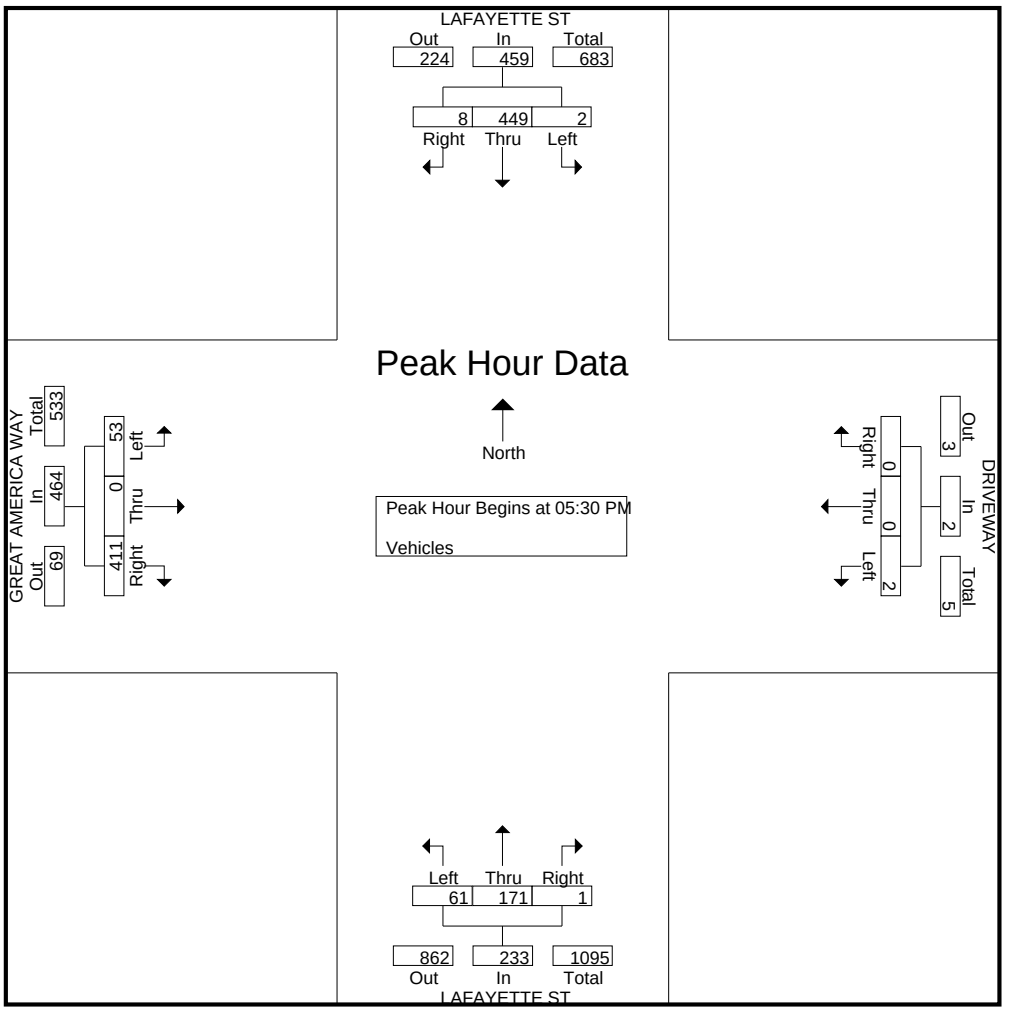
	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	88	0	0	92	0	0	0	0	0	0	45	9	0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

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**3**	**124**	**1**	**128**	0	0	**1**	**1**	0	**50**	11	**61**	**111**	0	11	**122**	**312**
05:45 PM	1	115	0	116	0	0	0	0	0	43	11	54	92	0	10	102	272
06:00 PM	2	112	0	114	0	0	0	0	**1**	39	17	57	100	0	**18**	118	289
06:15 PM	2	98	1	101	0	0	1	1	0	39	**22**	61	108	0	14	122	285
Total Volume	8	449	2	459	0	0	2	2	1	171	61	233	411	0	53	464	1158
% App. Total	1.7	97.8	0.4		0	0	100		0.4	73.4	26.2		88.6	0	11.4		
PHF	.667	.905	.500	.896	.000	.000	.500	.500	.250	.855	.693	.955	.926	.000	.736	.951	.928

Traffic Data Service

Campbell, CA
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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 1

Groups Printed- Bikes

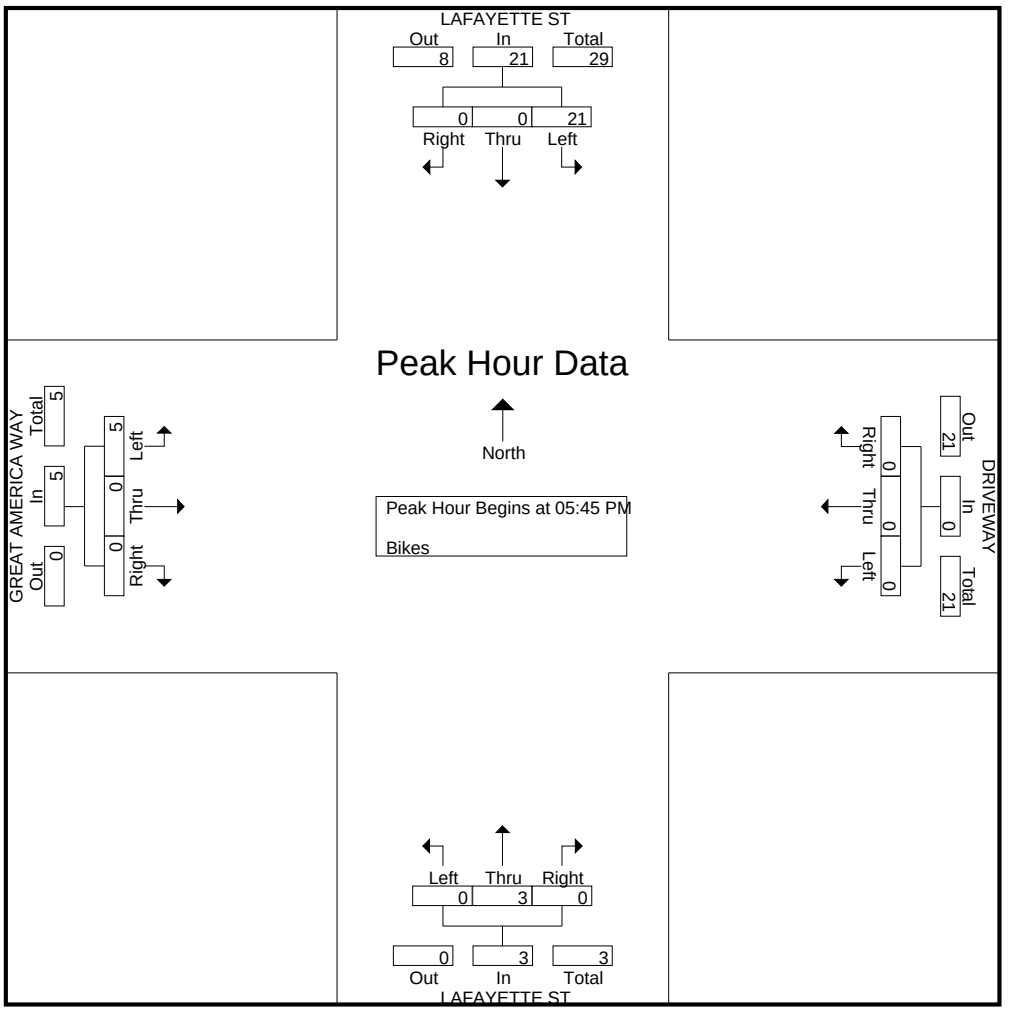
	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	1	1	2
06:15 PM	0	0	**15**	**15**	0	0	0	0	0	1	0	1	0	0	**2**	**2**	**18**
06:30 PM	0	0	5	5	0	0	0	0	0	1	0	1	0	0	2	2	8
Total Volume	0	0	21	21	0	0	0	0	0	3	0	3	0	0	5	5	29
% App. Total	0	0	100		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.350	.350	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.625	.625	.403

Traffic Data Service

Campbell, CA
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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 4/10/2014
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 89AM FINAL
Site Code : 00000089
Start Date : 1/6/2015
Page No : 1

Groups Printed- Vehicles

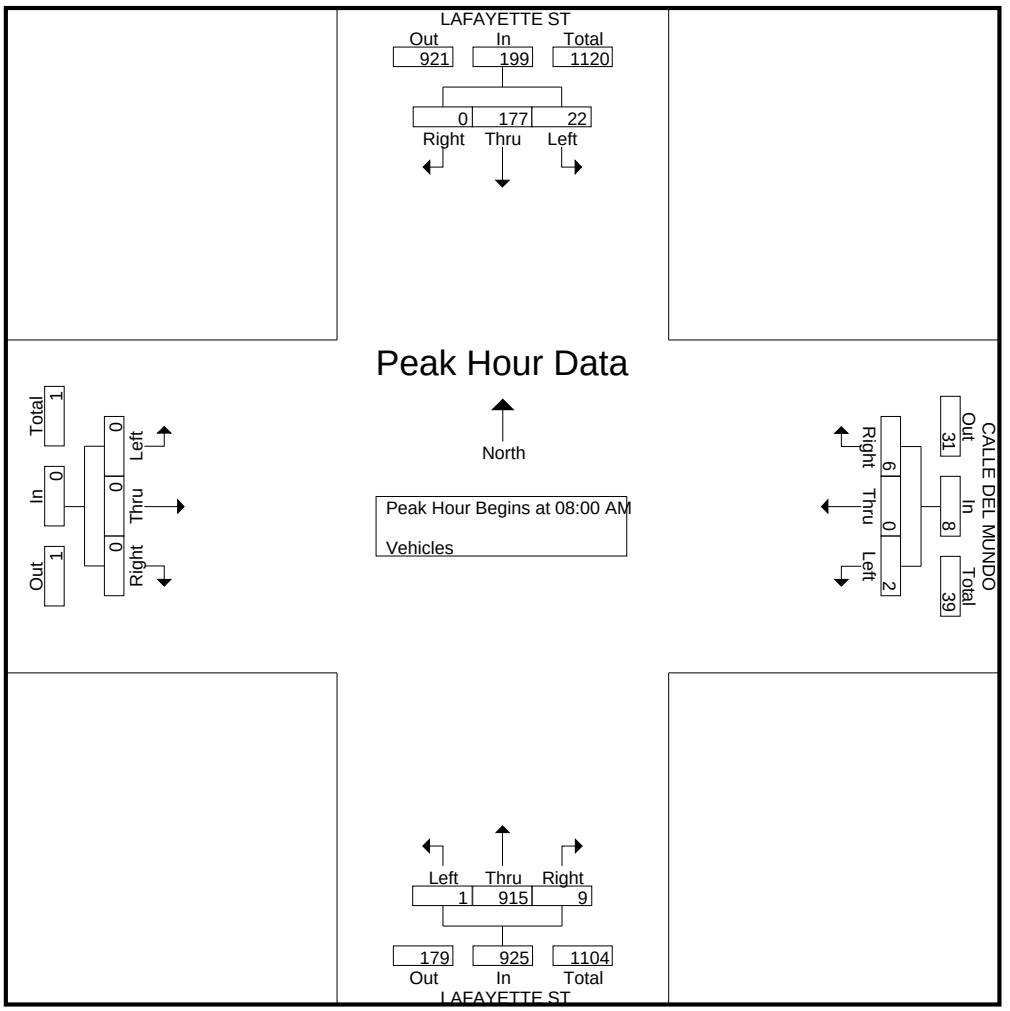
	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	31	4	0	35	2	0	3	0	5	2	87	1	0	90	0	0	0	0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

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	46	5	51	1	0	0	1	3	213	0	216	0	0	0	0	268
08:15 AM	0	33	5	38	**3**	0	**1**	**4**	0	233	**1**	234	0	0	0	0	276
08:30 AM	0	48	**7**	**55**	2	0	1	3	2	231	0	233	0	0	0	0	291
08:45 AM	0	**50**	5	55	0	0	0	0	**4**	**238**	0	**242**	0	0	0	0	**297**
Total Volume	0	177	22	199	6	0	2	8	9	915	1	925	0	0	0	0	1132
% App. Total	0	88.9	11.1		75	0	25		1	98.9	0.1		0	0	0		
PHF	.000	.885	.786	.905	.500	.000	.500	.500	.563	.961	.250	.956	.000	.000	.000	.000	.953

Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 89AM FINAL
Site Code : 00000089
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Traffic Data Service

Campbell, CA
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File Name : 89PM FINAL
Site Code : 00000089
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Groups Printed- Vehicles

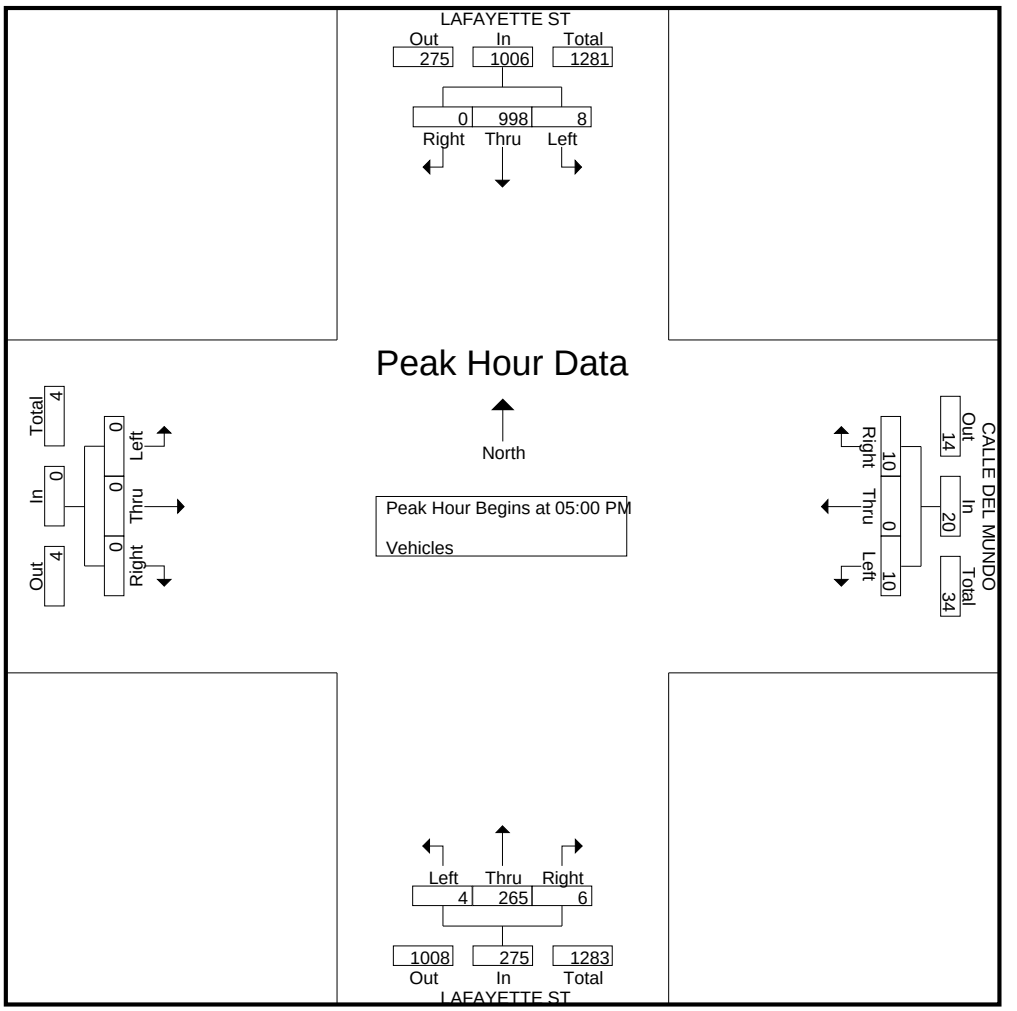
	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	137	1	0	138	7	0	3	0	10	1	45	0	0	46	0	0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

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	238	2	240	**7**	0	**7**	**14**	0	58	**1**	59	0	0	0	0	313
05:15 PM	0	252	2	254	1	0	1	2	2	73	1	76	0	0	0	0	**332**
05:30 PM	0	**266**	1	**267**	1	0	2	3	**3**	57	1	61	0	0	0	0	331
05:45 PM	0	242	**3**	245	1	0	0	1	1	**77**	1	**79**	0	0	0	0	325
Total Volume	0	998	8	1006	10	0	10	20	6	265	4	275	0	0	0	0	1301
% App. Total	0	99.2	0.8		50	0	50		2.2	96.4	1.5		0	0	0		
PHF	.000	.938	.667	.942	.357	.000	.357	.357	.500	.860	1.00	.870	.000	.000	.000	.000	.980

Traffic Data Service

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File Name : 89PM FINAL
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Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 89AM FINAL
Site Code : 00000089
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Groups Printed- Bikes

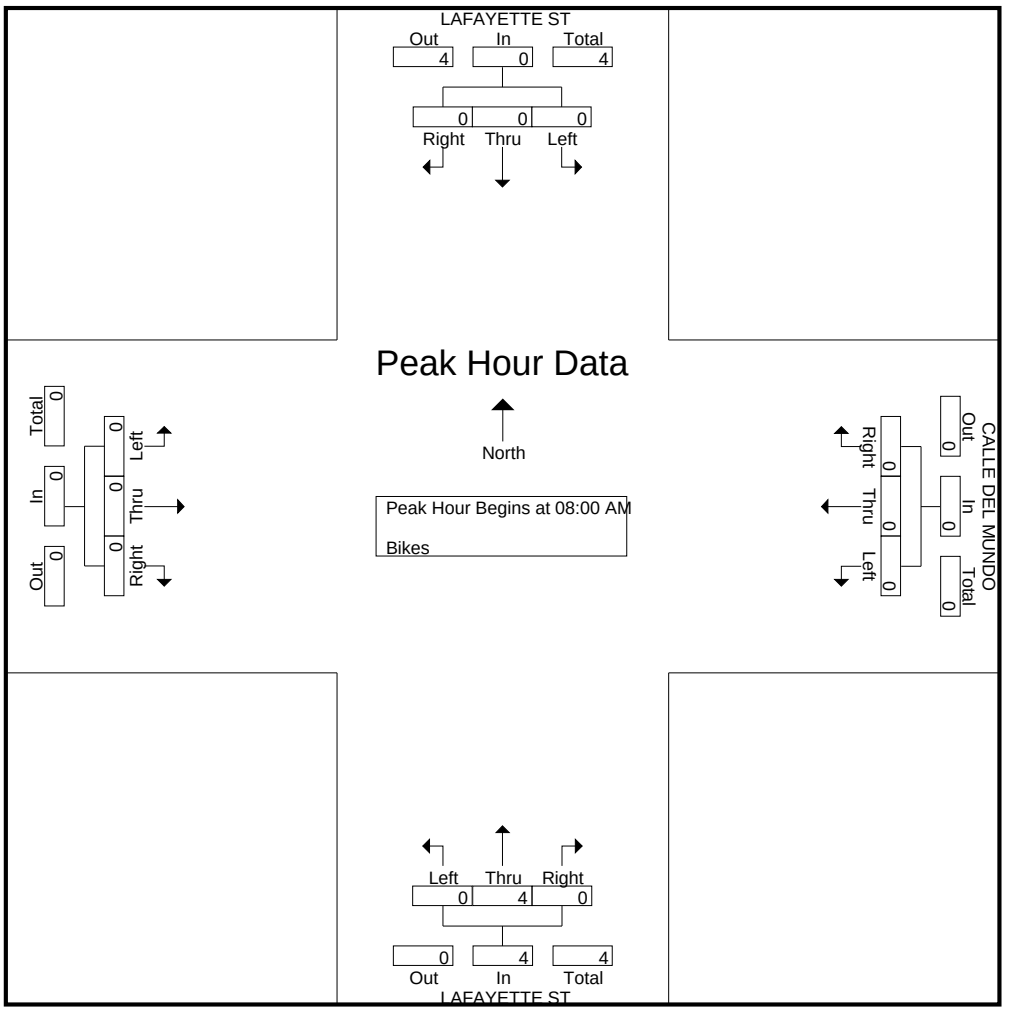
	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.333

Traffic Data Service

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File Name : 89PM FINAL
Site Code : 00000089
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Groups Printed- Bikes

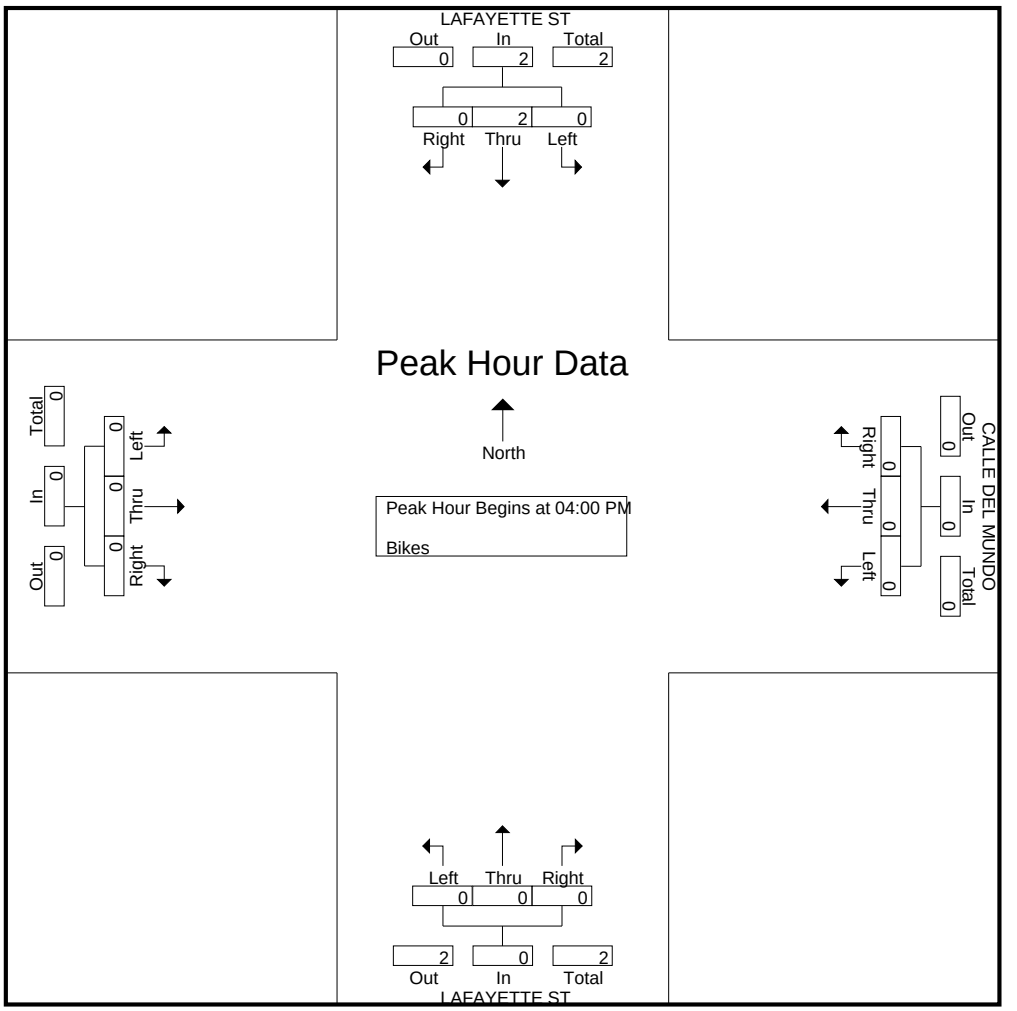
	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

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File Name : 89PM FINAL
Site Code : 00000089
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Traffic Data Service

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(408) 377-2988
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File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

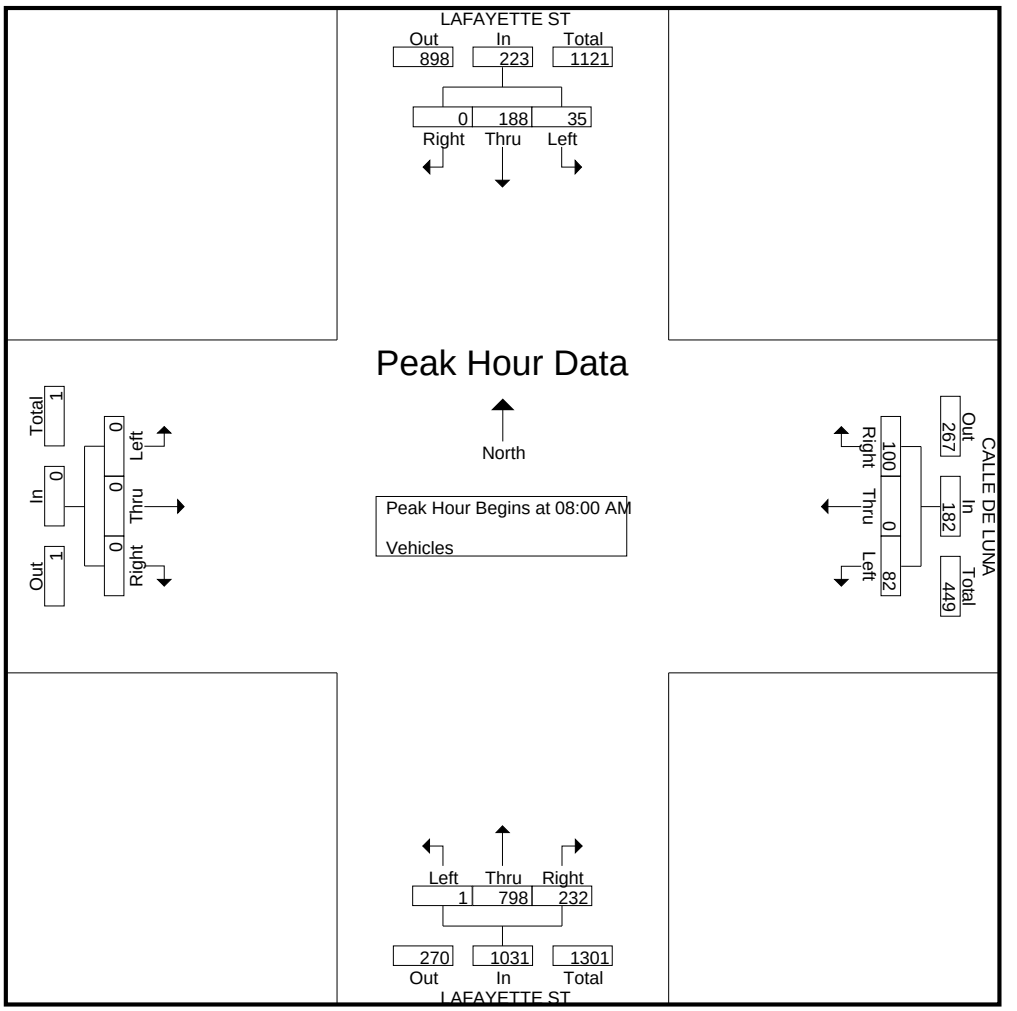
	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	29	2	0	31	8	0	8	0	16	30	96	1	0	127	0	0	0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

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	53	7	60	15	0	16	31	45	191	0	236	0	0	0	0	327
08:15 AM	0	35	8	43	29	0	15	44	65	188	**1**	254	0	0	0	0	341
08:30 AM	0	**55**	7	**62**	**33**	0	**27**	**60**	54	207	0	261	0	0	0	0	383
08:45 AM	0	45	**13**	58	23	0	24	47	**68**	**212**	0	**280**	0	0	0	0	**385**
Total Volume	0	188	35	223	100	0	82	182	232	798	1	1031	0	0	0	0	1436
% App. Total	0	84.3	15.7		54.9	0	45.1		22.5	77.4	0.1		0	0	0		
PHF	.000	.855	.673	.899	.758	.000	.759	.758	.853	.941	.250	.921	.000	.000	.000	.000	.932

Traffic Data Service

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File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
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Traffic Data Service

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File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
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Groups Printed- Vehicles

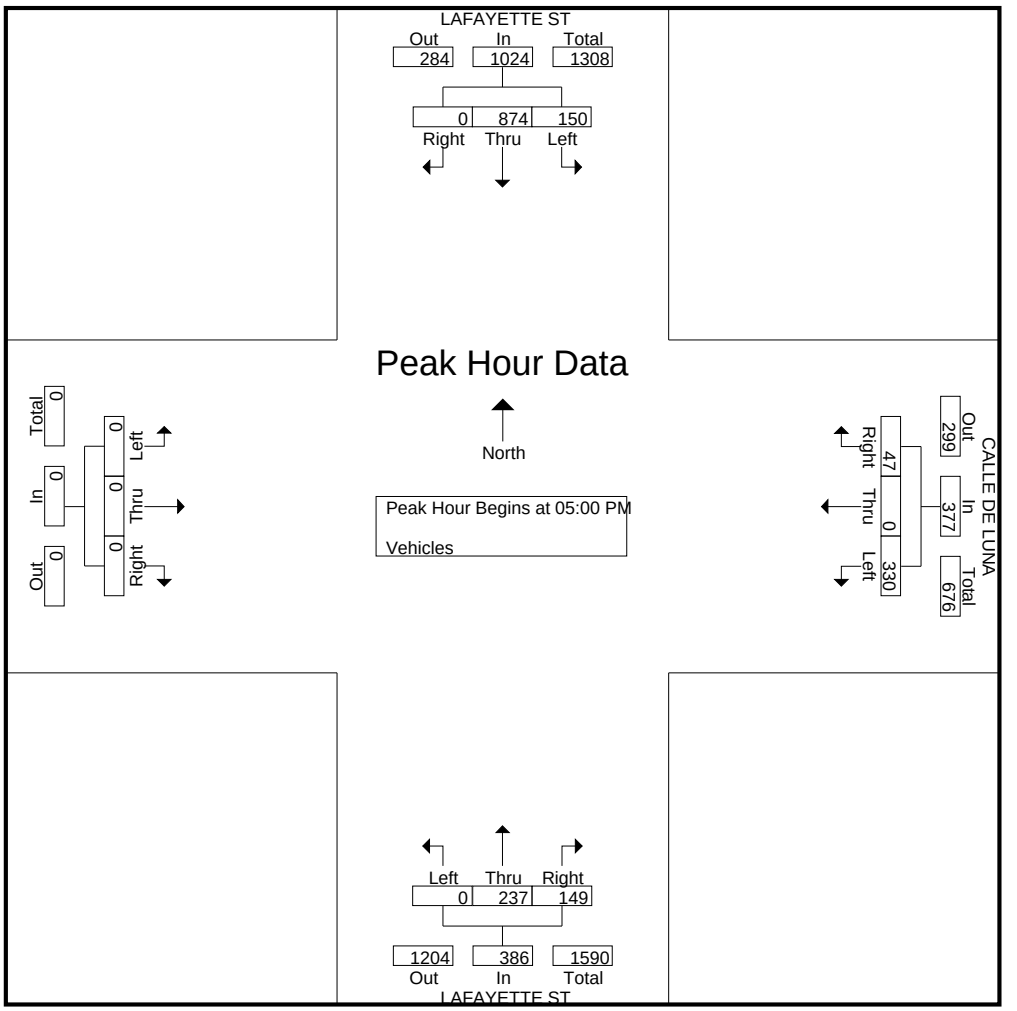
	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	130	17	1	148	10	0	48	0	58	29	47	0	0	76	0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

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**242**	32	**274**	**13**	0	79	92	39	55	0	94	0	0	0	0	**460**
05:15 PM	0	193	**41**	234	13	0	82	95	**41**	**64**	0	**105**	0	0	0	0	434
05:30 PM	0	213	40	253	12	0	**92**	**104**	37	58	0	95	0	0	0	0	452
05:45 PM	0	226	37	263	9	0	77	86	32	60	0	92	0	0	0	0	441
Total Volume	0	874	150	1024	47	0	330	377	149	237	0	386	0	0	0	0	1787
% App. Total	0	85.4	14.6		12.5	0	87.5		38.6	61.4	0		0	0	0		
PHF	.000	.903	.915	.934	.904	.000	.897	.906	.909	.926	.000	.919	.000	.000	.000	.000	.971

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File Name : 20PM FINAL
Site Code : 00000020
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Traffic Data Service

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File Name : 20AM FINAL
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Groups Printed- Bikes

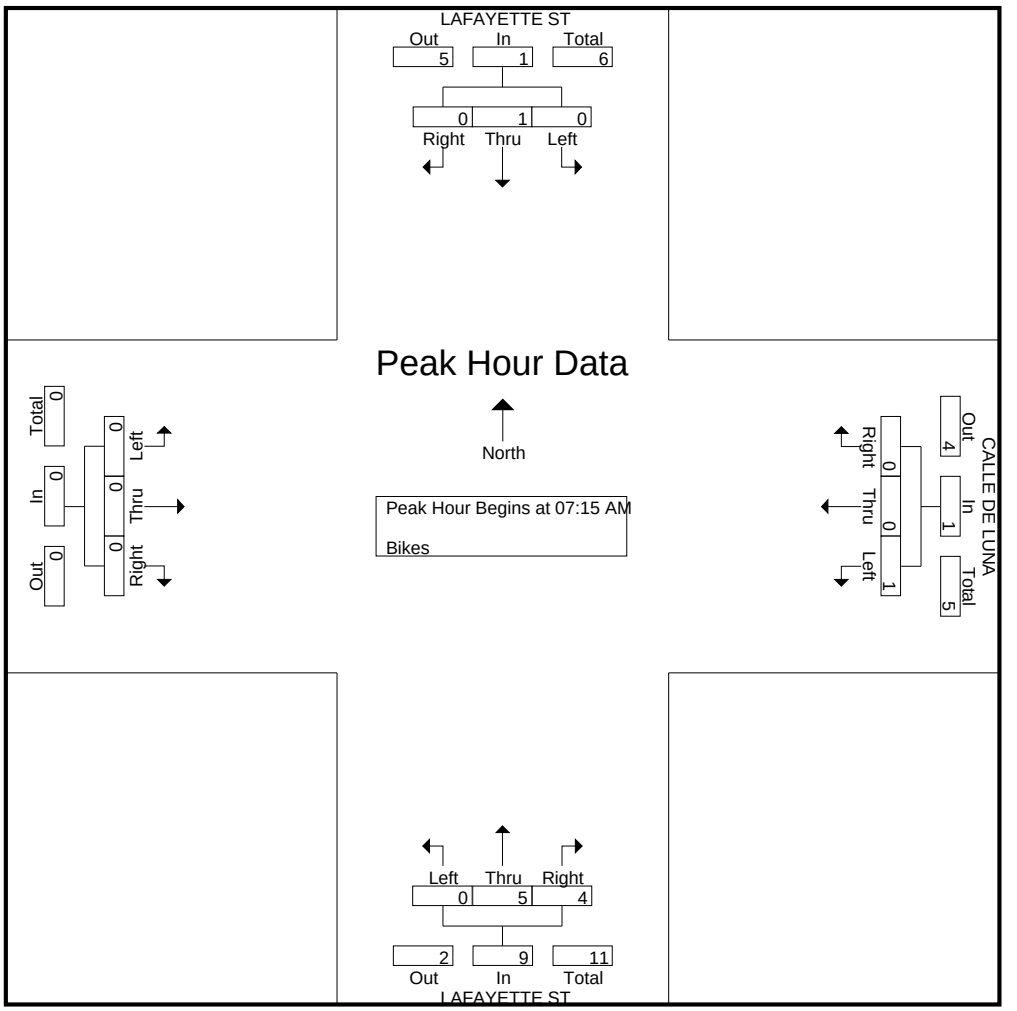
	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15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

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	**1**	**1**	1	**2**	0	**3**	0	0	0	0	**4**
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	**2**	1	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	1	1	4	5	0	9	0	0	0	0	11
% App. Total	0	100	0		0	0	100		44.4	55.6	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.500	.625	.000	.750	.000	.000	.000	.000	.688

Traffic Data Service

Campbell, CA
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File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Bikes

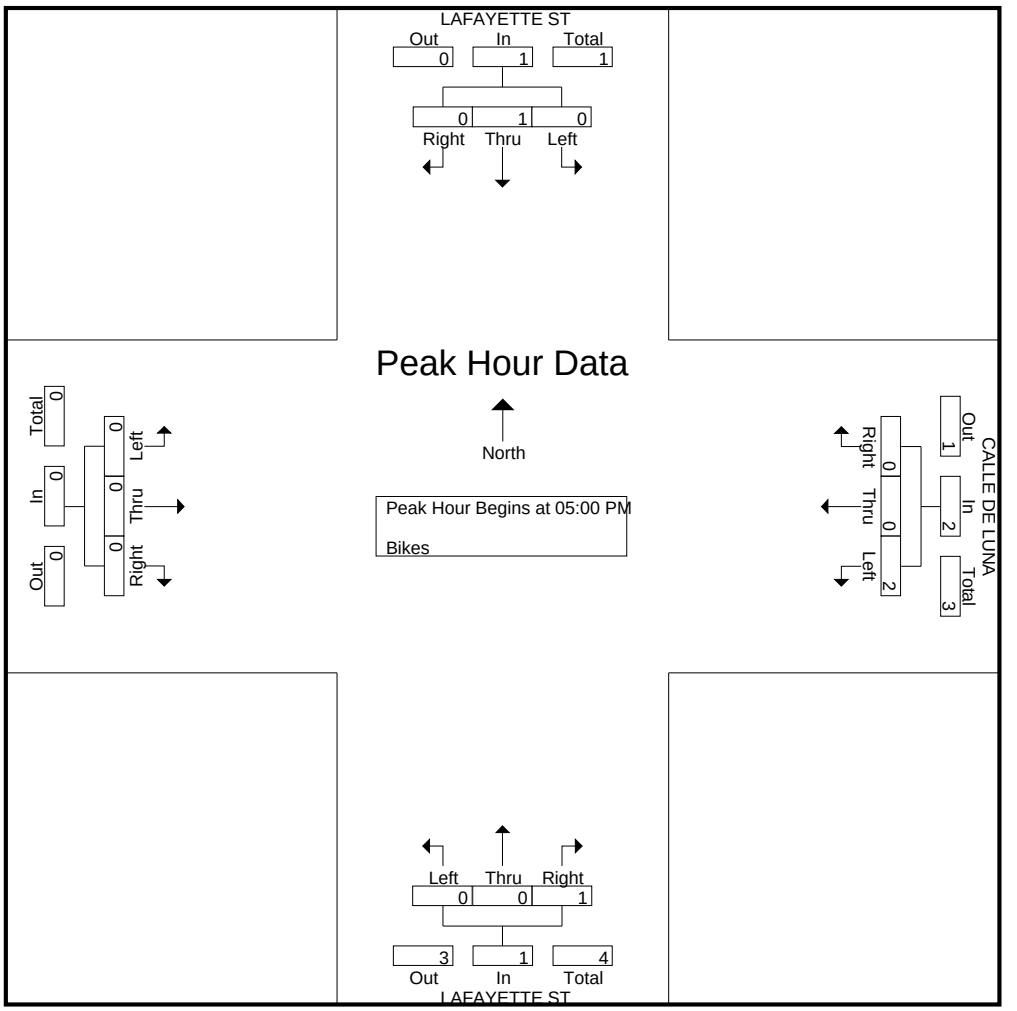
	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4
Grand Total	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	100	0		50	50	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	40	0	40	20	20	0	0	40	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	2	2	1	0	0	1	0	0	0	0	4
% App. Total	0	100	0		0	0	100		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000	.500

Traffic Data Service

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Traffic Data Service

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

Groups Printed- Lights - Buses - Trucks

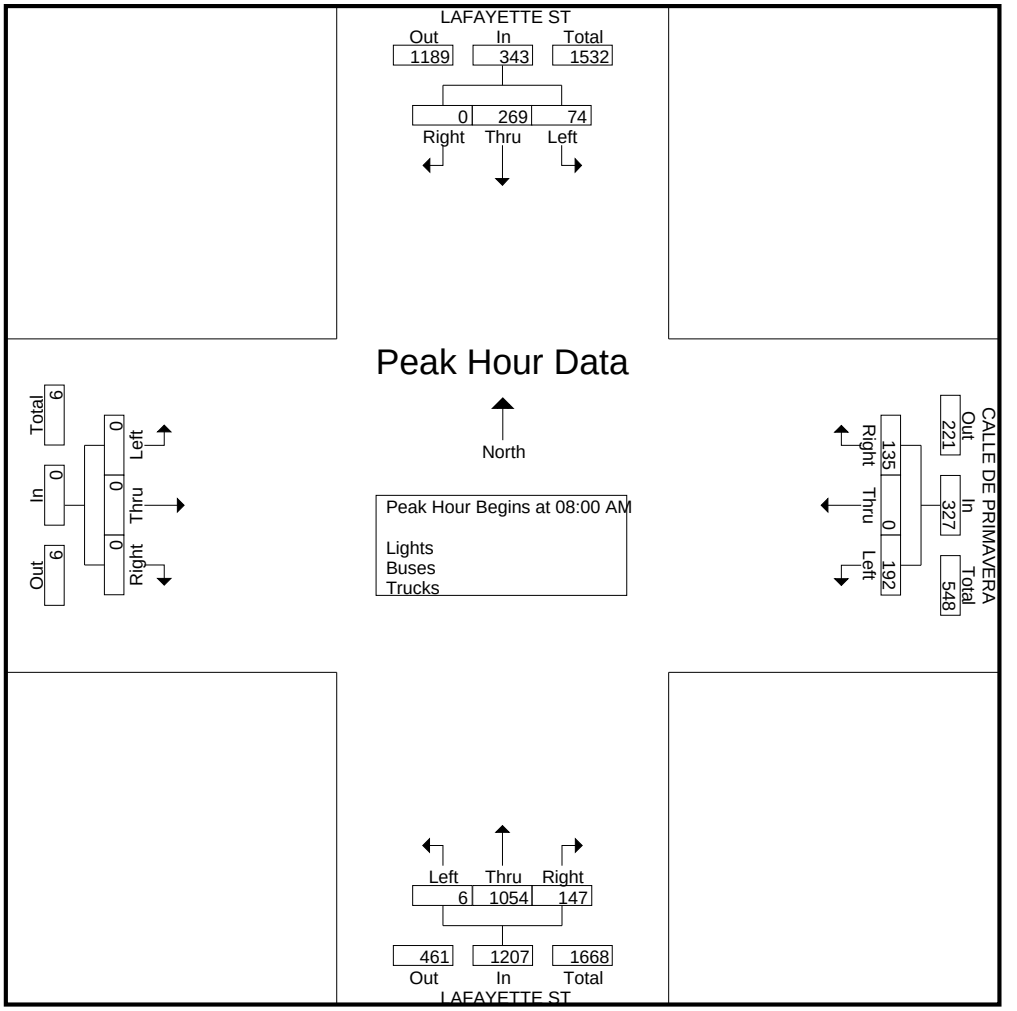
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	47	2	0	49	13	0	14	0	27	6	123	0	0	129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

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**77**	**39**	**116**	46	0	67	113	**83**	230	**2**	**315**	0	0	0	0	**544**
08:15 AM	0	65	23	88	**53**	0	**73**	**126**	37	251	1	289	0	0	0	0	503
08:30 AM	0	68	8	76	16	0	26	42	11	280	2	293	0	0	0	0	411
08:45 AM	0	59	4	63	20	0	26	46	16	**293**	1	310	0	0	0	0	419
Total Volume	0	269	74	343	135	0	192	327	147	1054	6	1207	0	0	0	0	1877
% App. Total	0	78.4	21.6		41.3	0	58.7		12.2	87.3	0.5		0	0	0		
PHF	.000	.873	.474	.739	.637	.000	.658	.649	.443	.899	.750	.958	.000	.000	.000	.000	.863

Traffic Data Service

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

Groups Printed- Bikes

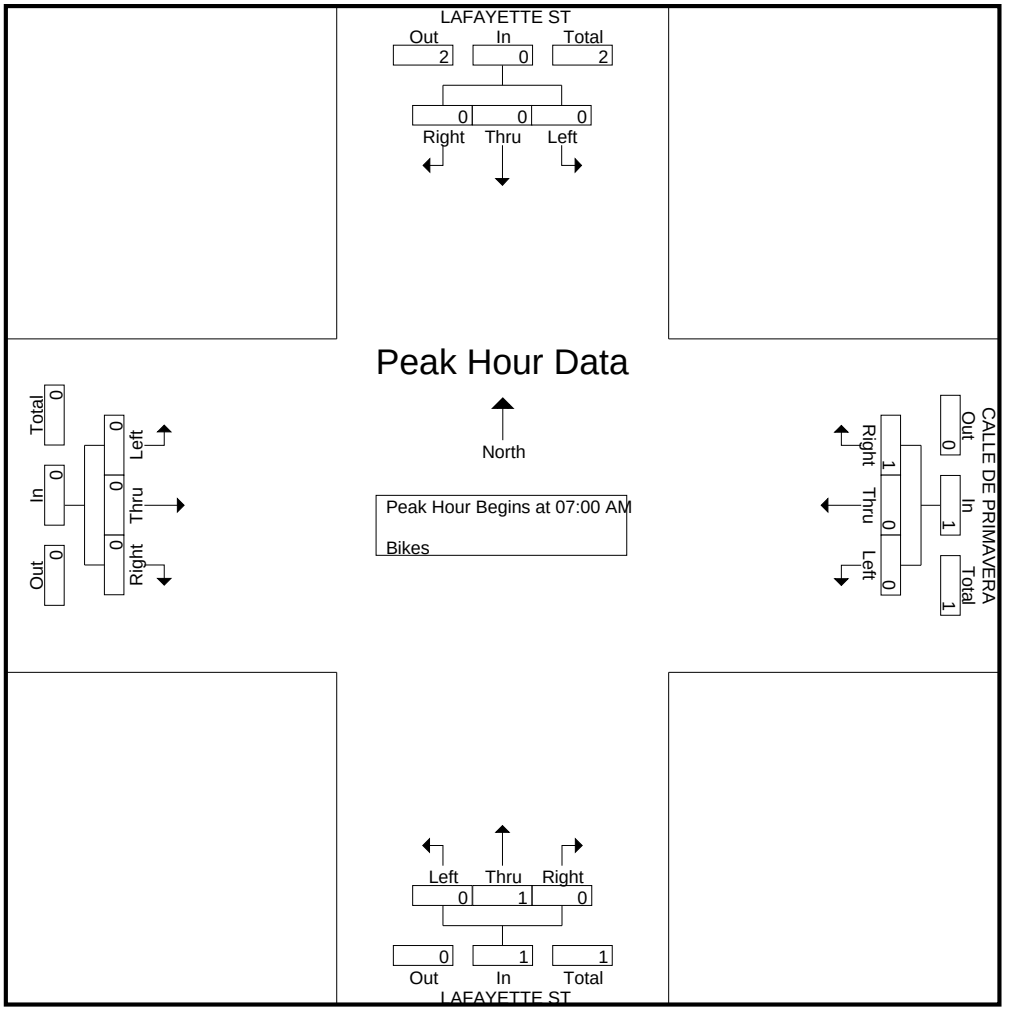
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0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

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

Traffic Data Service

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



Traffic Data Service

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

Groups Printed- Lights - Buses - Trucks

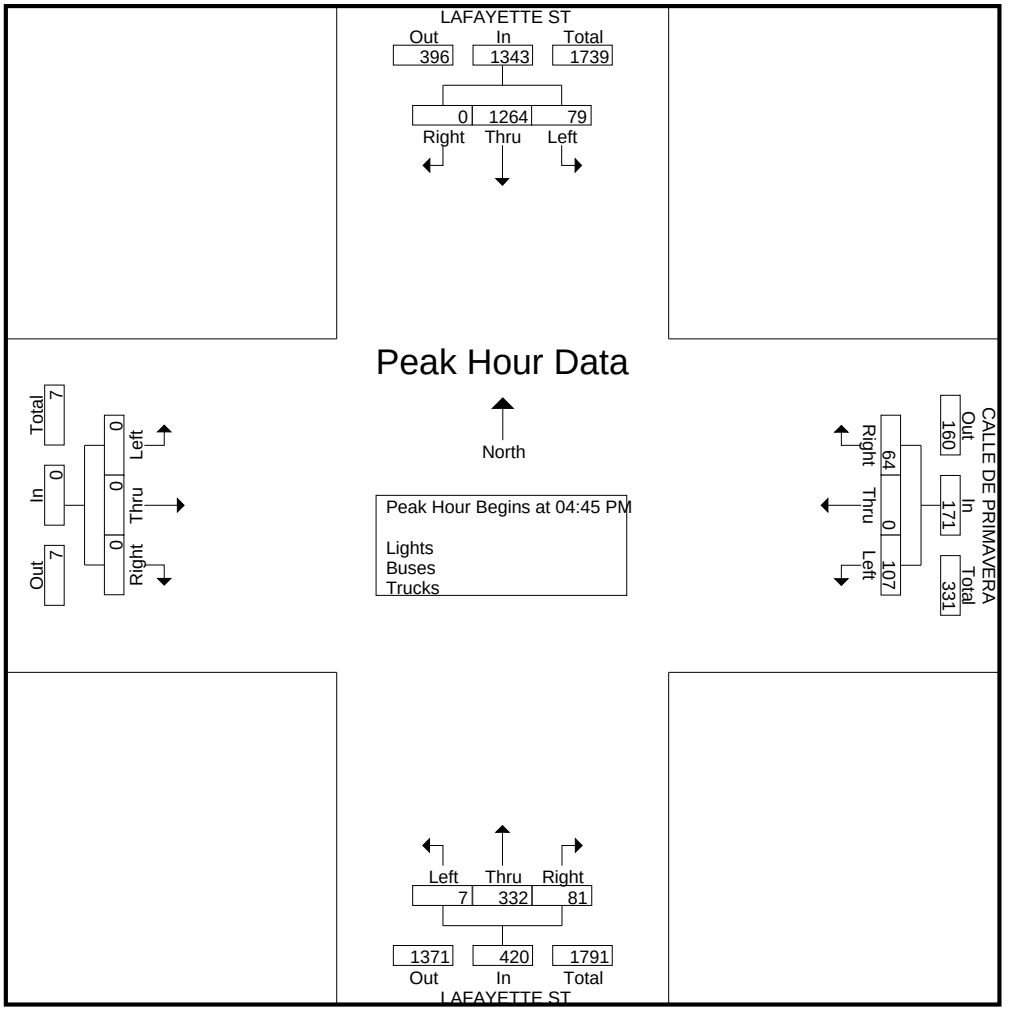
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	227	12	0	239	8	0	12	2	22	17	67	0	0	84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

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	307	13	320	**35**	0	**49**	**84**	**29**	77	**5**	**111**	0	0	0	0	**515**
05:00 PM	0	308	16	324	9	0	19	28	21	75	0	96	0	0	0	0	448
05:15 PM	0	**332**	22	**354**	11	0	14	25	13	**96**	0	109	0	0	0	0	488
05:30 PM	0	317	**28**	345	9	0	25	34	18	84	2	104	0	0	0	0	483
Total Volume	0	1264	79	1343	64	0	107	171	81	332	7	420	0	0	0	0	1934
% App. Total	0	94.1	5.9		37.4	0	62.6		19.3	79	1.7		0	0	0		
PHF	.000	.952	.705	.948	.457	.000	.546	.509	.698	.865	.350	.946	.000	.000	.000	.000	.939

Traffic Data Service

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



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Groups Printed- Bikes

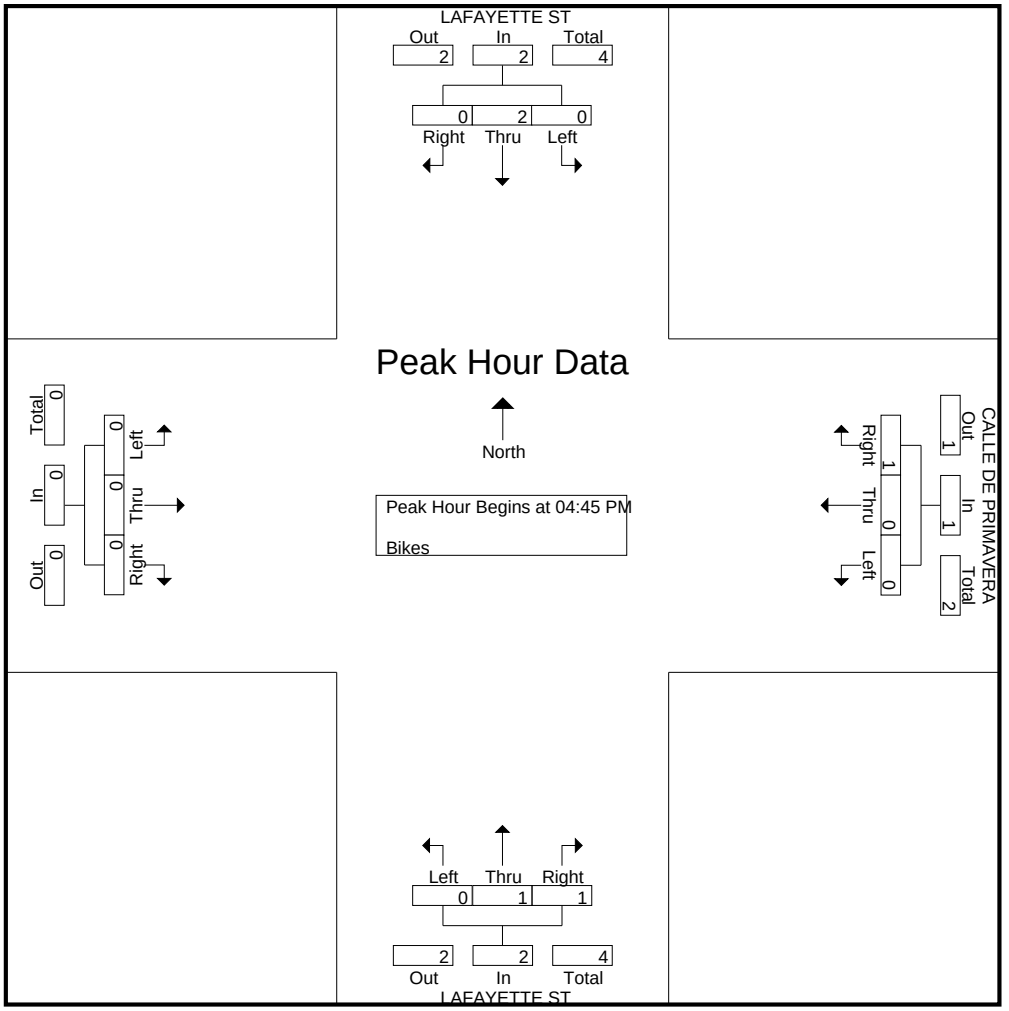
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	0	4	0	0	4	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	7
Apprch %	0	100	0	0		100	0	0	0		50	50	0	0		0	0	0	0		
Total %	0	57.1	0	0	57.1	14.3	0	0	0	14.3	14.3	14.3	0	0	28.6	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	1	1	0	2	0	0	0	0	5
% App. Total	0	100	0		100	0	0		50	50	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.625

Traffic Data Service

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



Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 30AM FINAL
Site Code : 00000030
Start Date : 8/19/2014
Page No : 1

Groups Printed- Vehicles

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	66	0	23	2	91	31	440	0	0	471	0	0	0	0	0	0	0	0	0	0	562
07:15 AM	67	0	29	1	97	41	562	0	0	603	0	0	0	0	0	0	0	0	0	0	700
07:30 AM	83	0	57	0	140	48	511	0	0	559	0	0	0	0	0	0	0	0	0	0	699
07:45 AM	72	0	70	5	147	47	521	0	0	568	0	0	0	0	0	0	351	40	0	391	1106
Total	288	0	179	8	475	167	2034	0	0	2201	0	0	0	0	0	0	351	40	0	391	3067
08:00 AM	107	0	35	1	143	37	496	1	0	534	0	0	0	0	0	0	427	39	0	466	1143
08:15 AM	88	0	65	0	153	54	553	0	0	607	0	0	0	0	0	0	508	31	0	539	1299
08:30 AM	79	0	67	1	147	54	514	0	0	568	0	0	0	0	0	0	506	42	0	548	1263
08:45 AM	70	0	72	1	143	46	518	0	0	564	0	0	0	0	0	0	600	59	0	659	1366
Total	344	0	239	3	586	191	2081	1	0	2273	0	0	0	0	0	0	2041	171	0	2212	5071
Grand Total	632	0	418	11	1061	358	4115	1	0	4474	0	0	0	0	0	0	2392	211	0	2603	8138
Apprch %	59.6	0	39.4	1		8	92	0	0		0	0	0	0		0	91.9	8.1	0		
Total %	7.8	0	5.1	0.1	13	4.4	50.6	0	0	55	0	0	0	0	0	0	29.4	2.6	0	32	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**107**	0	35	**1**	143	37	496	**1**	0	534	0	0	0	0	0	0	427	39	0	466	1143
08:15 AM	88	0	65	0	**153**	**54**	**553**	0	0	**607**	0	0	0	0	0	0	508	31	0	539	1299
08:30 AM	79	0	67	1	147	54	514	0	0	568	0	0	0	0	0	0	506	42	0	548	1263
08:45 AM	70	0	**72**	1	143	46	518	0	0	564	0	0	0	0	0	0	**600**	**59**	0	**659**	**1366**
Total Volume	344	0	239	3	586	191	2081	1	0	2273	0	0	0	0	0	0	2041	171	0	2212	5071
% App. Total	58.7	0	40.8	0.5		8.4	91.6	0	0		0	0	0	0		0	92.3	7.7	0		
PHF	.804	.000	.830	.750	.958	.884	.941	.250	.000	.936	.000	.000	.000	.000	.000	.000	.850	.725	.000	.839	.928

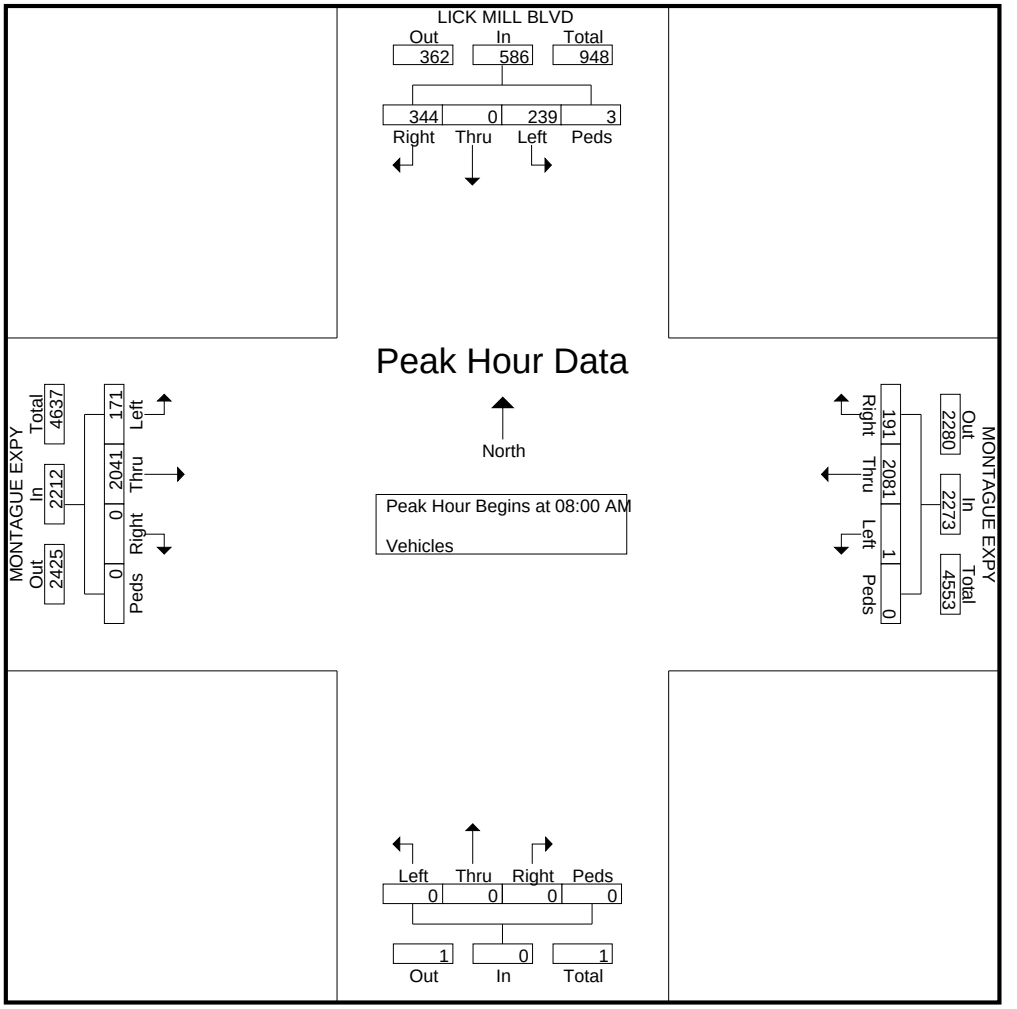
Traffic Data Service

Campbell, CA

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File Name : 30AM FINAL
Site Code : 00000030
Start Date : 8/19/2014
Page No : 2



Traffic Data Service

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Groups Printed- Vehicles

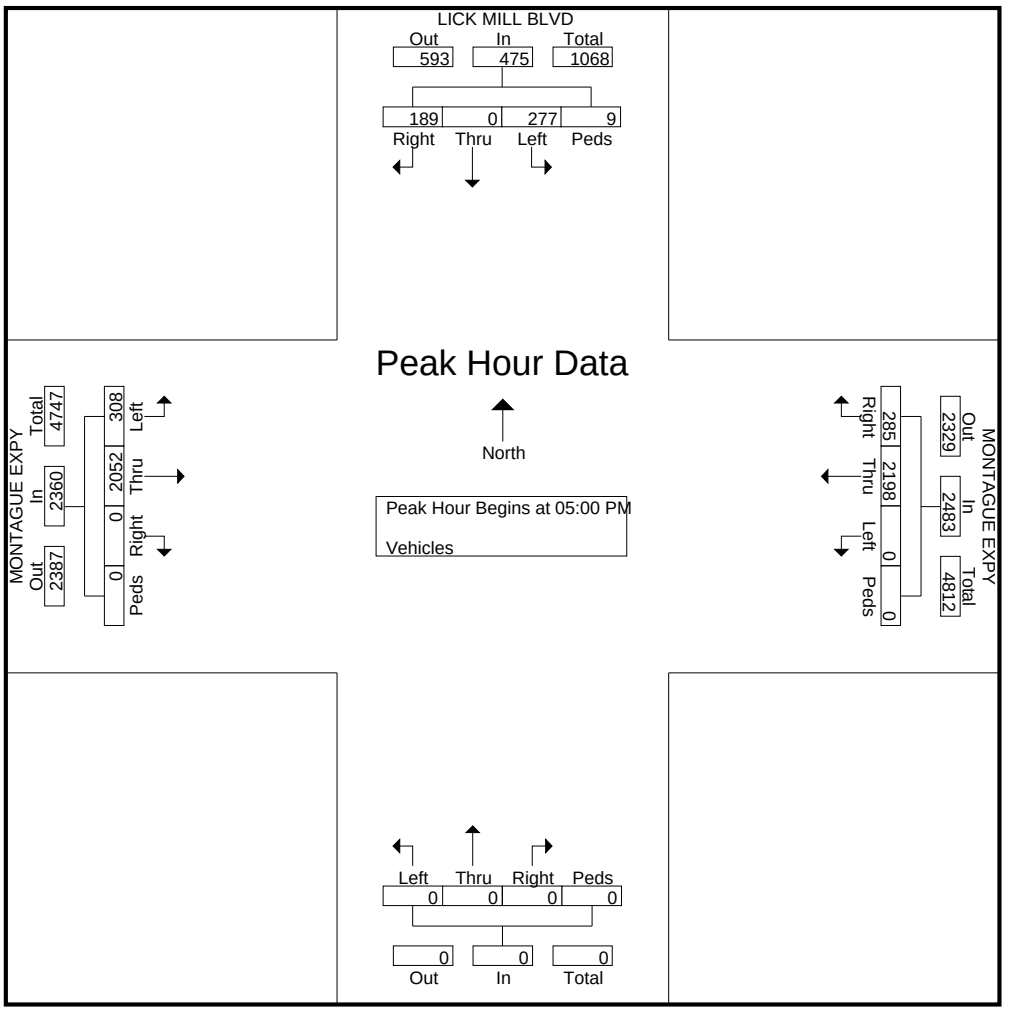
	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	0	56	2	95	39	348	0	0	387	0	0	0	0	0	0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

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	48	0	61	2	111	65	521	0	0	586	0	0	0	0	0	0	421	59	0	480	1177
05:15 PM	42	0	73	1	116	65	525	0	0	590	0	0	0	0	0	0	388	77	0	465	1171
05:30 PM	**55**	0	**75**	1	**131**	68	**610**	0	0	**678**	0	0	0	0	0	0	585	**94**	0	679	**1488**
05:45 PM	44	0	68	**5**	117	**87**	542	0	0	629	0	0	0	0	0	0	**658**	78	0	**736**	1482
Total Volume	189	0	277	9	475	285	2198	0	0	2483	0	0	0	0	0	0	2052	308	0	2360	5318
% App. Total	39.8	0	58.3	1.9		11.5	88.5	0	0		0	0	0	0		0	86.9	13.1	0		
PHF	.859	.000	.923	.450	.906	.819	.901	.000	.000	.916	.000	.000	.000	.000	.000	.000	.780	.819	.000	.802	.893

Traffic Data Service

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Groups Printed- Bikes

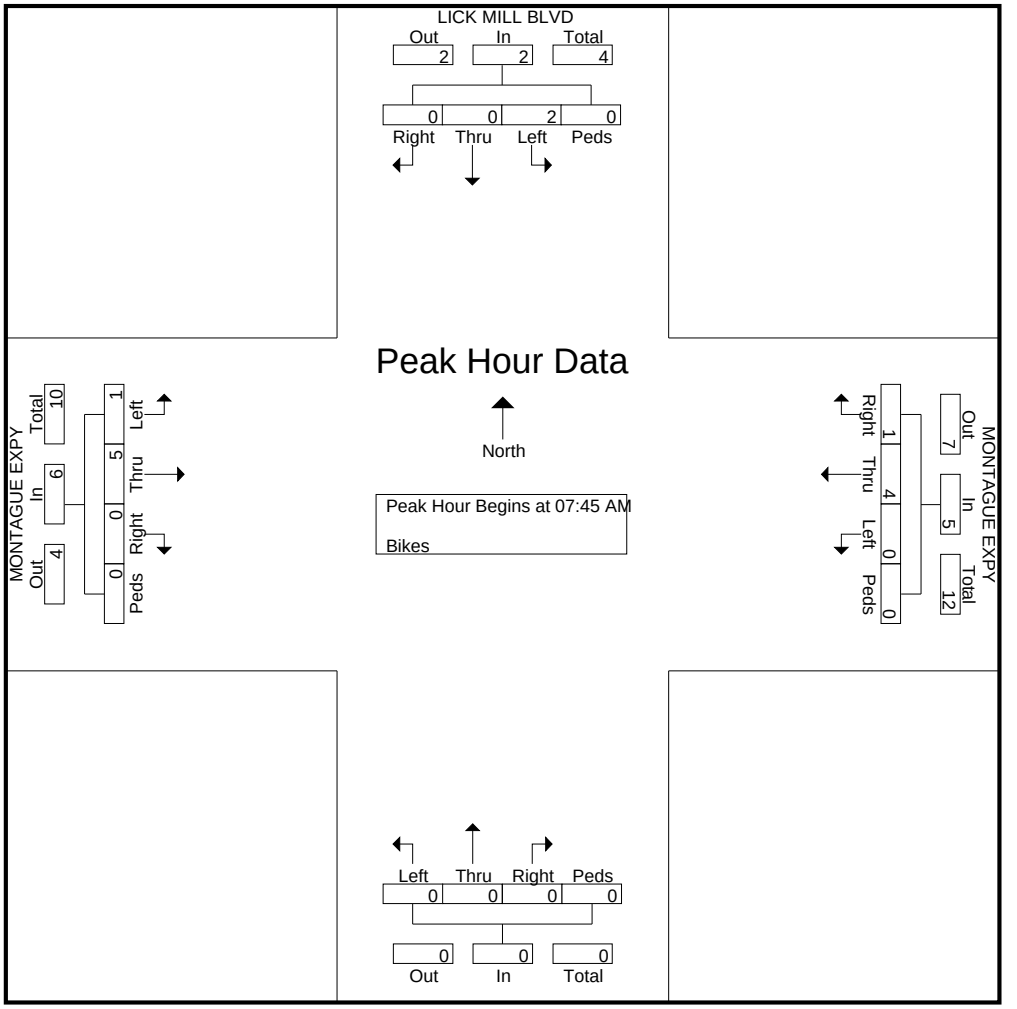
	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	12
Grand Total	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	5	1	0	6	15
Apprch %	0	0	100	0		14.3	85.7	0	0		0	0	0	0		0	83.3	16.7	0		
Total %	0	0	13.3	0	13.3	6.7	40	0	0	46.7	0	0	0	0	0	0	33.3	6.7	0	40	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	**2**	0	**2**	**1**	**3**	0	0	**4**	0	0	0	0	0	0	**3**	**1**	0	**4**	**10**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	13
% App. Total	0	0	100	0		20	80	0	0		0	0	0	0		0	83.3	16.7	0		
PHF	.000	.000	.250	.000	.250	.250	.333	.000	.000	.313	.000	.000	.000	.000	.000	.000	.417	.250	.000	.375	.325

Traffic Data Service

Campbell, CA
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File Name : 30AM FINAL
Site Code : 00000030
Start Date : 8/19/2014
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Traffic Data Service

Campbell, CA

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File Name : 30PM FINAL
Site Code : 00000030
Start Date : 8/19/2014
Page No : 1

Groups Printed- Bikes

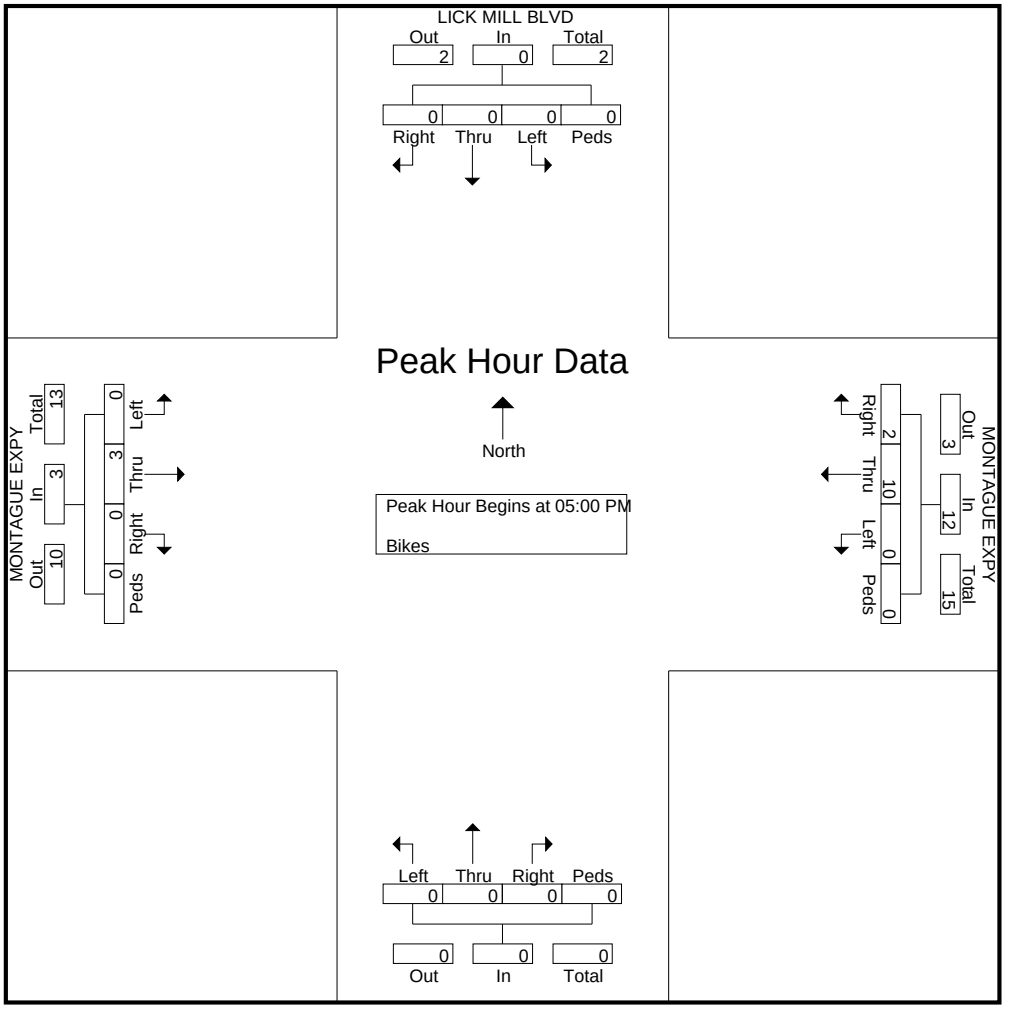
	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	3	0	0	3	15
Grand Total	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	5	0	0	5	19
Apprch %	0	0	0	0		14.3	85.7	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	10.5	63.2	0	0	73.7	0	0	0	0	0	0	26.3	0	0	26.3	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	**1**	**5**	0	0	**6**	0	0	0	0	0	0	**2**	0	0	**2**	**8**
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	3	0	0	3	15
% App. Total	0	0	0	0		16.7	83.3	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.469

Traffic Data Service

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File Name : 30PM FINAL
Site Code : 00000030
Start Date : 8/19/2014
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Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 35AM FINAL
Site Code : 00000035
Start Date : 8/21/2014
Page No : 1

Groups Printed- Vehicles

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

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**76**	0	6	2	**84**	1	157	0	0	158	0	0	0	**4**	**4**	0	111	22	**2**	135	381
08:15 AM	39	0	4	2	45	2	173	0	**1**	176	0	0	0	3	3	0	165	25	0	190	414
08:30 AM	39	0	9	**3**	51	6	123	**1**	0	130	0	0	0	1	1	**3**	161	13	1	178	360
08:45 AM	41	0	**13**	0	54	**7**	**186**	0	0	**193**	0	0	0	1	1	1	**168**	**28**	0	**197**	**445**
Total Volume	195	0	32	7	234	16	639	1	1	657	0	0	0	9	9	4	605	88	3	700	1600
% App. Total	83.3	0	13.7	3		2.4	97.3	0.2	0.2		0	0	0	100		0.6	86.4	12.6	0.4		
PHF	.641	.000	.615	.583	.696	.571	.859	.250	.250	.851	.000	.000	.000	.563	.563	.333	.900	.786	.375	.888	.899

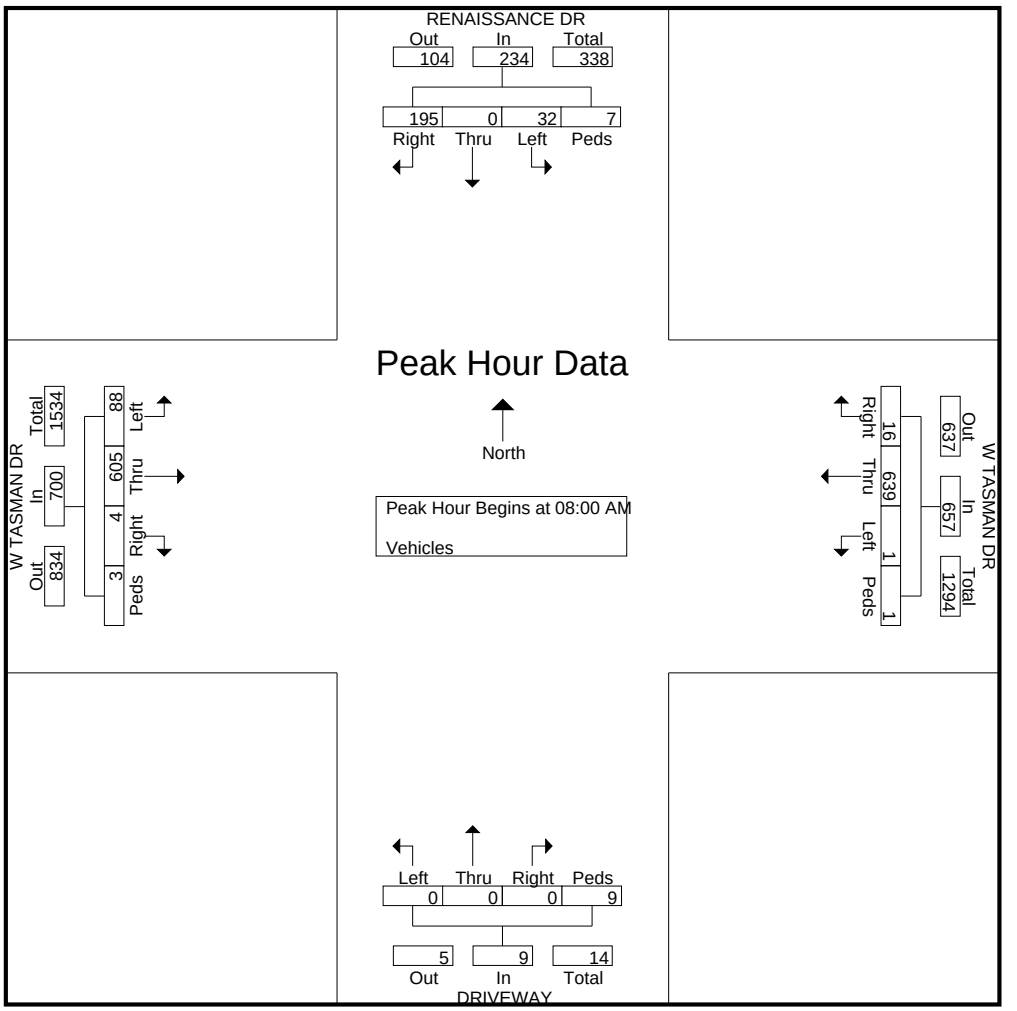
Traffic Data Service

Campbell, CA

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Groups Printed- Vehicles

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

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	22	0	4	1	27	5	227	0	0	232	0	0	**2**	**4**	**6**	0	235	23	0	258	523
05:15 PM	16	0	6	**2**	24	**12**	248	0	0	260	0	0	1	2	3	0	237	56	0	293	**580**
05:30 PM	**27**	0	2	0	**29**	6	**269**	0	0	**275**	0	0	2	0	2	**1**	200	48	0	249	555
05:45 PM	15	0	**8**	2	25	9	209	0	0	218	0	0	2	1	3	1	**239**	**64**	0	**304**	550
Total Volume	80	0	20	5	105	32	953	0	0	985	0	0	7	7	14	2	911	191	0	1104	2208
% App. Total	76.2	0	19	4.8		3.2	96.8	0	0		0	0	50	50		0.2	82.5	17.3	0		
PHF	.741	.000	.625	.625	.905	.667	.886	.000	.000	.895	.000	.000	.875	.438	.583	.500	.953	.746	.000	.908	.952

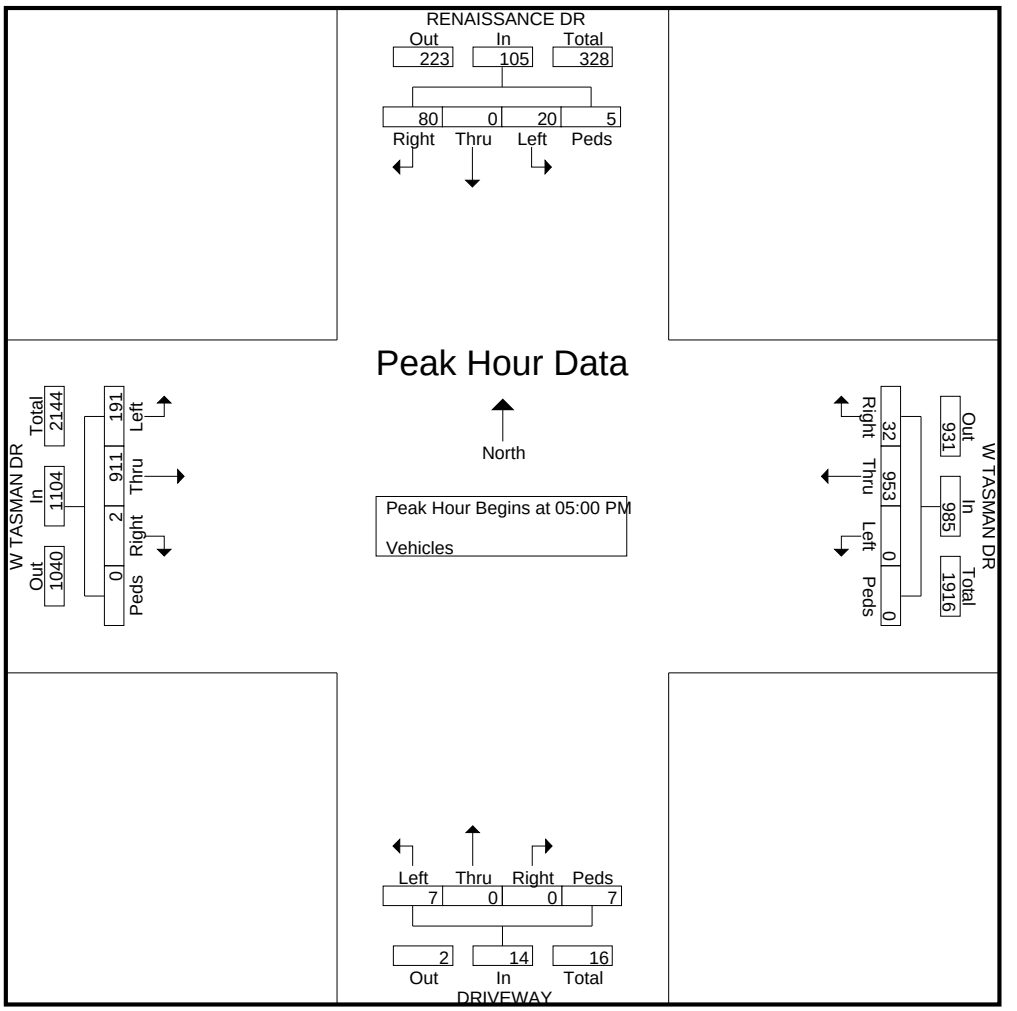
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Groups Printed- Bikes

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

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	**1**	0	1	0	**3**	0	0	**3**	0	0	0	0	0	0	4	**1**	0	5	9
08:00 AM	**4**	0	0	0	**4**	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11
08:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	**14**	0	0	**14**	**17**
Total Volume	6	0	1	0	7	0	10	0	0	10	0	0	0	0	0	0	28	1	0	29	46
% App. Total	85.7	0	14.3	0		0	100	0	0		0	0	0	0		0	96.6	3.4	0		
PHF	.375	.000	.250	.000	.438	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.500	.250	.000	.518	.676

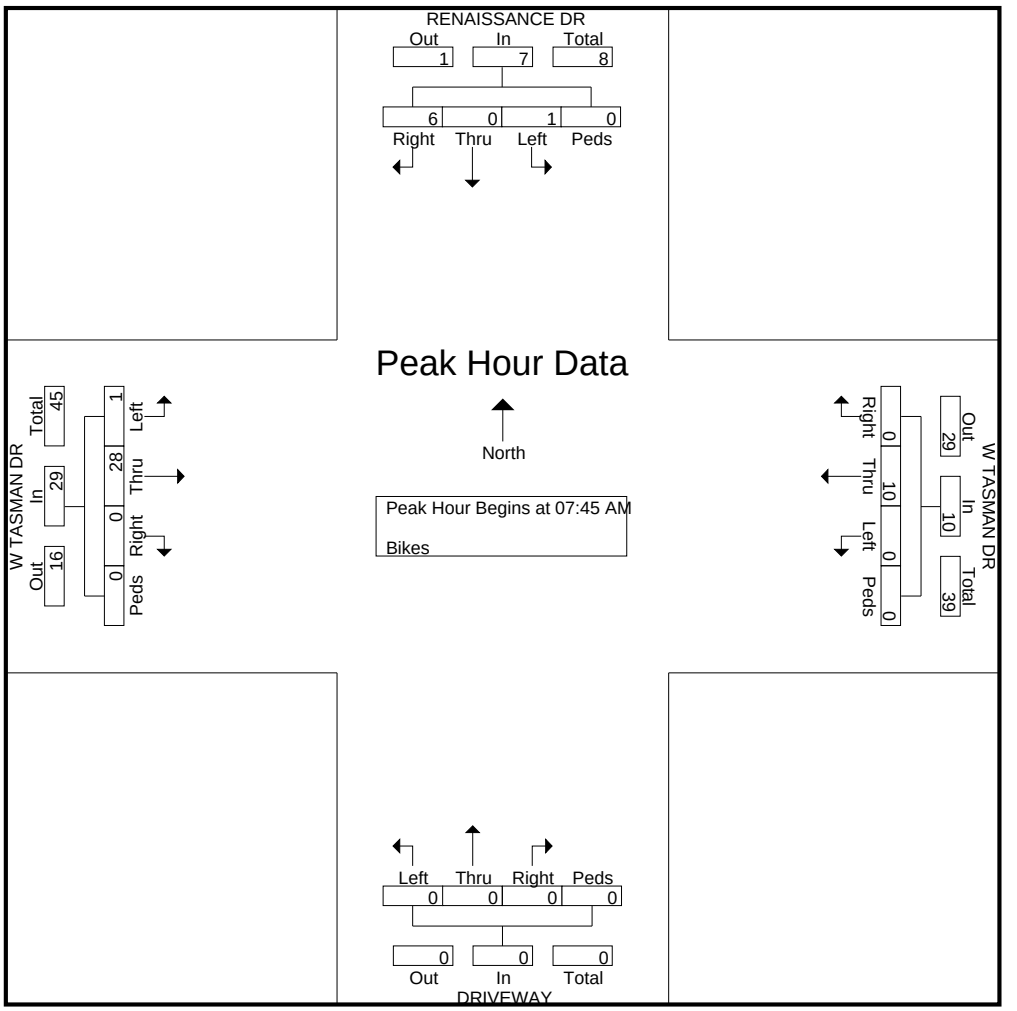
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Groups Printed- Bikes

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

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	1	0	2	10
05:15 PM	**2**	0	0	0	2	0	11	0	0	11	0	0	0	0	0	0	**3**	**6**	0	**9**	**22**
05:30 PM	2	0	0	0	2	0	**15**	0	0	**15**	0	0	**1**	0	**1**	**1**	2	0	0	3	21
05:45 PM	1	0	**3**	0	**4**	0	11	0	0	11	0	0	0	0	0	0	2	5	0	7	22
Total Volume	5	0	3	0	8	0	45	0	0	45	0	0	1	0	1	1	8	12	0	21	75
% App. Total	62.5	0	37.5	0		0	100	0	0		0	0	100	0		4.8	38.1	57.1	0		
PHF	.625	.000	.250	.000	.500	.000	.750	.000	.000	.750	.000	.000	.250	.000	.250	.250	.667	.500	.000	.583	.852

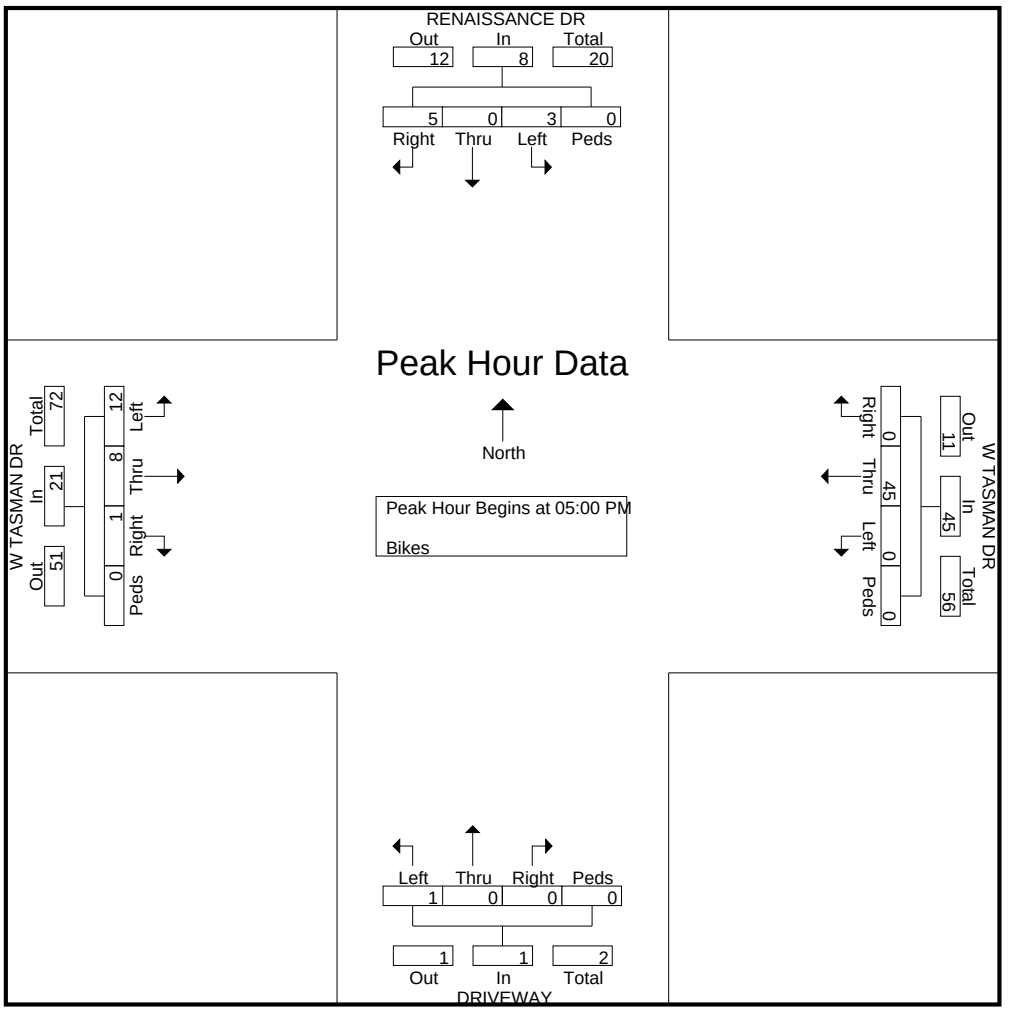
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Groups Printed- Vehicles

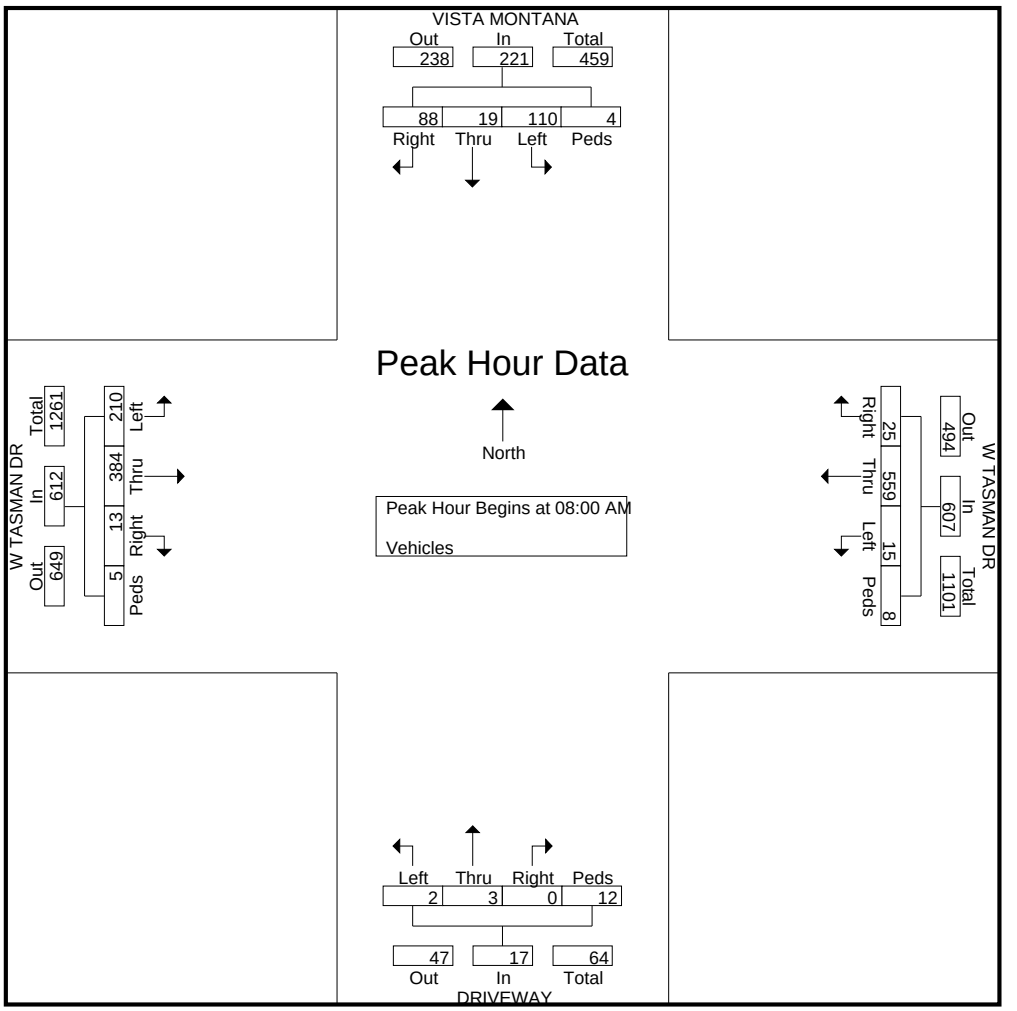
	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	2	12	2	36	5	101	2	0	108	0	0	0	2	2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

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	22	4	21	**2**	49	5	144	3	0	152	0	0	0	**5**	5	3	71	40	0	114	320
08:15 AM	20	4	30	0	54	5	**147**	3	0	155	0	1	0	0	1	**6**	**109**	**57**	1	**173**	383
08:30 AM	**28**	1	**31**	1	**61**	**8**	123	4	1	136	0	0	0	3	3	1	108	56	**3**	168	368
08:45 AM	18	**10**	28	1	57	7	145	**5**	**7**	**164**	0	**2**	**2**	4	**8**	3	96	57	1	157	**386**
Total Volume	88	19	110	4	221	25	559	15	8	607	0	3	2	12	17	13	384	210	5	612	1457
% App. Total	39.8	8.6	49.8	1.8		4.1	92.1	2.5	1.3		0	17.6	11.8	70.6		2.1	62.7	34.3	0.8		
PHF	.786	.475	.887	.500	.906	.781	.951	.750	.286	.925	.000	.375	.250	.600	.531	.542	.881	.921	.417	.884	.944

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Groups Printed- Vehicles

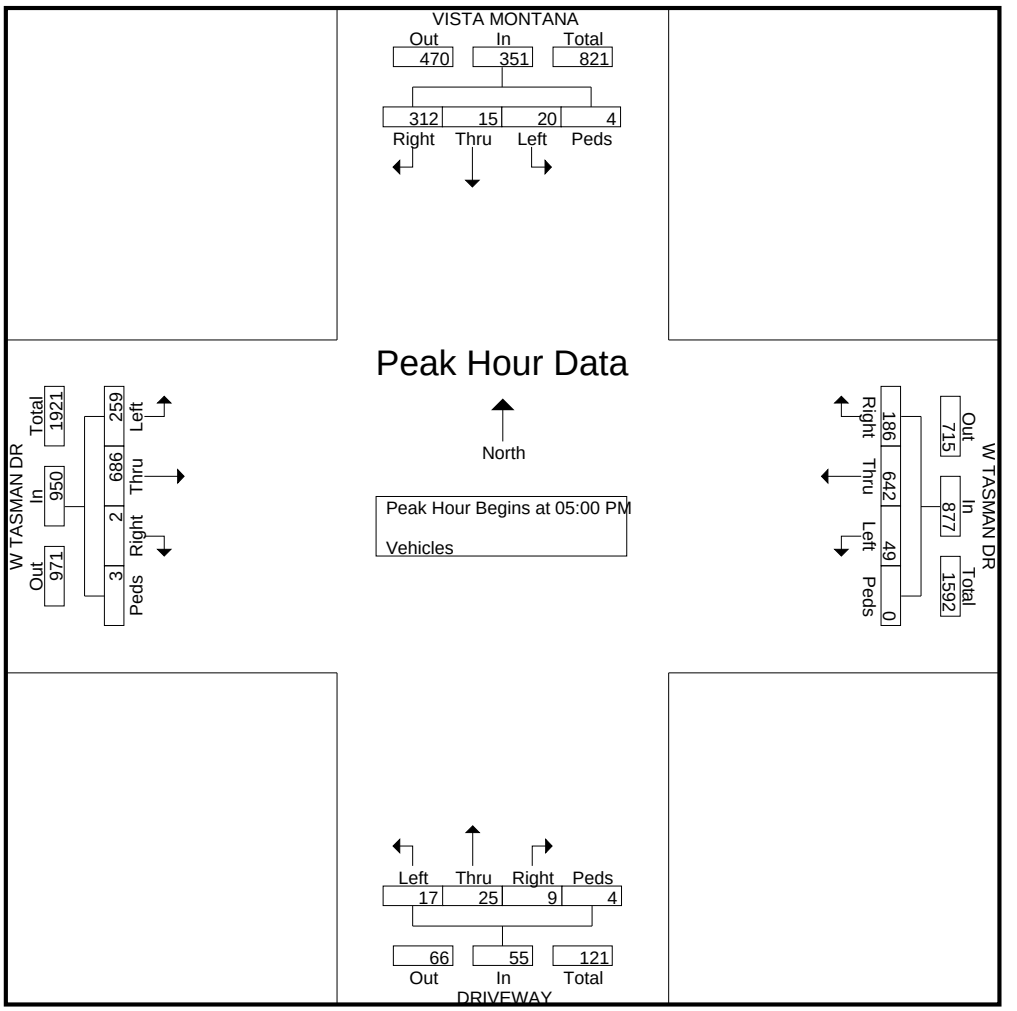
	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	50	3	5	0	58	19	87	8	0	114	5	5	0	3	13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

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	67	**10**	4	0	81	33	159	**18**	0	210	2	5	3	**2**	12	**2**	**185**	71	**3**	**261**	**564**
05:15 PM	**87**	1	**8**	0	**96**	**55**	155	7	0	217	2	**10**	6	1	**19**	0	162	65	0	227	559
05:30 PM	77	0	3	**2**	82	51	**186**	16	0	**253**	2	7	**7**	0	16	0	162	51	0	213	564
05:45 PM	81	4	5	2	92	47	142	8	0	197	**3**	3	1	1	8	0	177	**72**	0	249	546
Total Volume	312	15	20	4	351	186	642	49	0	877	9	25	17	4	55	2	686	259	3	950	2233
% App. Total	88.9	4.3	5.7	1.1		21.2	73.2	5.6	0		16.4	45.5	30.9	7.3		0.2	72.2	27.3	0.3		
PHF	.897	.375	.625	.500	.914	.845	.863	.681	.000	.867	.750	.625	.607	.500	.724	.250	.927	.899	.250	.910	.990

Traffic Data Service

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File Name : 36PM FINAL
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Traffic Data Service

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Groups Printed- Bikes

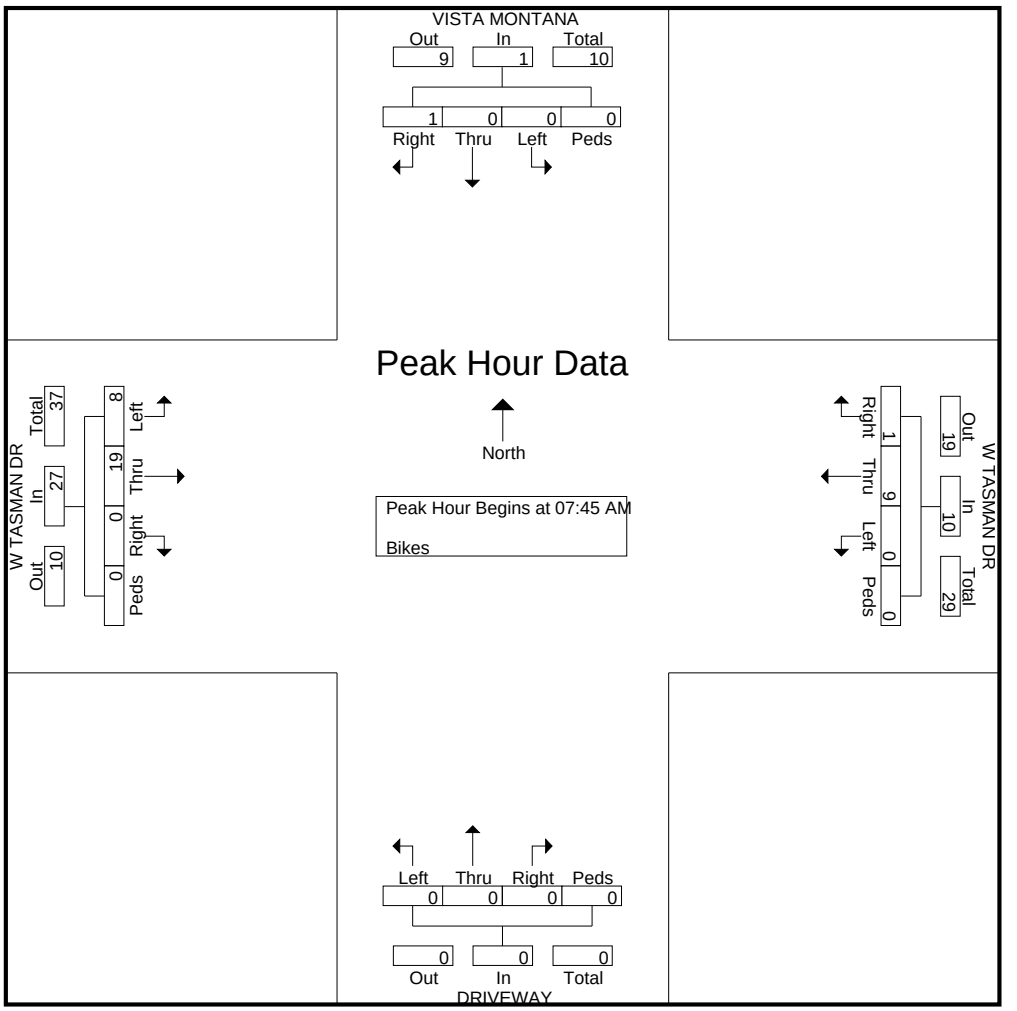
	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2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

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**1**	**3**	0	0	**4**	0	0	0	0	0	0	3	2	0	5	9
08:00 AM	**1**	0	0	0	**1**	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**10**	**4**	0	**14**	**15**
Total Volume	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	0	19	8	0	27	38
% App. Total	100	0	0	0		10	90	0	0		0	0	0	0		0	70.4	29.6	0		
PHF	.250	.000	.000	.000	.250	.250	.750	.000	.000	.625	.000	.000	.000	.000	.000	.000	.475	.500	.000	.482	.633

Traffic Data Service

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Groups Printed- Bikes

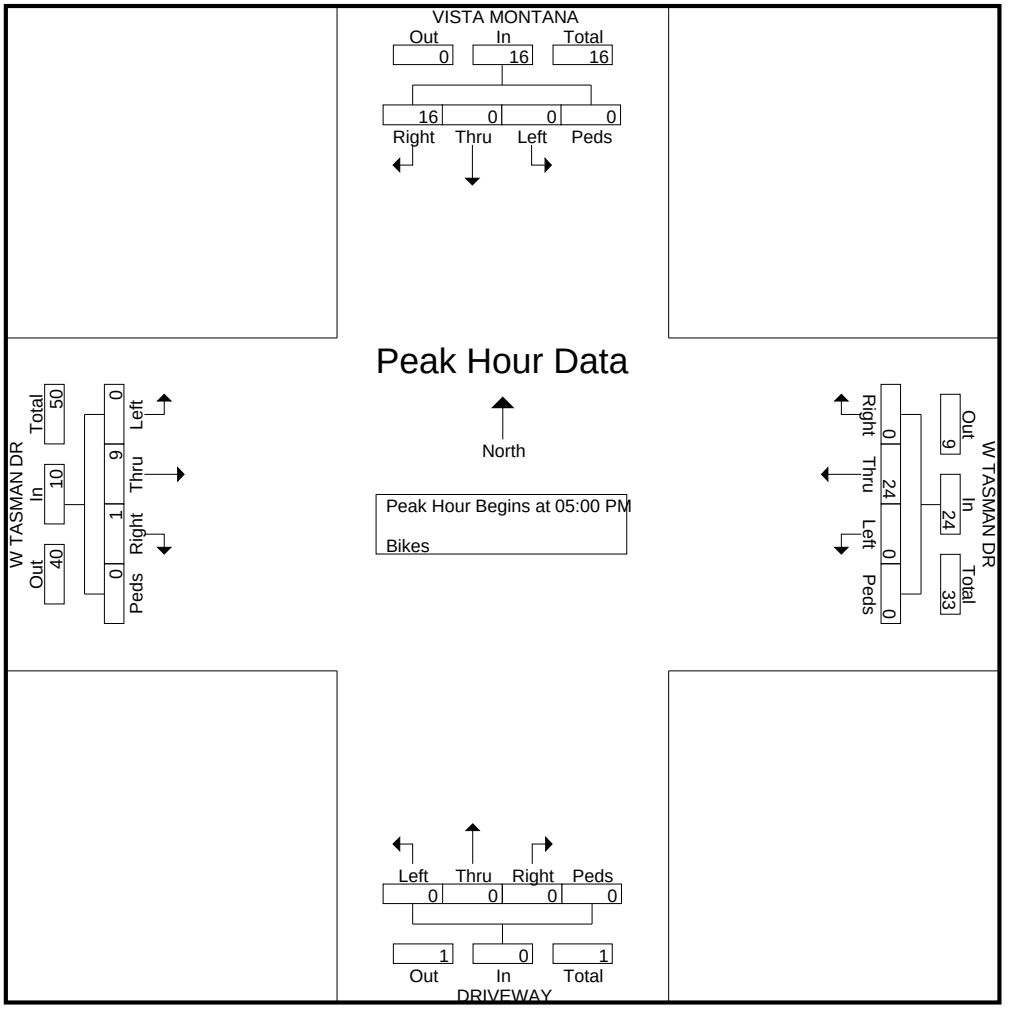
	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1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

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	10
05:15 PM	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	**1**	1	0	0	2	10
05:30 PM	**6**	0	0	0	**6**	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	14
05:45 PM	3	0	0	0	3	0	**8**	0	0	**8**	0	0	0	0	0	0	**5**	0	0	**5**	**16**
Total Volume	16	0	0	0	16	0	24	0	0	24	0	0	0	0	0	1	9	0	0	10	50
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		10	90	0	0		
PHF	.667	.000	.000	.000	.667	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.450	.000	.000	.500	.781

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Traffic Data Service

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

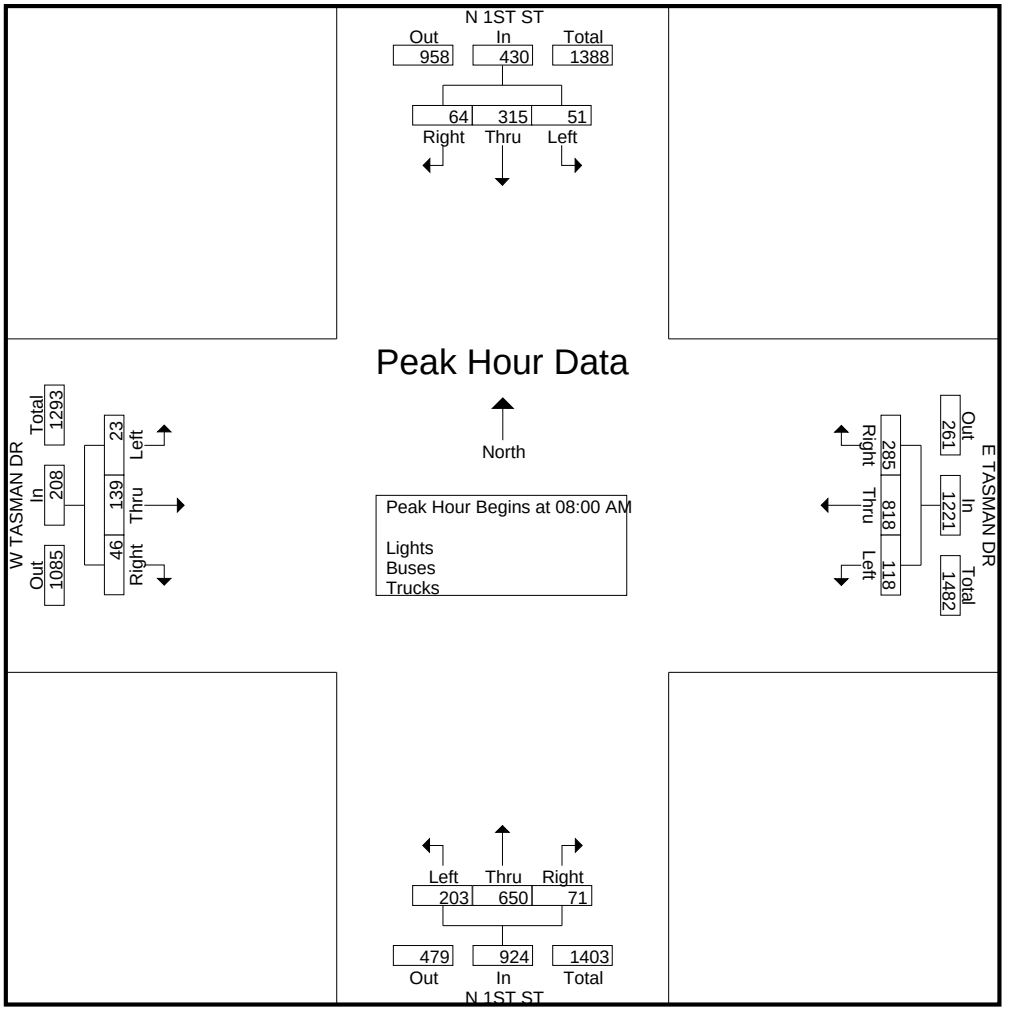
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	65	6	1	81	46	98	18	3	165	7	98	22	5	132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

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	86	13	114	**81**	178	24	283	**22**	132	45	199	6	33	3	42	638
08:15 AM	13	71	**15**	99	58	206	**33**	297	16	**191**	48	**255**	9	30	6	45	696
08:30 AM	**19**	70	12	101	77	**222**	30	**329**	19	151	48	218	15	37	**9**	**61**	709
08:45 AM	17	**88**	11	**116**	69	212	31	312	14	176	**62**	252	**16**	**39**	5	60	**740**
Total Volume	64	315	51	430	285	818	118	1221	71	650	203	924	46	139	23	208	2783
% App. Total	14.9	73.3	11.9		23.3	67	9.7		7.7	70.3	22		22.1	66.8	11.1		
PHF	.842	.895	.850	.927	.880	.921	.894	.928	.807	.851	.819	.906	.719	.891	.639	.852	.940

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File Name : 5AM FINAL
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Groups Printed- Bikes

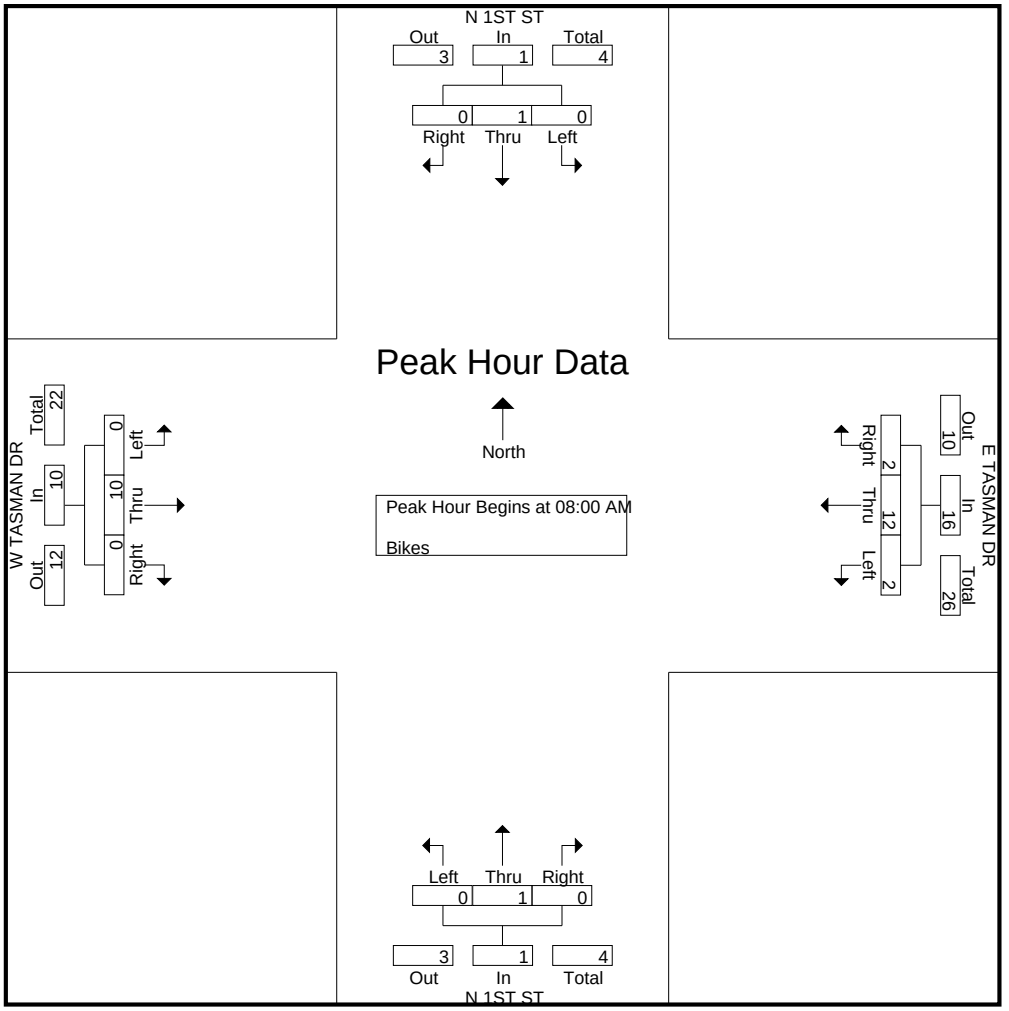
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1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

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	3	**1**	4	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	**1**	**4**	1	**6**	0	**1**	0	**1**	0	3	0	3	10
08:30 AM	0	**1**	0	**1**	1	4	0	5	0	0	0	0	0	**5**	0	**5**	**11**
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	2	12	2	16	0	1	0	1	0	10	0	10	28
% App. Total	0	100	0		12.5	75	12.5		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.500	.750	.500	.667	.000	.250	.000	.250	.000	.500	.000	.500	.636

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Groups Printed- Lights - Buses - Trucks

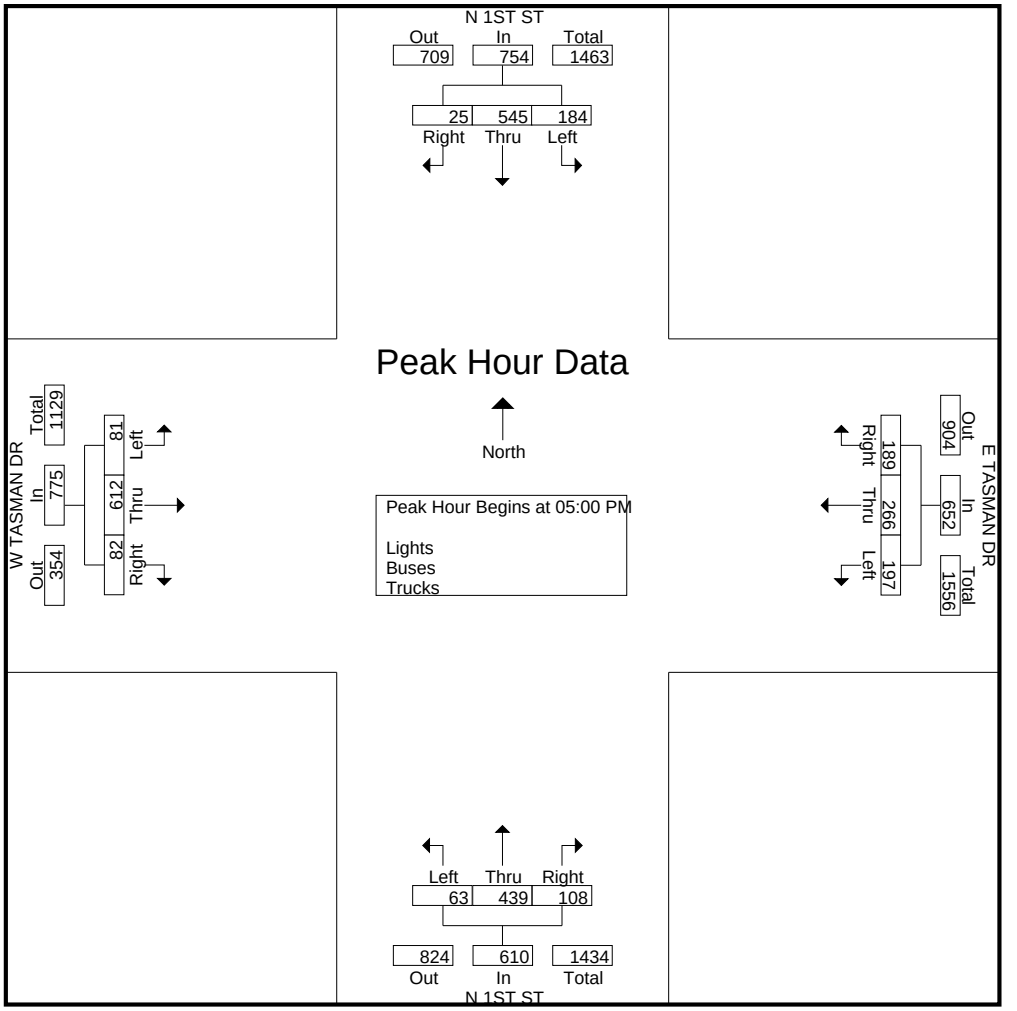
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	136	32	2	185	31	31	21	4	87	22	65	10	7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

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**161**	**56**	**221**	44	58	49	151	25	102	12	139	**26**	164	23	**213**	**724**
05:15 PM	**8**	143	41	192	47	63	32	142	27	107	17	151	14	161	15	190	675
05:30 PM	8	111	50	169	42	**86**	**65**	**193**	**31**	102	15	148	19	**167**	18	204	714
05:45 PM	5	130	37	172	**56**	59	51	166	25	**128**	**19**	**172**	23	120	**25**	168	678
Total Volume	25	545	184	754	189	266	197	652	108	439	63	610	82	612	81	775	2791
% App. Total	3.3	72.3	24.4		29	40.8	30.2		17.7	72	10.3		10.6	79	10.5		
PHF	.781	.846	.821	.853	.844	.773	.758	.845	.871	.857	.829	.887	.788	.916	.810	.910	.964

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Groups Printed- Bikes

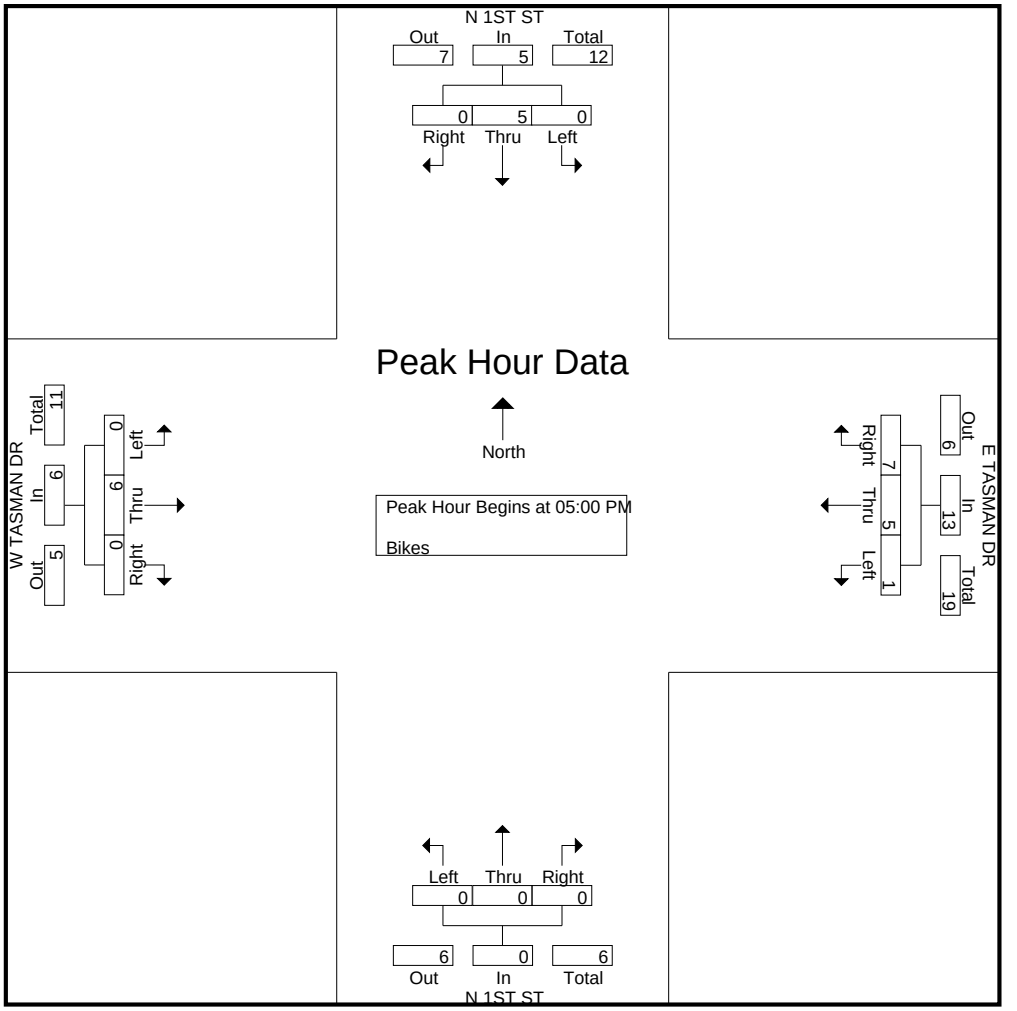
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2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

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**2**	1	0	3	0	0	0	0	0	2	0	2	5
05:15 PM	0	**2**	0	**2**	2	0	0	2	0	0	0	0	0	**3**	0	**3**	7
05:30 PM	0	1	0	1	1	0	**1**	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	2	2	**4**	0	**6**	0	0	0	0	0	1	0	1	**9**
Total Volume	0	5	0	5	7	5	1	13	0	0	0	0	0	6	0	6	24
% App. Total	0	100	0		53.8	38.5	7.7		0	0	0		0	100	0		
PHF	.000	.625	.000	.625	.875	.313	.250	.542	.000	.000	.000	.000	.000	.500	.000	.500	.667

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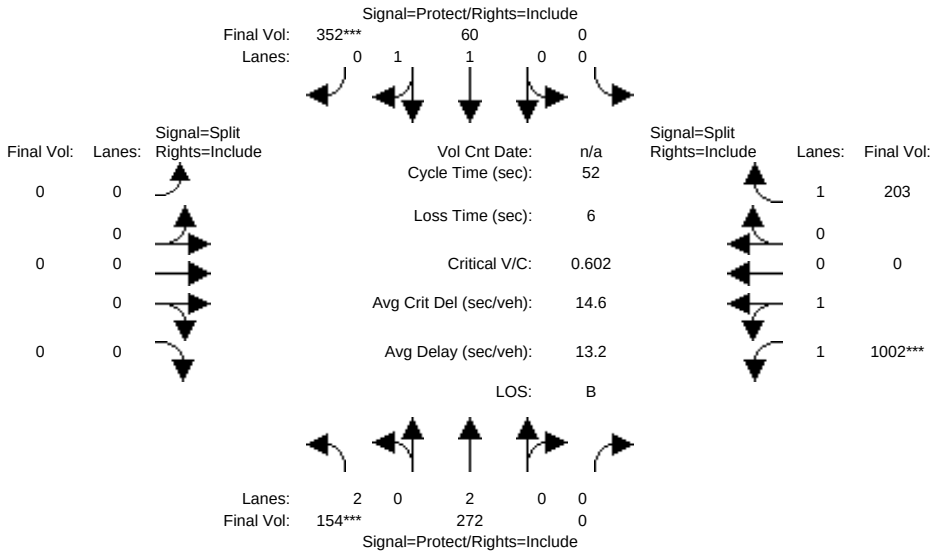


Appendix B: Intersection & Freeway LOS Reports

Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



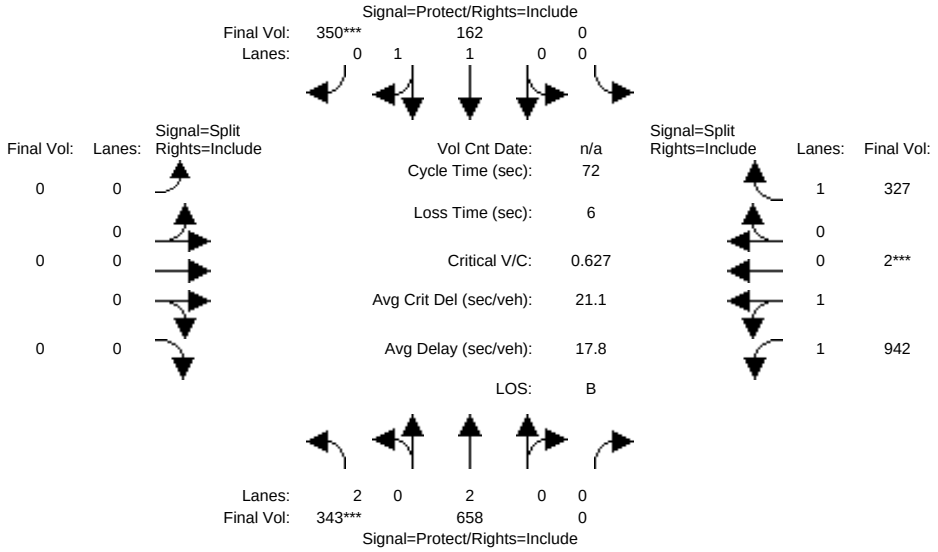

```
Street Name:      Great America Parkway              WB 237 Ramps
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10    10     0    0     0    10   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     154  272     0     0   60   352     0    0     0  1002    0   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  154  272     0     0   60   352     0    0     0  1002    0   203
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  154  272     0     0   60   352     0    0     0  1002    0   203
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   154  272     0     0   60   352     0    0     0  1002    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  272     0     0   60   352     0    0     0  1002    0   203
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  154  272     0     0   60   352     0    0     0  1002    0   203
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       2.00 2.00  0.00  0.00 1.00  1.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  3150 3800     0     0 1900  1750     0    0     0  3550    0  1750
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.07  0.00  0.00 0.03  0.20  0.00 0.00  0.00  0.28 0.00  0.12
Crit Moves:  ****                     ****                     ****
Green Time:   7.0 23.2   0.0   0.0 16.2  16.2   0.0  0.0   0.0  22.8  0.0  22.8
Volume/Cap:  0.36 0.16  0.00  0.00 0.10  0.64  0.00 0.00  0.00  0.64 0.00  0.26
Delay/Veh:   21.0  8.6   0.0   0.0 12.7  17.7   0.0  0.0   0.0  12.4  0.0   9.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  21.0  8.6   0.0   0.0 12.7  17.7   0.0  0.0   0.0  12.4  0.0   9.5
LOS by Move:  C+    A     A     A    B     B     A    A     A     B    A     A
HCM2k95thQ:    3    3     0     0    2    12     0    0     0    15    0     5
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



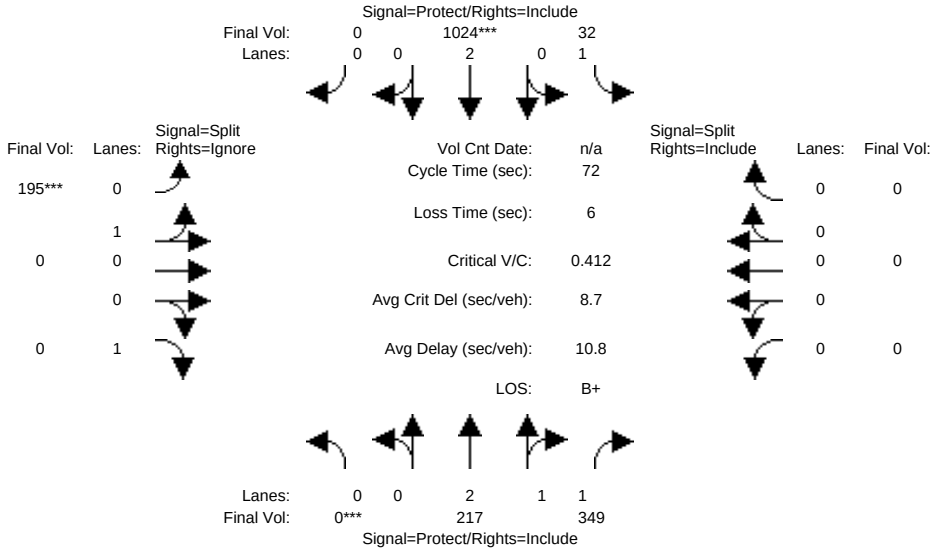

```
Street Name:      Great America Parkway              WB 237 Ramps
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    0    0   10   10    0   0    0    10   10   10
Y+R:         4.0  4.0   4.0  4.0  4.0  4.0  4.0 4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     343  658     0    0  162  350     0   0    0   942    2  327
Growth Adj:  1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  343  658     0    0  162  350     0   0    0   942    2  327
Added Vol:      0    0     0    0    0    0     0   0    0     0    0    0
PasserByVol:    0    0     0    0    0    0     0   0    0     0    0    0
Initial Fut:  343  658     0    0  162  350     0   0    0   942    2  327
User Adj:    1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   343  658     0    0  162  350     0   0    0   942    2  327
Reduct Vol:     0    0     0    0    0    0     0   0    0     0    0    0
Reduced Vol:  343  658     0    0  162  350     0   0    0   942    2  327
PCE Adj:     1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  343  658     0    0  162  350     0   0    0   942    2  327
------------|---------------||---------------||---------------||---------------|
Saturation 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 1.00  0.92 1.00 1.00  0.92 0.93 0.95  0.92
Lanes:       2.00 2.00  0.00  0.00 1.00 1.00  1.00 0.00 0.00  0.00 1.99 0.01  1.00
Final Sat.:  3150 3800     0     0 1900 1750     0   0    0  3542    8 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.17  0.00  0.00 0.09 0.20  0.00 0.00 0.00  0.27 0.27  0.19
Crit Moves:  ****                  ****                  ****
Green Time:  12.5 35.5   0.0   0.0 23.0 23.0   0.0  0.0  0.0   30.5 30.5  30.5
Volume/Cap:  0.63 0.35  0.00  0.00 0.27 0.63  0.00 0.00 0.00  0.63 0.63  0.44
Delay/Veh:   29.9 11.3   0.0   0.0 18.3 22.4   0.0  0.0  0.0   17.1 17.1  15.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:  29.9 11.3   0.0   0.0 18.3 22.4   0.0  0.0  0.0   17.1 17.1  15.1
LOS by Move:    C   B+    A     A   B-   C+    A    A    A     B    B     B
HCM2k95thQ:     8    9    0     0    6   15    0    0    0    18   18    11
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



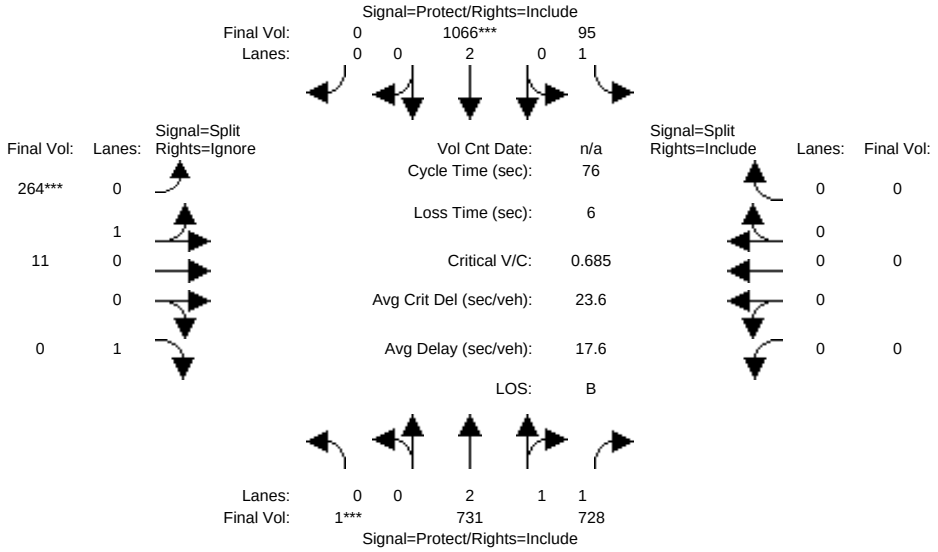

```
Street Name:      Great America Parkway              EB 237 Ramps
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  217   349    32 1024     0   195    0   489     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  217   349    32 1024     0   195    0   489     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  217   349    32 1024     0   195    0   489     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
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  217   349    32 1024     0   195    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  217   349    32 1024     0   195    0     0     0    0     0
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  217   349    32 1024     0   195    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.95 0.95  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  2.00  1.00 2.00  0.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 3800  3500  1750 3800     0  1800    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.10  0.02 0.27  0.00  0.11 0.00  0.00  0.00 0.00  0.00
Crit Moves:  ****               ****       ****
Green Time:   0.0 27.7  27.7  19.4 47.1   0.0  18.9  0.0   0.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.15  0.26  0.07 0.41  0.00  0.41 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0 14.5  15.2  19.6  6.0   0.0  22.5  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 14.5  15.2  19.6  6.0   0.0  22.5  0.0   0.0   0.0  0.0   0.0
LOS by Move:    A    B     B    B-    A     A    C+    A     A     A    A     A
HCM2k95thQ:     0    3     6     1   10     0    8     0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



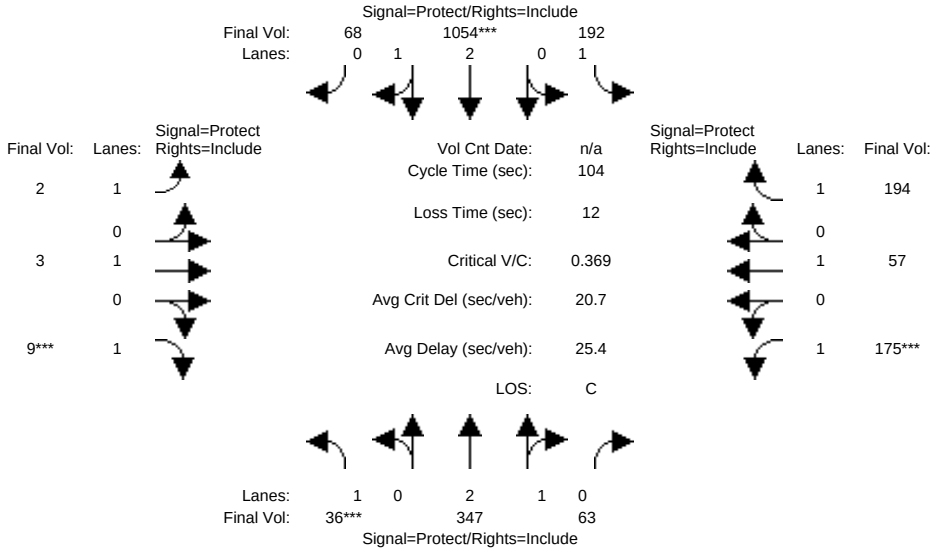

```
Street Name:      Great America Parkway              EB 237 Ramps
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  731   728    95 1066     0   264   11   271     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  731   728    95 1066     0   264   11   271     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  731   728    95 1066     0   264   11   271     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     1  731   728    95 1066     0   264   11     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  731   728    95 1066     0   264   11     0     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    1  731   728    95 1066     0   264   11     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.97  0.93  0.92 1.00  0.92  0.95 0.95  0.92  0.92 1.00  0.92
Lanes:       0.01 1.99  2.00  1.00 2.00  0.00  0.96 0.04  1.00  0.00 0.00  0.00
Final Sat.:     5 3695  3550  1750 3800     0  1728   72  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.21  0.05 0.28  0.00  0.15 0.15  0.00  0.00 0.00  0.00
Crit Moves:  ****               ****       ****
Green Time:  21.9 36.6  36.6  16.4 31.1   0.0  16.9 16.9   0.0   0.0  0.0   0.0
Volume/Cap:  0.69 0.41  0.43  0.25 0.69  0.00  0.69 0.69  0.00  0.00 0.00  0.00
Delay/Veh:   24.9 12.8  12.9  25.0 19.7   0.0  32.0 32.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.9 12.8  12.9  25.0 19.7   0.0  32.0 32.0   0.0   0.0  0.0   0.0
LOS by Move:    C    B     B     C   B-     A     C    C     A     A    A     A
HCM2k95thQ:    15   11    11     4   19     0    14   14     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



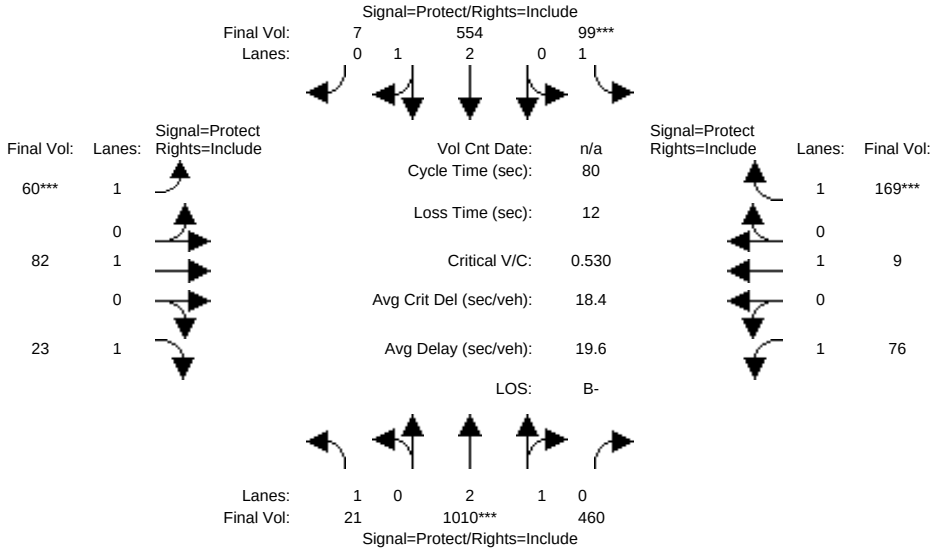

```
Street Name:     Great America Parkway            Great America Way
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10   10    7   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     36  347   63  192 1054   68    2    3    9  175   57  194
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  36  347   63  192 1054   68    2    3    9  175   57  194
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  36  347   63  192 1054   68    2    3    9  175   57  194
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 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  347   63  192 1054   68    2    3    9  175   57  194
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  36  347   63  192 1054   68    2    3    9  175   57  194
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  36  347   63  192 1054   68    2    3    9  175   57  194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.99 0.95 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 2.52 0.48 1.00 2.81 0.19 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 4738  860 1750 5260  339 1750 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.02 0.07 0.07 0.11 0.20 0.20 0.00 0.00 0.01 0.10 0.03 0.11
Crit Moves:  ****               ****               ****  ****
Green Time:   7.0 26.6 26.6 30.4 50.0 50.0 13.2 10.0 10.0 25.0 21.8 21.8
Volume/Cap:  0.31 0.29 0.29 0.38 0.42 0.42 0.01 0.02 0.05 0.42 0.14 0.53
Delay/Veh:   47.7 31.2 31.2 29.7 17.6 17.6 39.7 42.6 42.8 34.0 33.7 38.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  47.7 31.2 31.2 29.7 17.6 17.6 39.7 42.6 42.8 34.0 33.7 38.0
LOS by Move:    D    C    C    C    B    B    D    D    D   C-   C-   D+
HCM2k95thQ:     3    7    7   10   14   14    0    0    1   10    3   12
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



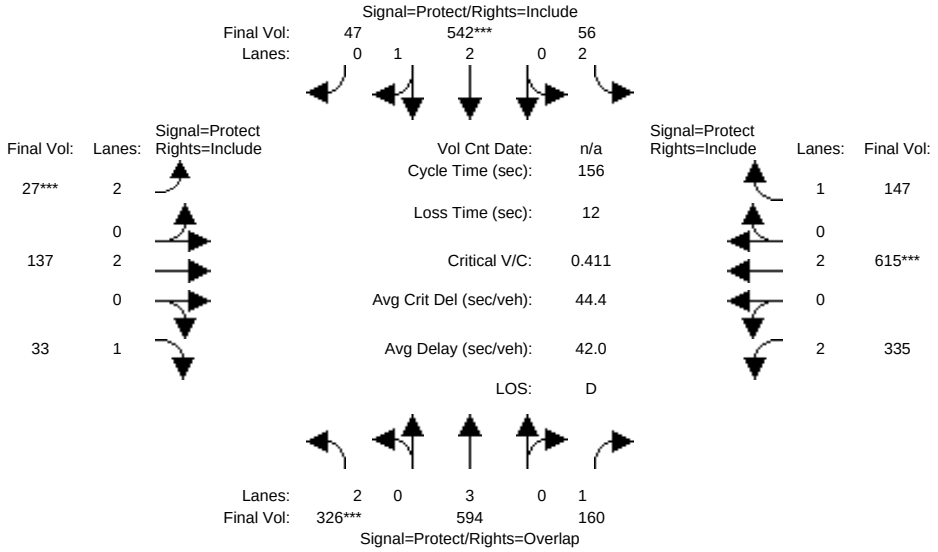

```
Street Name:     Great America Parkway            Great America Way
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10   10    7   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     21 1010  460   99  554    7   60   82   23   76    9  169
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  21 1010  460   99  554    7   60   82   23   76    9  169
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  21 1010  460   99  554    7   60   82   23   76    9  169
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   21 1010  460   99  554    7   60   82   23   76    9  169
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  21 1010  460   99  554    7   60   82   23   76    9  169
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  21 1010  460   99  554    7   60   82   23   76    9  169
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.95 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 2.03 0.97 1.00 2.96 0.04 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 3845 1751 1750 5530   70 1750 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.01 0.26 0.26 0.06 0.10 0.10 0.03 0.04 0.01 0.04 0.00 0.10
Crit Moves:      ****      ****           ****                ****
Green Time: 19.3 38.5 38.5  8.3 27.5 27.5  7.0 12.5 12.5  8.7 14.2 14.2
Volume/Cap: 0.05 0.55 0.55 0.55 0.29 0.29 0.39 0.28 0.08 0.40 0.03 0.55
Delay/Veh:  23.4 14.8 14.8 37.5 19.2 19.2 36.1 30.3 29.0 34.6 27.2 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: 23.4 14.8 14.8 37.5 19.2 19.2 36.1 30.3 29.0 34.6 27.2 32.0
LOS by Move:   C    B    B   D+   B-   B-   D+   C    C   C-   C    C
HCM2k95thQ:    1   17   17    5    6    6    4    4    1    5    0    9
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



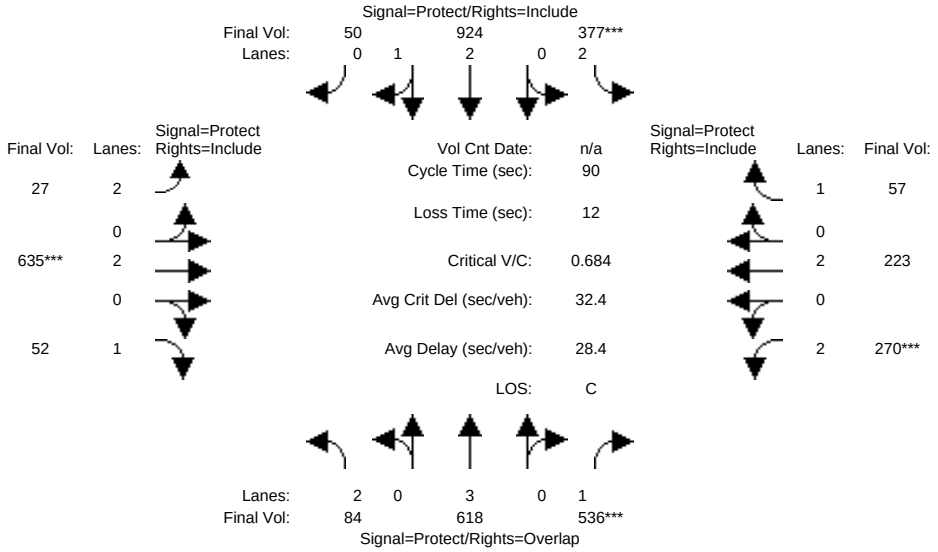

```
Street Name:     Great America Parkway             Tasman Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     326  594   160    56  542    47    27  137    33   335  615   147
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  326  594   160    56  542    47    27  137    33   335  615   147
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  326  594   160    56  542    47    27  137    33   335  615   147
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   326  594   160    56  542    47    27  137    33   335  615   147
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  326  594   160    56  542    47    27  137    33   335  615   147
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  326  594   160    56  542    47    27  137    33   335  615   147
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 2.75  0.25  2.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  3150 5700  1750  3150 5153   447  3150 3800  1750  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.09  0.02 0.11  0.11  0.01 0.04  0.02  0.11 0.16  0.08
Crit Moves:  ****                ****        ****                ****
Green Time:  38.3 53.9  95.6  23.2 38.9  38.9   7.0 25.1  25.1  41.7 59.8  59.8
Volume/Cap:  0.42 0.30  0.15  0.12 0.42  0.42  0.19 0.22  0.12  0.40 0.42  0.22
Delay/Veh:   49.9 37.4  12.9  57.6 49.3  49.3  72.4 57.1  56.1  47.2 35.6  32.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.9 37.4  12.9  57.6 49.3  49.3  72.4 57.1  56.1  47.2 35.6  32.5
LOS by Move:    D   D+     B    E+    D     D     E   E+    E+     D   D+    C-
HCM2k95thQ:    15   13     7     3   15    15     2    6     3    15   19    10
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	618	536	377	924	50	27	635	52	270	223	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	618	536	377	924	50	27	635	52	270	223	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	618	536	377	924	50	27	635	52	270	223	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	618	536	377	924	50	27	635	52	270	223	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	618	536	377	924	50	27	635	52	270	223	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	618	536	377	924	50	27	635	52	270	223	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5312	287	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.31	0.12	0.17	0.17	0.01	0.17	0.03	0.09	0.06	0.03
Crit Moves:			****	****				****		****		
Green Time:	13.8	29.0	40.3	15.7	30.9	30.9	13.7	22.0	22.0	11.3	19.6	19.6
Volume/Cap:	0.17	0.34	0.68	0.68	0.51	0.51	0.06	0.68	0.12	0.68	0.27	0.15
Delay/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
LOS by Move:	C-	C	C+	D+	C	C	C-	C-	C	D	C	C
HCM2k95thQ:	3	9	24	14	14	14	1	17	3	11	5	3

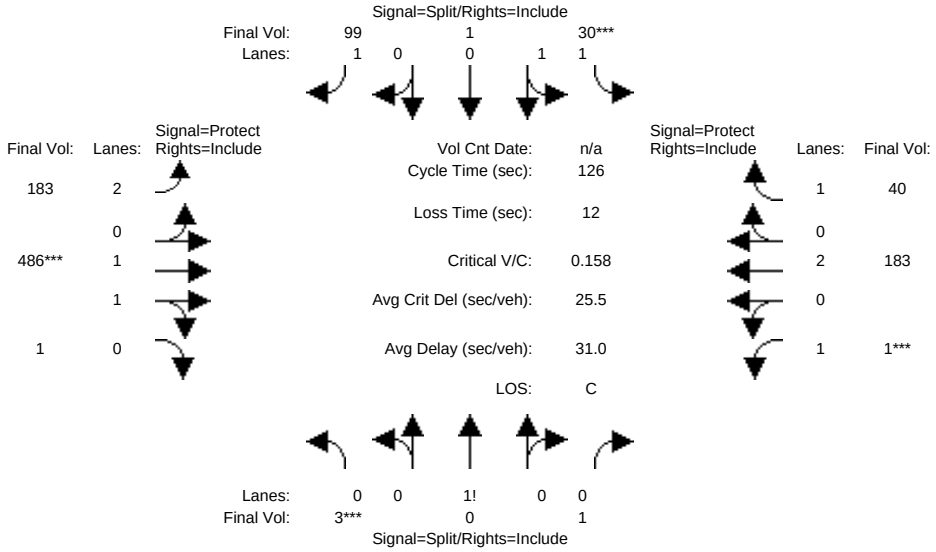
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/Tasman Drive



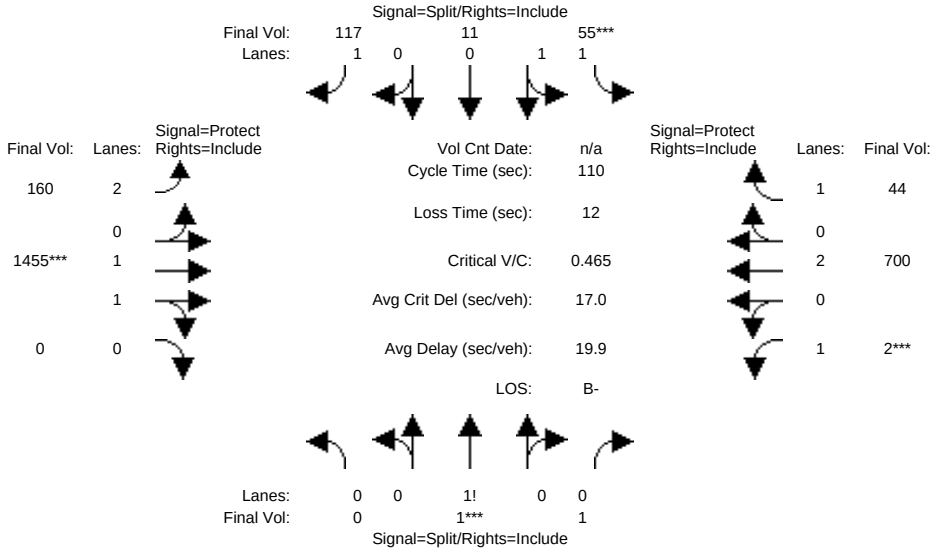

```
Street Name:      Centennial Boulevard             Tasman Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10   10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      3    0    1   30    1   99  183  486    1    1  183   40
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   3    0    1   30    1   99  183  486    1    1  183   40
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   3    0    1   30    1   99  183  486    1    1  183   40
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    3    0    1   30    1   99  183  486    1    1  183   40
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   3    0    1   30    1   99  183  486    1    1  183   40
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   3    0    1   30    1   99  183  486    1    1  183   40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.92 0.92 0.93 0.95 0.92 0.83 0.97 0.95 0.92 1.00 0.92
Lanes:       0.75 0.00 0.25 1.94 0.06 1.00 2.00 1.99 0.01 1.00 2.00 1.00
Final Sat.:  1313    0  438 3435  115 1750 3150 3692    8 1750 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.01 0.01 0.06 0.06 0.13 0.13 0.00 0.05 0.02
Crit Moves:  ****            ****               ****       ****
Green Time:  10.0  0.0 10.0 45.0 45.0 45.0 24.9 52.0 52.0  7.0 34.0 34.0
Volume/Cap:  0.03 0.00 0.03 0.02 0.02 0.16 0.29 0.32 0.32 0.01 0.18 0.08
Delay/Veh:   53.6  0.0 53.6 26.3 26.3 27.7 43.3 25.2 25.2 56.3 35.3 34.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  53.6  0.0 53.6 26.3 26.3 27.7 43.3 25.2 25.2 56.3 35.3 34.4
LOS by Move:   D-    A   D-    C    C    C    D    C    C   E+   D+   C-
HCM2k95thQ:    0    0    0    1    1    6    7   12   12    0    5    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)
Existing PM

Intersection #5: Centennial Boulevard/Tasman Drive



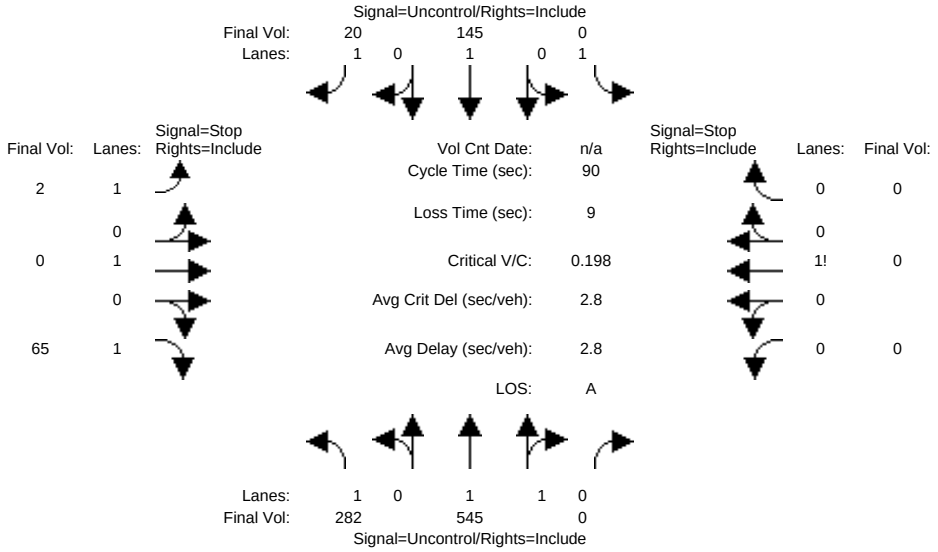

```
Street Name:      Centennial Boulevard             Tasman Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10    10   10   10     7   10   10     7   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    1    1    55   11   117   160 1455    0    2  700   44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    1    1    55   11   117   160 1455    0    2  700   44
Added Vol:      0    0    0     0    0     0     0    0    0    0    0    0
PasserByVol:    0    0    0     0    0     0     0    0    0    0    0    0
Initial Fut:    0    1    1    55   11   117   160 1455    0    2  700   44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    1    1    55   11   117   160 1455    0    2  700   44
Reduct Vol:     0    0    0     0    0     0     0    0    0    0    0    0
Reduced Vol:    0    1    1    55   11   117   160 1455    0    2  700   44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    1    1    55   11   117   160 1455    0    2  700   44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.95  0.92  0.83 0.97  0.92  0.92 1.00  0.92
Lanes:       0.00 0.50  0.50  1.67 0.33  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:     0  900   900  2958  592  1750  3150 3700     0  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.02 0.02  0.07  0.05 0.39  0.00  0.00 0.18  0.03
Crit Moves:       ****        ****                ****        ****
Green Time:   0.0 10.0  10.0  15.8 15.8  15.8  18.5 65.2   0.0   7.0 53.6  53.6
Volume/Cap:  0.00 0.01  0.01  0.13 0.13  0.46  0.30 0.66  0.00  0.02 0.38  0.05
Delay/Veh:    0.0 45.5  45.5  41.2 41.2  44.6  40.4 15.8   0.0  48.3 17.8  14.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 45.5  45.5  41.2 41.2  44.6  40.4 15.8   0.0  48.3 17.8  14.8
LOS by Move:    A    D     D    D    D     D     D    B     A     D    B     B
HCM2k95thQ:     0    0     0    2    2     9     6   30     0     0   14     2
Note: Queue reported is the number of cars per lane.
```


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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     282  545    0    0  145   20    2    0   65    0    0    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:  282  545    0    0  145   20    2    0   65    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  282  545    0    0  145   20    2    0   65    0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:   282  545    0    0  145   20    2    0   65    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  282  545    0    0  145   20    2    0   65    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2   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:  165 xxxx xxxxx  xxxx xxxx xxxxx   982 1254   145  1297 1274   273
Potent Cap.: 1426 xxxx xxxxx  xxxx xxxx xxxxx   279  173   908   140  169   771
Move Cap.:   1426 xxxx xxxxx  xxxx xxxx xxxxx   236  139   908   110  135   771
Volume/Cap:  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.07  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx xxxx xxxxx  20.4 xxxx   9.3 xxxxx xxxx xxxxx
LOS by Move:    A    *     *    *    *     *    C    *     A     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     *    *    *     *
ApproachDel:    xxxxxx          xxxxxx            9.6          xxxxxx
ApproachLOS:         *               *              A             *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%             0%             0%             0%
Grade:            0%             0%             0%             0%
Peds/Hour:         0              0              0              0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #10
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 165 xxxxx xxxxx    0 xxxxx xxxxx  982  1254   145 1297  1274   273
AdjCnflVol:  165 xxxxx xxxxx    0 xxxxx xxxxx  982  1254   145 1297  1274   273
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 165 xxxxx xxxxx    0 xxxxx xxxxx  982  1254   145 1297  1274   273
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1426 xxxxx xxxxx 1636 xxxxx xxxxx  279   173   908  140   169   771
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1426 xxxxx xxxxx 1636 xxxxx xxxxx  279   173   908  140   169   771
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0
Initial Vol:  282  545    0    0  145   20    2   0   65    0   0    0
ApproachDel:   xxxxxx          xxxxxx            9.6          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=67]
  FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1059]
  SUCCEED - Total volume greater than or equal to 650 for intersection
            with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0
Initial Vol:  282  545    0    0  145   20    2   0   65    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           992
Minor Approach Volume:          67
Minor Approach Volume Threshold: 378
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

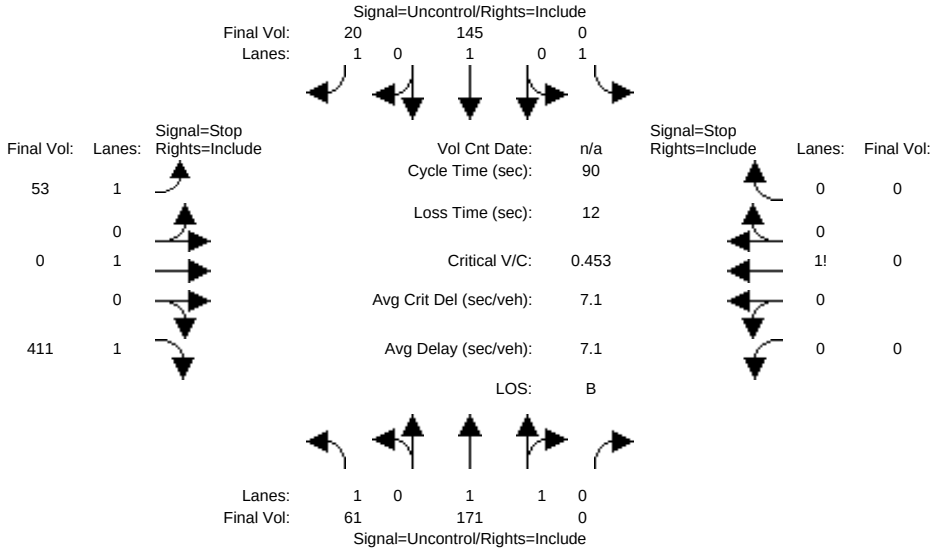
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  171    0    0  145   20   53    0  411    0    0    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  171    0    0  145   20   53    0  411    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   61  171    0    0  145   20   53    0  411    0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  171    0    0  145   20   53    0  411    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   61  171    0    0  145   20   53    0  411    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  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:  165 xxxx xxxxx  xxxx xxxx xxxxx   353  438   145   654  458    86
Potent Cap.: 1426 xxxx xxxxx  xxxx xxxx xxxxx   649  515   908   383  502   979
Move Cap.:   1426 xxxx xxxxx  xxxx xxxx xxxxx   628  493   908   203  481   979
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.08 0.00  0.45  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   2.4  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx  11.3 xxxx  12.2 xxxxx xxxx xxxxx
LOS by Move:    A    *     *    *    *     *    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    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     *     *    *     *
ApproachDel:    xxxxxx          xxxxxx           12.1          xxxxxx
ApproachLOS:         *               *             B             *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%             0%             0%             0%
Grade:            0%             0%             0%             0%
Peds/Hour:         0              0              0              0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #10
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 165 xxxxx xxxxx    0 xxxxx xxxxx  353   438   145  654   458    86
AdjCnflVol:  165 xxxxx xxxxx    0 xxxxx xxxxx  353   438   145  654   458    86
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 165 xxxxx xxxxx    0 xxxxx xxxxx  353   438   145  654   458    86
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1426 xxxxx xxxxx 1636 xxxxx xxxxx  649   515   908  383   502   979
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1426 xxxxx xxxxx 1636 xxxxx xxxxx  649   515   908  383   502   979
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0
Initial Vol:  61  171    0    0  145   20   53   0  411    0   0    0
ApproachDel:   xxxxxx          xxxxxx            12.1          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][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=464]
  SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=861]
  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 #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0
Initial Vol:  61  171    0    0  145   20   53   0  411    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           397
Minor Approach Volume:         464
Minor Approach Volume Threshold: 771
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

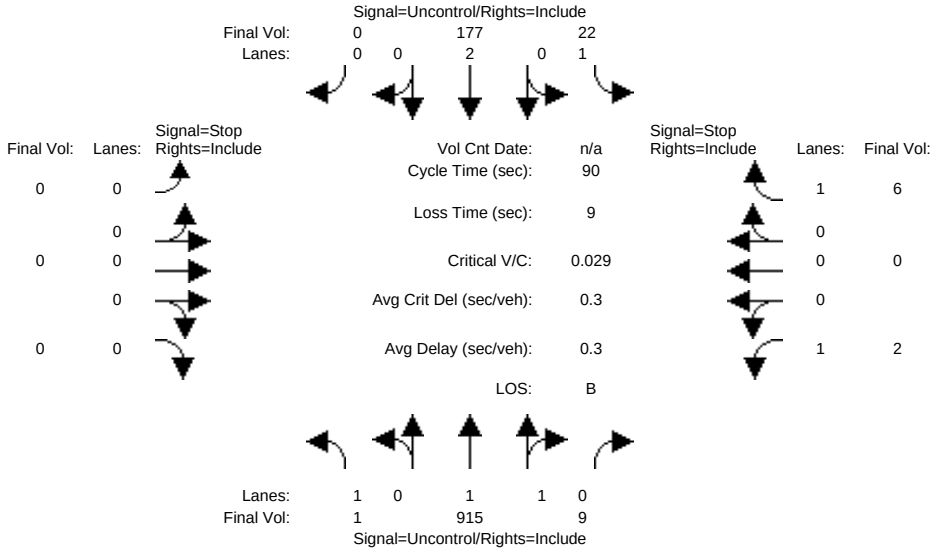
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street              Calle Del Mundo
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  915    9   22  177    0    0    0    0    2    0    6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  915    9   22  177    0    0    0    0    2    0    6
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    1  915    9   22  177    0    0    0    0    2    0    6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  915    9   22  177    0    0    0    0    2    0    6
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:    1  915    9   22  177    0    0    0    0    2    0    6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  177 xxxx xxxxx   924 xxxx xxxxx  xxxx xxxx xxxxx  1054 xxxx   462
Potent Cap.: 1411 xxxx xxxxx   748 xxxx xxxxx  xxxx xxxx xxxxx   225 xxxx   552
Move Cap.:   1411 xxxx xxxxx   748 xxxx xxxxx  xxxx xxxx xxxxx   219 xxxx   552
Volume/Cap:  0.00 xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0
Control Del:  7.6 xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx  21.6 xxxx  11.6
LOS by Move:    A    *    *    A    *    *    *    *    *    C    *    B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           14.1
ApproachLOS:         *               *               *            B
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%              0%              0%             0%
Grade:            0%              0%              0%             0%
Peds/Hour:         0               0               0             0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #10
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 177 xxxxx xxxxx  924 xxxxx xxxxx  681  1147   89 1054  1143   462
AdjCnflVol:  177 xxxxx xxxxx  924 xxxxx xxxxx  681  1147   89 1054  1143   462
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 177 xxxxx xxxxx  924 xxxxx xxxxx  681  1147   89 1054  1143   462
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1411 xxxxx xxxxx  748 xxxxx xxxxx  341   201   959  225   202   552
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1411 xxxxx xxxxx  748 xxxxx xxxxx  341   201   959  225   202   552
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  2  0  0   0  0  0  0  0   1  0  0  0  1
Initial Vol:    1  915    9   22  177    0    0    0    0    2    0    6
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          14.1
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
  FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1132]
  SUCCEED - Total volume greater than or equal to 650 for intersection
            with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  2  0  0   0  0  0  0  0   1  0  0  0  1
Initial Vol:    1  915    9   22  177    0    0    0    0    2    0    6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           1124
Minor Approach Volume:          8
Minor Approach Volume Threshold: 324
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

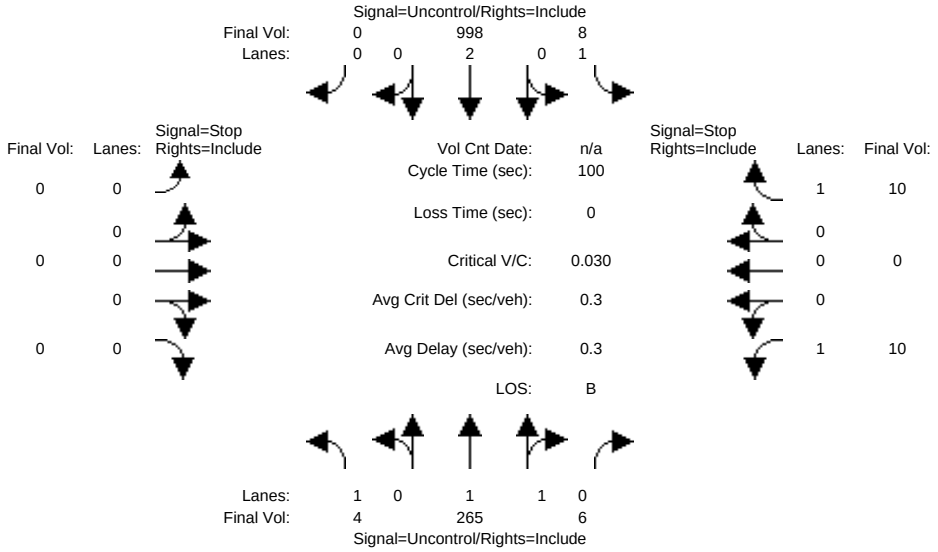
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street              Calle Del Mundo
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  265    6    8  998    0    0    0    0   10    0   10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4  265    6    8  998    0    0    0    0   10    0   10
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    4  265    6    8  998    0    0    0    0   10    0   10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  265    6    8  998    0    0    0    0   10    0   10
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:    4  265    6    8  998    0    0    0    0   10    0   10
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  998 xxxx xxxxx   271 xxxx xxxxx  xxxx xxxx xxxxx   791 xxxx   136
Potent Cap.:  701 xxxx xxxxx  1304 xxxx xxxxx  xxxx xxxx xxxxx   331 xxxx   895
Move Cap.:    701 xxxx xxxxx  1304 xxxx xxxxx  xxxx xxxx xxxxx   328 xxxx   895
Volume/Cap:  0.01 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del: 10.2 xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  16.3 xxxx   9.1
LOS by Move:    B    *     *    A    *     *    *    *     *    C    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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           12.7
ApproachLOS:         *               *               *           B
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%              0%              0%             0%
Grade:            0%              0%              0%             0%
Peds/Hour:         0               0               0             0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #10
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 998 xxxxx xxxxx  271 xxxxx xxxxx 1155  1293   499  791  1290   136
AdjCnflVol:  998 xxxxx xxxxx  271 xxxxx xxxxx 1155  1293   499  791  1290   136
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 998 xxxxx xxxxx  271 xxxxx xxxxx 1155  1293   499  791  1290   136
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  701 xxxxx xxxxx 1304 xxxxx xxxxx  154   164   522  331   165   895
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 701 xxxxx xxxxx 1304 xxxxx xxxxx  154   164   522  331   165   895
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  2  0  0   0  0  0  0  0   1  0  0  0  1
Initial Vol:   4  265    6    8  998    0    0   0    0   10   0   10
ApproachDel:   xxxxxx          xxxxxx         xxxxxx           12.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=20]
  FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1301]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  1  0   1  0  2  0  0   0  0  0  0  0   1  0  0  0  1
Initial Vol:   4  265    6    8  998    0    0   0    0   10   0   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           1281
Minor Approach Volume:          20
Minor Approach Volume Threshold: 268
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

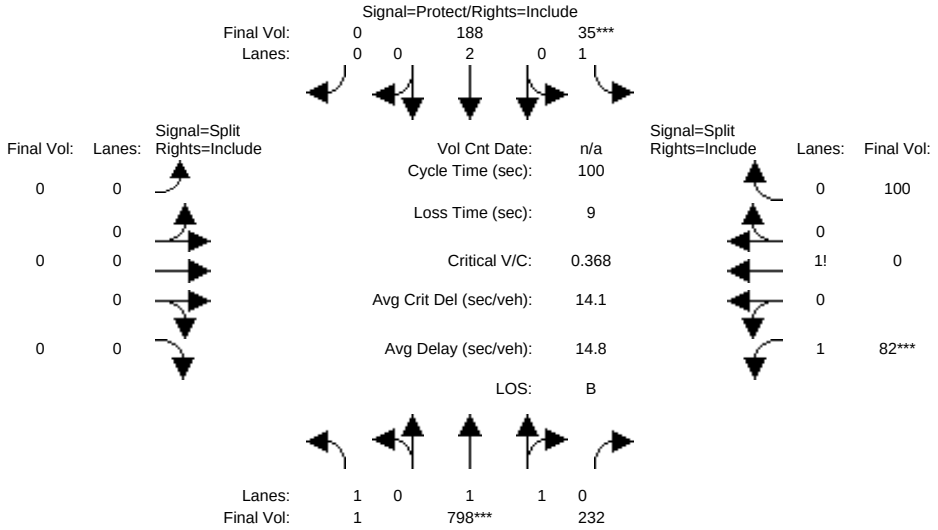
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



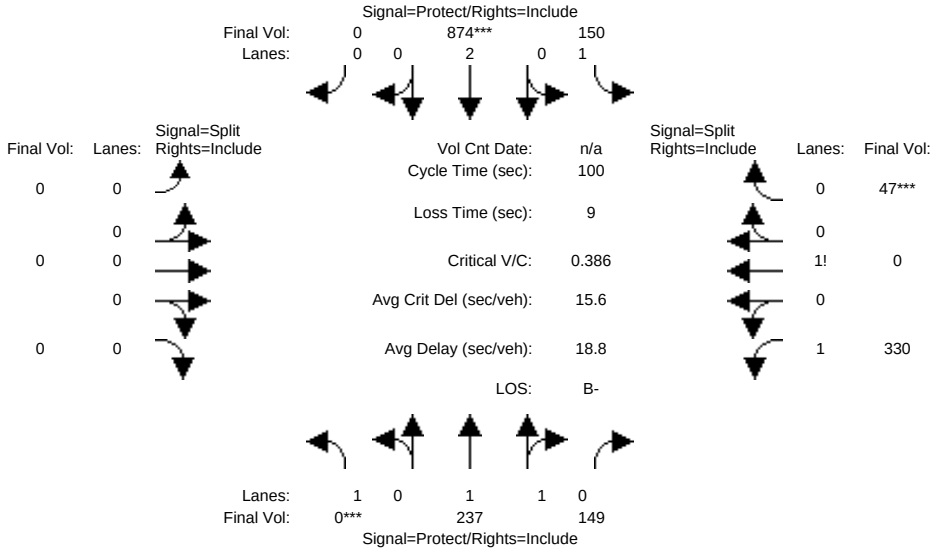

```
Street Name:         Lafayette Street              Calle de Luna
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    0    0    0    0    10    0    10
Y+R:         4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  798   232   35  188    0    0    0    0    82    0   100
Growth Adj:  1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    1  798   232   35  188    0    0    0    0    82    0   100
Added Vol:      0    0     0    0    0    0    0    0    0     0    0     0
PasserByVol:    0    0     0    0    0    0    0    0    0     0    0     0
Initial Fut:    1  798   232   35  188    0    0    0    0    82    0   100
User Adj:    1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:     1  798   232   35  188    0    0    0    0    82    0   100
Reduct Vol:     0    0     0    0    0    0    0    0    0     0    0     0
Reduced Vol:    1  798   232   35  188    0    0    0    0    82    0   100
PCE Adj:     1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
FinalVolume:    1  798   232   35  188    0    0    0    0    82    0   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.54  0.46  1.00 2.00  0.00  0.00 0.00  0.00  1.30 0.00  0.70
Final Sat.:  1750 2866   833  1750 3800     0     0    0     0  2269    0  1266
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.02 0.05  0.00  0.00 0.00  0.00  0.04 0.00  0.08
Crit Moves:       ****        ****                        ****
Green Time:  28.6 62.5  62.5   7.0 40.9   0.0   0.0  0.0   0.0  21.5  0.0  21.5
Volume/Cap:  0.00 0.45  0.45  0.29 0.12  0.00  0.00 0.00  0.00  0.17 0.00  0.37
Delay/Veh:   25.5  9.9   9.9  45.4 18.4   0.0   0.0  0.0   0.0  32.1  0.0  33.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  25.5  9.9   9.9  45.4 18.4   0.0   0.0  0.0   0.0  32.1  0.0  33.9
LOS by Move:    C    A     A    D   B-     A     A    A     A    C-    A    C-
HCM2k95thQ:     0   15    15    3    4     0     0    0     0    4     0    8
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



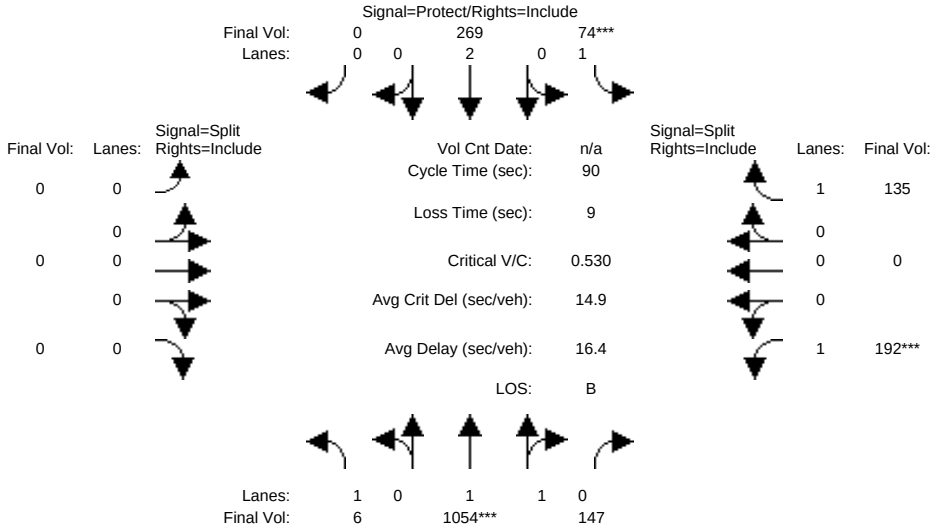

```
Street Name:         Lafayette Street              Calle de Luna
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10    0     0    0    0    10    0    10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  237  149   150  874    0     0    0    0   330    0   47
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0  237  149   150  874    0     0    0    0   330    0   47
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  237  149   150  874    0     0    0    0   330    0   47
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  237  149   150  874    0     0    0    0   330    0   47
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  237  149   150  874    0     0    0    0   330    0   47
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0  237  149   150  874    0     0    0    0   330    0   47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.99 0.95  0.92 1.00 0.92  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 1.21 0.79  1.00 2.00 0.00  0.00 0.00 0.00  0.00 1.78 0.00  0.22
Final Sat.:  1750 2271 1428  1750 3800    0     0    0    0  3112    0  388
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10 0.10  0.09 0.23 0.00  0.00 0.00 0.00 0.00 0.11 0.00  0.12
Crit Moves:  ****               ****                                 ****
Green Time:   0.0 32.7 32.7  26.9 59.6  0.0   0.0  0.0  0.0  0.0 31.4  0.0  31.4
Volume/Cap:  0.00 0.32 0.32  0.32 0.39 0.00  0.00 0.00 0.00 0.00 0.34 0.00  0.39
Delay/Veh:    0.0 25.4 25.4  29.6 10.7  0.0   0.0  0.0  0.0  0.0 26.5  0.0  27.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0 25.4 25.4  29.6 10.7  0.0   0.0  0.0  0.0  0.0 26.5  0.0  27.0
LOS by Move:    A    C    C    C   B+    A     A    A    A    C    A    C
HCM2k95thQ:     0    9    9    8   13    0     0    0    0    9    0   11
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #9: Lafayette Street/Calle de Primavera



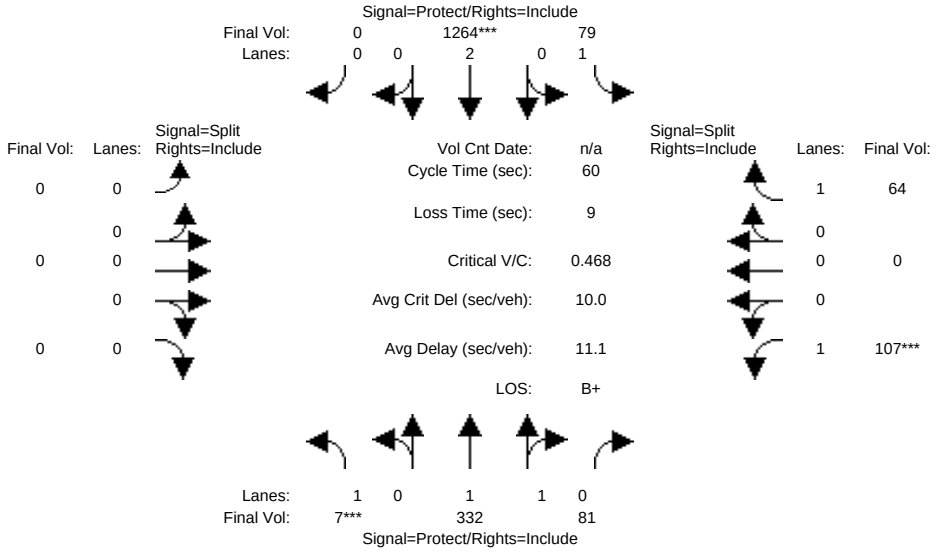

```
Street Name:         Lafayette Street              Calle de Primavera
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6 1054   147   74  269     0    0    0     0  192    0   135
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:    6 1054   147   74  269     0    0    0     0  192    0   135
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:    6 1054   147   74  269     0    0    0     0  192    0   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:     6 1054   147   74  269     0    0    0     0  192    0   135
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    6 1054   147   74  269     0    0    0     0  192    0   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    6 1054   147   74  269     0    0    0     0  192    0   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 1.75  0.25  1.00 2.00  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:  1750 3247   453  1750 3800     0    0    0     0 1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.04 0.07  0.00 0.00 0.00  0.00 0.11 0.00  0.08
Crit Moves:       ****        ****                        ****
Green Time:  25.7 55.2  55.2  7.2 36.7   0.0  0.0  0.0   0.0 18.6  0.0  18.6
Volume/Cap:  0.01 0.53  0.53  0.53 0.17  0.00 0.00 0.00  0.00 0.53 0.00  0.37
Delay/Veh:   23.1 10.2  10.2  43.6 17.1   0.0  0.0  0.0   0.0 33.3  0.0  31.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  23.1 10.2  10.2  43.6 17.1   0.0  0.0  0.0   0.0 33.3  0.0  31.3
LOS by Move:    C   B+    B+    D    B     A    A    A     A    C-   A     C
HCM2k95thQ:     0   17    17    4    5     0    0    0     0   10    0     7
Note: Queue reported is the number of cars per lane.
```

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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #9: Lafayette Street/Calle de Primavera



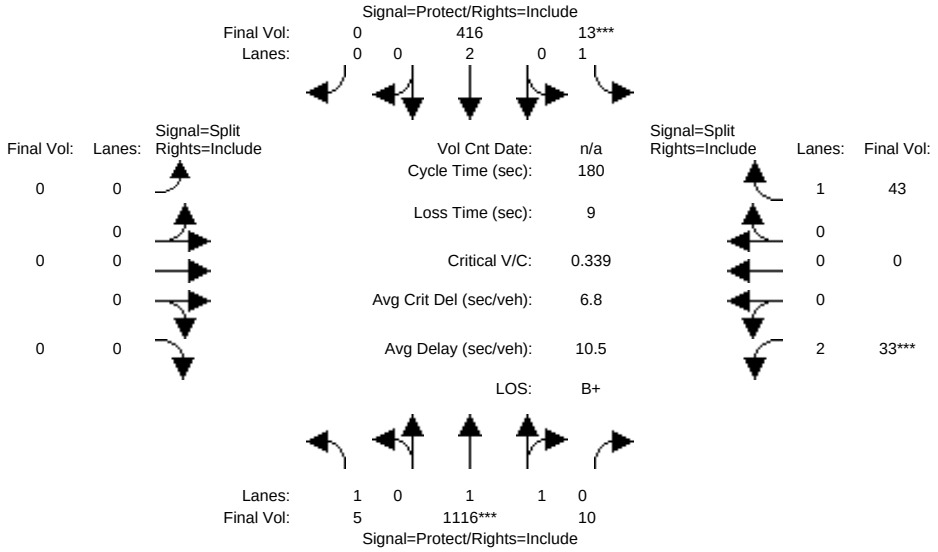

```
Street Name:         Lafayette Street              Calle de Primavera
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10    10   10   10    10   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  332   81    79 1264    0     0    0    0   107    0   64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  332   81    79 1264    0     0    0    0   107    0   64
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    7  332   81    79 1264    0     0    0    0   107    0   64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  332   81    79 1264    0     0    0    0   107    0   64
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    7  332   81    79 1264    0     0    0    0   107    0   64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    7  332   81    79 1264    0     0    0    0   107    0   64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.60  0.40  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 2974   726  1750 3800     0     0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.05 0.33  0.00  0.00 0.00  0.00  0.06 0.00  0.04
Crit Moves:  ****               ****                     ****
Green Time:   7.0 24.1  24.1  16.9 34.0   0.0   0.0  0.0   0.0  10.0  0.0  10.0
Volume/Cap:  0.03 0.28  0.28  0.16 0.59  0.00  0.00 0.00  0.00  0.37 0.00  0.22
Delay/Veh:   23.6 12.2  12.2  16.4  8.9   0.0   0.0  0.0   0.0  23.0  0.0  22.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  23.6 12.2  12.2  16.4  8.9   0.0   0.0  0.0   0.0  23.0  0.0  22.0
LOS by Move:    C    B     B    B    A     A     A    A     A    C+    A    C+
HCM2k95thQ:     0    5     5    2   14     0     0    0     0    4     0    2
Note: Queue reported is the number of cars per lane.
```

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: Lafayette Street/Hogan Drive



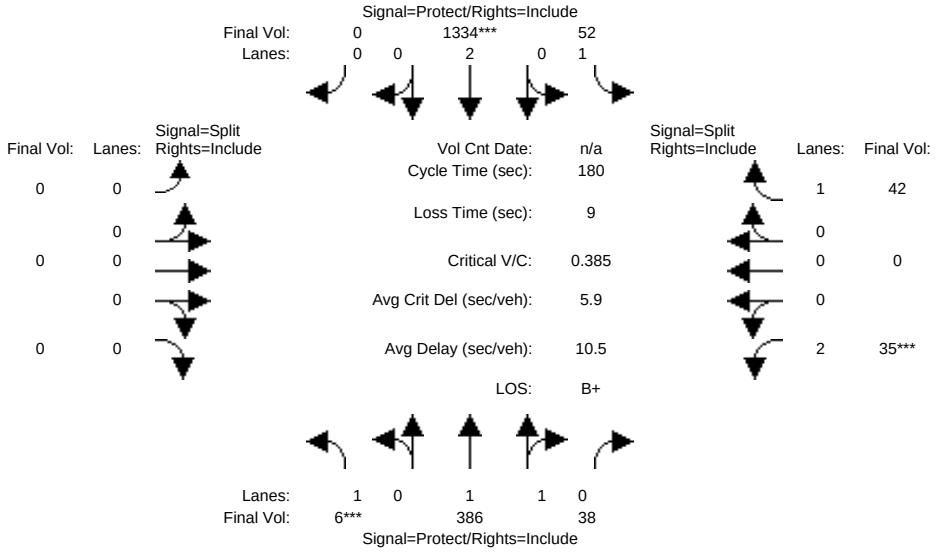

```
Street Name:         Lafayette Street                Hogan Drive
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    0     0    0    0    10    0    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5 1116    10    13  416    0     0    0    0    33    0    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5 1116    10    13  416    0     0    0    0    33    0    43
Added Vol:      0    0     0     0    0    0     0    0    0     0    0     0
PasserByVol:    0    0     0     0    0    0     0    0    0     0    0     0
Initial Fut:    5 1116    10    13  416    0     0    0    0    33    0    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5 1116    10    13  416    0     0    0    0    33    0    43
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0     0
Reduced Vol:    5 1116    10    13  416    0     0    0    0    33    0    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5 1116    10    13  416    0     0    0    0    33    0    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.98  0.02  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3667    33  1750 3800     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.30  0.30  0.01 0.11  0.00  0.00 0.00  0.00  0.01 0.00  0.02
Crit Moves:       ****       ****                          ****
Green Time:  41.4  151 151.0   7.0  117   0.0   0.0  0.0   0.0  13.0  0.0  13.0
Volume/Cap:  0.01 0.36  0.36  0.19 0.17  0.00  0.00 0.00  0.00  0.14 0.00  0.34
Delay/Veh:   53.6  3.7   3.7  89.9 12.7   0.0   0.0  0.0   0.0  79.6  0.0  86.5
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:  53.6  3.7   3.7  89.9 12.7   0.0   0.0  0.0   0.0  79.6  0.0  86.5
LOS by Move:   D-    A     A    F    B     A     A    A     A    E-    A     F
HCM2k95thQ:     1   39    39    2   16     0     0    0     0    3     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)
Existing PM

Intersection #10: Lafayette Street/Hogan Drive



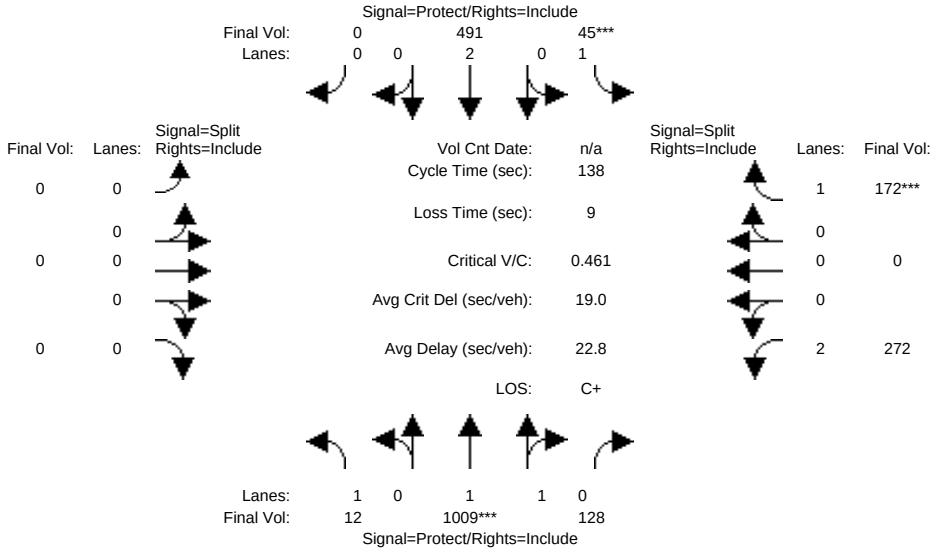

```
Street Name:         Lafayette Street                Hogan Drive
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    0    0    0    0    10    0    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  386    38   52 1334    0    0    0    0   35    0    42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  386    38   52 1334    0    0    0    0   35    0    42
Added Vol:      0    0     0    0    0    0    0    0    0    0    0     0
PasserByVol:    0    0     0    0    0    0    0    0    0    0    0     0
Initial Fut:    6  386    38   52 1334    0    0    0    0   35    0    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  386    38   52 1334    0    0    0    0   35    0    42
Reduct Vol:     0    0     0    0    0    0    0    0    0    0    0     0
Reduced Vol:    6  386    38   52 1334    0    0    0    0   35    0    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    6  386    38   52 1334    0    0    0    0   35    0    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.82  0.18  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3368   332  1750 3800     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.03 0.35  0.00  0.00 0.00  0.00  0.01 0.00  0.02
Crit Moves:  ****               ****                     ****
Green Time:   7.0  119 119.3  40.5  153   0.0   0.0  0.0   0.0  11.2  0.0  11.2
Volume/Cap:  0.09 0.17  0.17  0.13 0.41  0.00  0.00 0.00  0.00  0.18 0.00  0.38
Delay/Veh:   86.0 11.7  11.7  56.4  3.6   0.0   0.0  0.0   0.0  82.0  0.0  91.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  86.0 11.7  11.7  56.4  3.6   0.0   0.0  0.0   0.0  82.0  0.0  91.0
LOS by Move:    F   B+    B+    E+    A     A     A    A     A     F    A     F
HCM2k95thQ:     1   16    16     6   46     0     0    0     0     3    0     6
Note: Queue reported is the number of cars per lane.
```


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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #11: Lafayette Street/Hope Drive



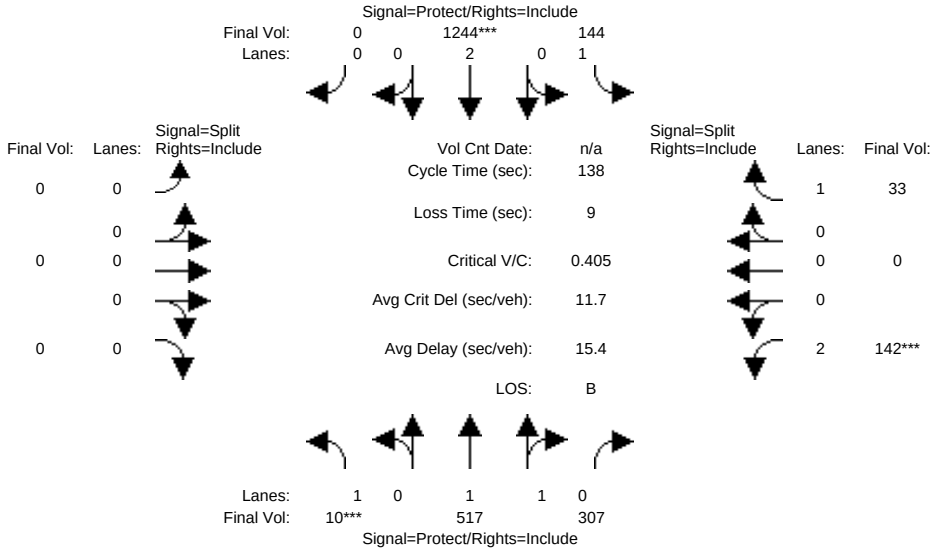

```
Street Name:         Lafayette Street                Hope Drive
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    0    0    0    0    10    0    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12 1009   128   45  491    0    0    0    0  272    0  172
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12 1009   128   45  491    0    0    0    0  272    0  172
Added Vol:      0    0     0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0    0    0    0    0    0    0    0
Initial Fut:   12 1009   128   45  491    0    0    0    0  272    0  172
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12 1009   128   45  491    0    0    0    0  272    0  172
Reduct Vol:     0    0     0    0    0    0    0    0    0    0    0    0
Reduced Vol:   12 1009   128   45  491    0    0    0    0  272    0  172
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12 1009   128   45  491    0    0    0    0  272    0  172
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.77  0.23  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3283   416  1750 3800     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.31  0.31  0.03 0.13  0.00  0.00 0.00  0.00  0.09 0.00  0.10
Crit Moves:       ****        ****                                 ****
Green Time:  28.1 91.9  91.9   7.7 71.5   0.0   0.0  0.0   0.0  29.4  0.0  29.4
Volume/Cap:  0.03 0.46  0.46  0.46 0.25  0.00  0.00 0.00  0.00  0.41 0.00  0.46
Delay/Veh:   44.3 11.7  11.7  78.0 18.7   0.0   0.0  0.0   0.0  48.6  0.0  51.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  44.3 11.7  11.7  78.0 18.7   0.0   0.0  0.0   0.0  48.6  0.0  51.5
LOS by Move:    D   B+    B+    E-   B-    A     A    A     A    D    A    D-
HCM2k95thQ:     1   20    20     5   11    0     0    0     0   12    0   13
Note: Queue reported is the number of cars per lane.
```

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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: Lafayette Street/Hope Drive



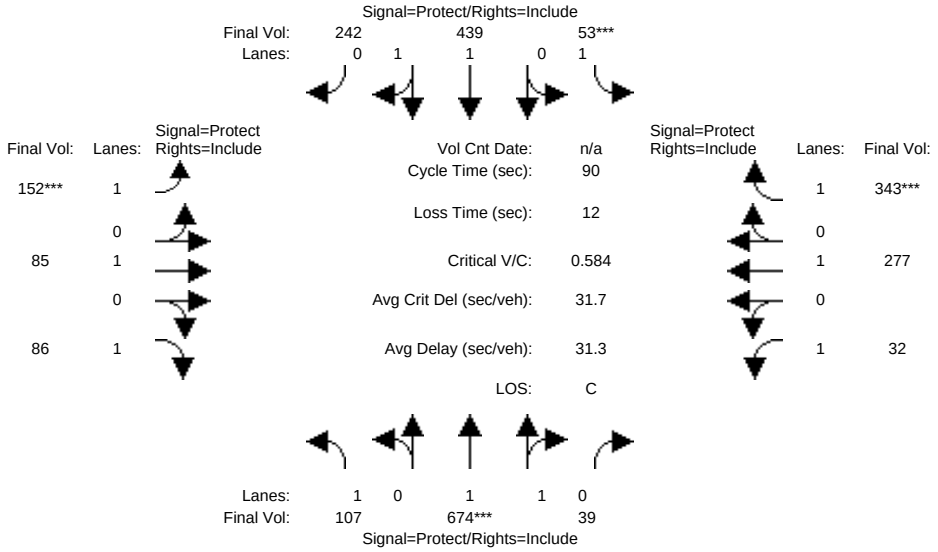

```
Street Name:         Lafayette Street                Hope Drive
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    0    0    0    0    10    0    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       10  517   307  144 1244    0    0    0    0  142    0   33
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    10  517   307  144 1244    0    0    0    0  142    0   33
Added Vol:       0    0     0    0    0    0    0    0    0    0    0    0
PasserByVol:     0    0     0    0    0    0    0    0    0    0    0    0
Initial Fut:    10  517   307  144 1244    0    0    0    0  142    0   33
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     10  517   307  144 1244    0    0    0    0  142    0   33
Reduct Vol:      0    0     0    0    0    0    0    0    0    0    0    0
Reduced Vol:    10  517   307  144 1244    0    0    0    0  142    0   33
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    10  517   307  144 1244    0    0    0    0  142    0   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.23  0.77  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 2320  1378  1750 3800     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.22  0.22  0.08 0.33  0.00  0.00 0.00  0.00  0.05 0.00  0.02
Crit Moves:  ****               ****                     ****
Green Time:   7.0 83.4  83.4  30.8  107   0.0   0.0  0.0   0.0  14.8  0.0  14.8
Volume/Cap:  0.11 0.37  0.37  0.37 0.42  0.00  0.00 0.00  0.00  0.42 0.00  0.18
Delay/Veh:   65.1 14.4  14.4  48.0  5.5   0.0   0.0  0.0   0.0  61.5  0.0  58.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.1 14.4  14.4  48.0  5.5   0.0   0.0  0.0   0.0  61.5  0.0  58.1
LOS by Move:    E    B     B    D    A     A     A    A     A    E    A    E+
HCM2k95thQ:     1   16    16   11   16     0     0    0     0    8    0    3
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



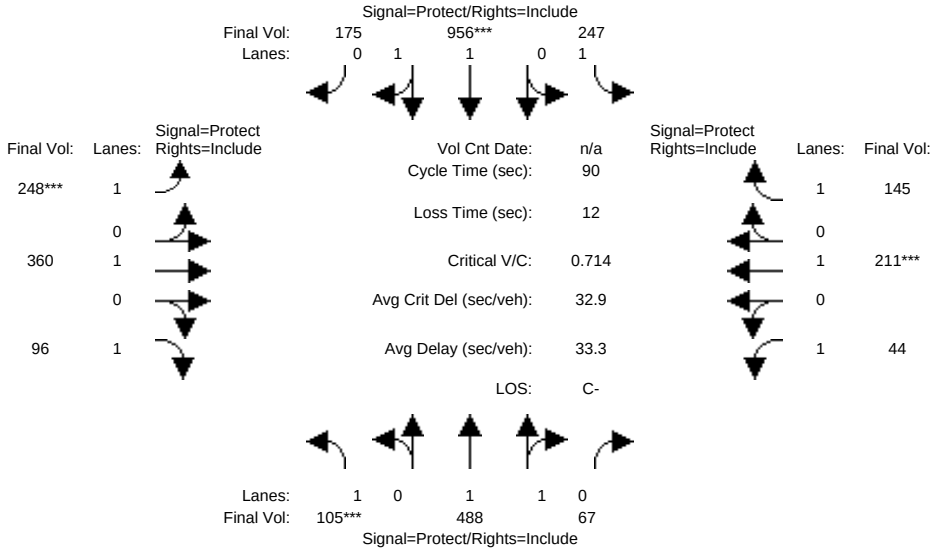

```
Street Name:         Lafayette Street                Agnew Road
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107  674    39   53  439   242  152   85    86   32  277   343
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  107  674    39   53  439   242  152   85    86   32  277   343
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  107  674    39   53  439   242  152   85    86   32  277   343
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   107  674    39   53  439   242  152   85    86   32  277   343
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  107  674    39   53  439   242  152   85    86   32  277   343
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  107  674    39   53  439   242  152   85    86   32  277   343
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.99  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.89  0.11  1.00 1.27  0.73  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3497   202  1750 2384  1314  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.19  0.19  0.03 0.18  0.18  0.09 0.04  0.05  0.02 0.15  0.20
Crit Moves:       ****        ****           ****                    ****
Green Time:  10.6 28.8  28.8   7.0 25.1  25.1  13.0 24.8  24.8  17.4 29.3  29.3
Volume/Cap:  0.52 0.60  0.60  0.39 0.66  0.66  0.60 0.16  0.18  0.09 0.45  0.60
Delay/Veh:   46.3 28.1  28.1  47.7 31.9  31.9  46.4 25.4  25.6  30.4 26.3  30.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  46.3 28.1  28.1  47.7 31.9  31.9  46.4 25.4  25.6  30.4 26.3  30.2
LOS by Move:    D    C     C    D    C     C    D    C     C     C    C     C
HCM2k95thQ:     7   16    16    4   16    16   10    4     5     2   12    16
Note: Queue reported is the number of cars per lane.
```


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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



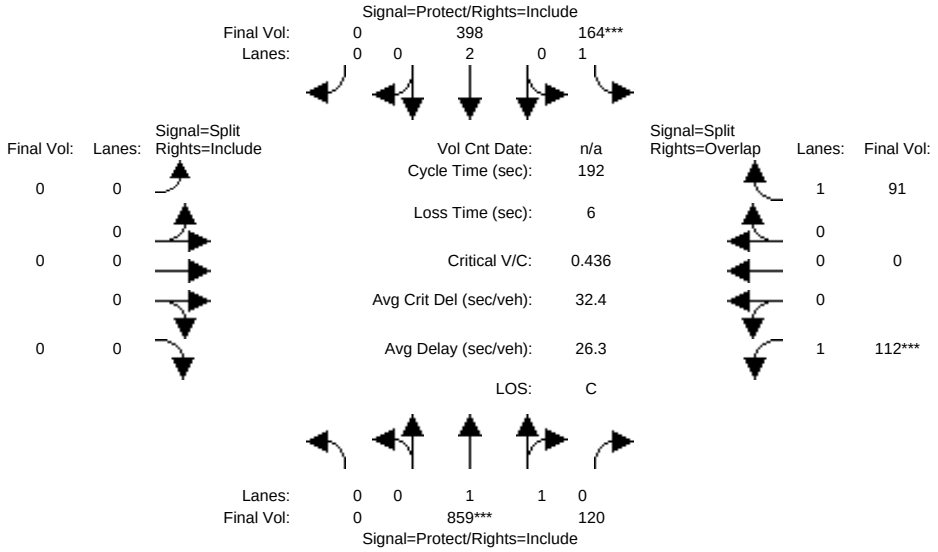

```
Street Name:         Lafayette Street                Agnew Road
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8   20   20     7   20   20     8   8    8     4   4    4
Y+R:         4.0  5.0  5.0   4.0  5.0  5.0   4.5 5.0  5.0   4.5 5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    105  488   67   247  956  175   248 360   96    44  211  145
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 105  488   67   247  956  175   248 360   96    44  211  145
Added Vol:     0    0    0     0    0    0     0   0    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0   0    0     0    0    0
Initial Fut: 105  488   67   247  956  175   248 360   96    44  211  145
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  105  488   67   247  956  175   248 360   96    44  211  145
Reduct Vol:    0    0    0     0    0    0     0   0    0     0    0    0
Reduced Vol: 105  488   67   247  956  175   248 360   96    44  211  145
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 105  488   67   247  956  175   248 360   96    44  211  145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 0.98 0.95  0.92 0.98 0.95  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:      1.00 1.75 0.25  1.00 1.68 0.32  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.: 1750 3253  447  1750 3127  572  1750 1900 1750  1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.15 0.15  0.14 0.31 0.31  0.14 0.19 0.05  0.03 0.11 0.08
Crit Moves:  ****              ****       ****              ****
Green Time:  8.0 28.3 28.3  18.0 38.3 38.3  17.8 25.7 25.7   6.0 13.9 13.9
Volume/Cap: 0.67 0.48 0.48  0.71 0.72 0.72  0.72 0.66 0.19  0.38 0.72 0.54
Delay/Veh:  60.8 26.3 26.3  44.9 24.2 24.2  45.9 34.7 25.2  49.2 50.2 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: 60.8 26.3 26.3  44.9 24.2 24.2  45.9 34.7 25.2  49.2 50.2 42.5
LOS by Move:   E    C    C     D    C    C     D   C-    C     D    D    D
HCM2k95thQ:    7   12   12    14   23   23    15   17    5     4   13    9
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



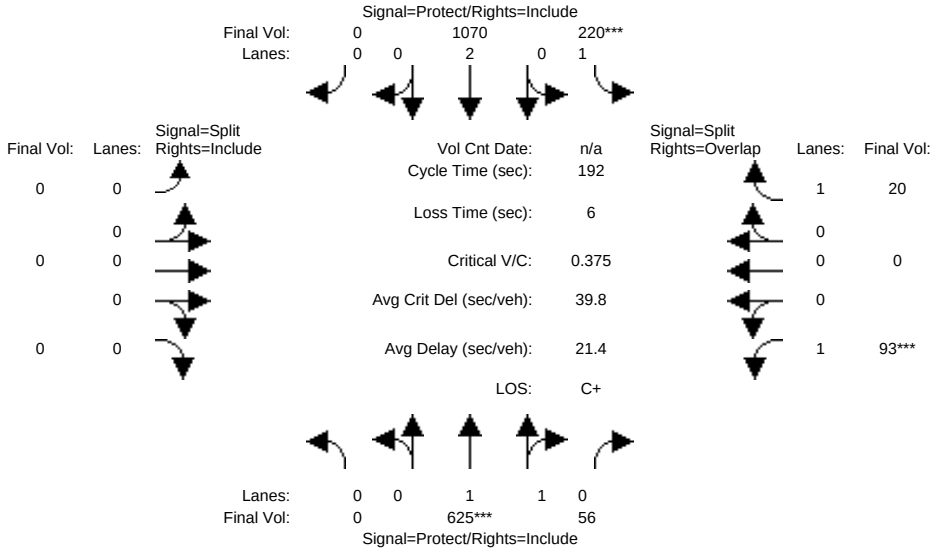

```
Street Name:         Lafayette Street            Montague Expressway WB
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10     0     0   0    0    10   0    10
Y+R:         4.0  4.0  4.0   4.0  4.0   4.0   4.0 4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  859  120   164  398     0     0   0    0   112   0    91
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0  859  120   164  398     0     0   0    0   112   0    91
Added Vol:      0    0    0     0    0     0     0   0    0     0   0     0
PasserByVol:    0    0    0     0    0     0     0   0    0     0   0     0
Initial Fut:    0  859  120   164  398     0     0   0    0   112   0    91
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0  859  120   164  398     0     0   0    0   112   0    91
Reduct Vol:     0    0    0     0    0     0     0   0    0     0   0     0
Reduced Vol:    0  859  120   164  398     0     0   0    0   112   0    91
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0  859  120   164  398     0     0   0    0   112   0    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900  1900  1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 1.00  0.92  0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       0.00 1.75 0.25  1.00 2.00  0.00  0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:     0 3246  453  1750 3800     0     0   0    0  1750   0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26 0.26  0.09 0.10  0.00  0.00 0.00 0.00 0.00 0.06 0.00  0.05
Crit Moves:       ****       ****                          ****
Green Time:   0.0  117 116.5  41.3  158   0.0   0.0  0.0  0.0  28.2  0.0  69.5
Volume/Cap:  0.00 0.44 0.44  0.44 0.13  0.00  0.00 0.00 0.00 0.44 0.00  0.14
Delay/Veh:    0.0 20.8  20.8  68.9  3.5   0.0   0.0  0.0  0.0  80.0  0.0  41.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0 20.8  20.8  68.9  3.5   0.0   0.0  0.0  0.0  80.0  0.0  41.7
LOS by Move:    A   C+   C+    E    A     A     A    A    A    E-    A     D
HCM2k95thQ:     0   25   25    16   5     0     0    0    0    12    0     8
Note: Queue reported is the number of cars per lane.
```


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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



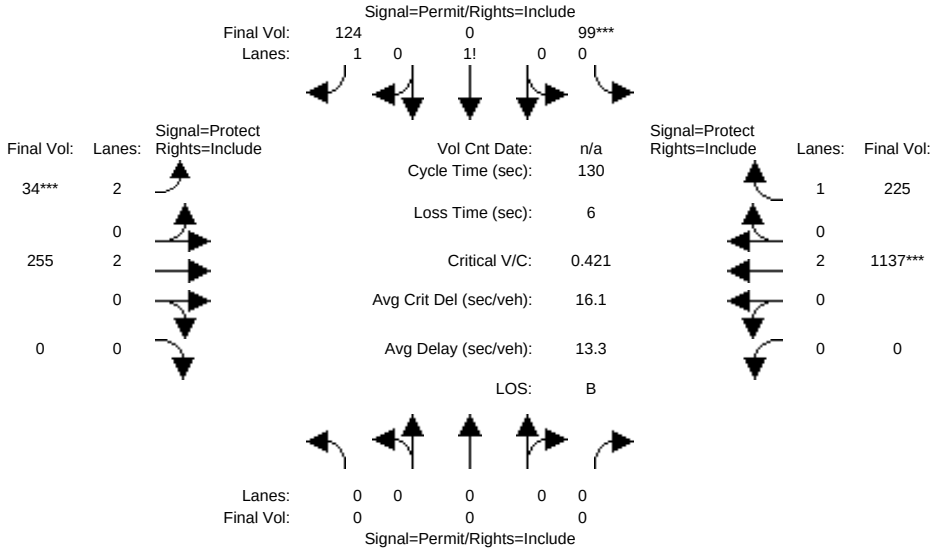

```
Street Name:         Lafayette Street             Montague Expressway WB
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10     0    0    0    0    10    0   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0   4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  625    56   220 1070     0    0    0    0    93    0    20
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  625    56   220 1070     0    0    0    0    93    0    20
Added Vol:      0    0     0     0    0     0    0    0    0     0    0     0
PasserByVol:    0    0     0     0    0     0    0    0    0     0    0     0
Initial Fut:    0  625    56   220 1070     0    0    0    0    93    0    20
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  625    56   220 1070     0    0    0    0    93    0    20
Reduct Vol:     0    0     0     0    0     0    0    0    0     0    0     0
Reduced Vol:    0  625    56   220 1070     0    0    0    0    93    0    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:    0  625    56   220 1070     0    0    0    0    93    0    20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.83  0.17  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3396   304  1750 3800     0    0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.13 0.28  0.00  0.00 0.00  0.00  0.05 0.00  0.01
Crit Moves:       ****        ****                      ****
Green Time:   0.0 94.3  94.3  64.4  159   0.0   0.0  0.0   0.0  27.2  0.0  91.7
Volume/Cap:  0.00 0.37  0.37  0.37 0.34  0.00  0.00 0.00  0.00  0.37 0.00  0.02
Delay/Veh:    0.0 31.0  31.0  50.3  4.3   0.0   0.0  0.0   0.0  78.9  0.0  26.6
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 31.0  31.0  50.3  4.3   0.0   0.0  0.0   0.0  78.9  0.0  26.6
LOS by Move:    A    C     C     D    A     A    A    A     A    E-    A     C
HCM2k95thQ:     0   21    21    18   14     0    0    0     0   11     0     2
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



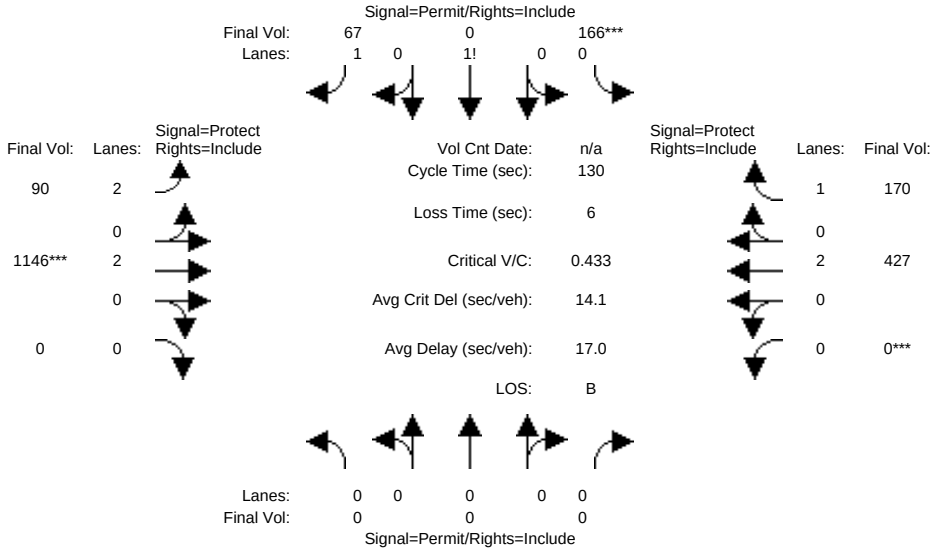

```
Street Name:         Calle Del Sol                Tasman Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    10   10   10    7   10    0    0   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0   99    0  124   34  255    0    0 1137  225
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   99    0  124   34  255    0    0 1137  225
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   99    0  124   34  255    0    0 1137  225
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   99    0  124   34  255    0    0 1137  225
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0   99    0  124   34  255    0    0 1137  225
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0    0    0   99    0  124   34  255    0    0 1137  225
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       0.00 0.00 0.00 0.61 0.00 1.39 2.00 2.00 0.00 0.00 2.00 1.00
Final Sat.:     0    0    0 1076    0 2424 3150 3800    0    0 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.09 0.00 0.05 0.01 0.07 0.00 0.00 0.30 0.13
Crit Moves:                 ****           ****               ****
Green Time:   0.0  0.0  0.0 27.5  0.0 27.5  7.0 96.5  0.0  0.0 89.5 89.5
Volume/Cap:  0.00 0.00 0.00 0.43 0.00 0.24 0.20 0.09 0.00 0.00 0.43 0.19
Delay/Veh:    0.0  0.0  0.0 45.1  0.0 42.7 59.4  4.6  0.0  0.0  9.1  7.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 45.1  0.0 42.7 59.4  4.6  0.0  0.0  9.1  7.3
LOS by Move:    A    A    A    D    A    D   E+    A    A    A    A    A
HCM2k95thQ:     0    0    0   12    0    6    2    3    0    0   18    7
Note: Queue reported is the number of cars per lane.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	166	0	67	90	1146	0	0	427	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	67	90	1146	0	0	427	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	67	90	1146	0	0	427	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	166	0	67	90	1146	0	0	427	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	67	90	1146	0	0	427	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	166	0	67	90	1146	0	0	427	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	0.00	1.17	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1491	0	2051	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.03	0.03	0.30	0.00	0.00	0.11	0.10
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	33.4	0.0	33.4	29.3	90.6	0.0	0.0	61.2	61.2
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.13	0.13	0.43	0.00	0.00	0.24	0.21
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	37.1	40.2	8.7	0.0	0.0	20.6	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	37.1	40.2	8.7	0.0	0.0	20.6	20.3
LOS by Move:	A	A	A	D	A	D+	D	A	A	A	C+	C+
HCM2k95thQ:	0	0	0	14	0	4	3	18	0	0	9	8

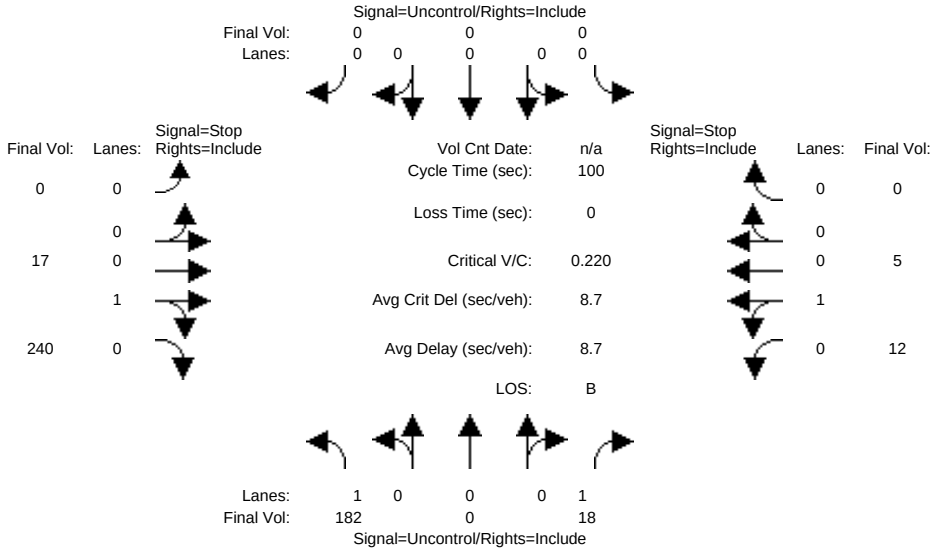
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna




```
Street Name:         Calle Del Sol                Calle De Luna
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    182   0   18    0   0    0    0  17  240   12   5    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  182   0   18    0   0    0    0  17  240   12   5    0
Added Vol:     0   0    0    0   0    0    0   0    0    0   0    0
PasserByVol:   0   0    0    0   0    0    0   0    0    0   0    0
Initial Fut:  182   0   18    0   0    0    0  17  240   12   5    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:   182   0   18    0   0    0    0  17  240   12   5    0
Reduct Vol:    0   0    0    0   0    0    0   0    0    0   0    0
FinalVolume:  182   0   18    0   0    0    0  17  240   12   5    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  382    0   373  364 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  554  1091   588  567 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  492  1091   409  504 xxxxx
Volume/Cap:  0.11 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.03  0.22  0.03 0.01  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 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  1010   433 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.0   0.1 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.8  13.7 xxxx xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     A     B    *    *
ApproachDel:    xxxxxx          xxxxxx            9.8           13.7
ApproachLOS:         *               *             A             B
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%             0%             0%             0%
Grade:            0%             0%             0%             0%
Peds/Hour:         0              0              0              0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #22
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #14
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  367   382    0  373   364    0
AdjCnflVol:    0 xxxxx xxxxx    0 xxxxx xxxxx  367   382    0  373   364    0
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  367   382    0  373   364    0
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1636 xxxxx xxxxx 1636 xxxxx xxxxx  593   554  1091  588   567  1091
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1636 xxxxx xxxxx 1636 xxxxx xxxxx  593   554  1091  588   567  1091
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 Calle Del Sol/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  182    0    18     0    0     0     0   17   240    12    5     0
ApproachDel:    xxxxxx          xxxxxx            9.8             13.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=257]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=474]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
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=17]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=474]
  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 #15 Calle Del Sol/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  182    0    18     0    0     0     0   17   240    12    5     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           200
Minor Approach Volume:         257
Minor Approach Volume Threshold: 839
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

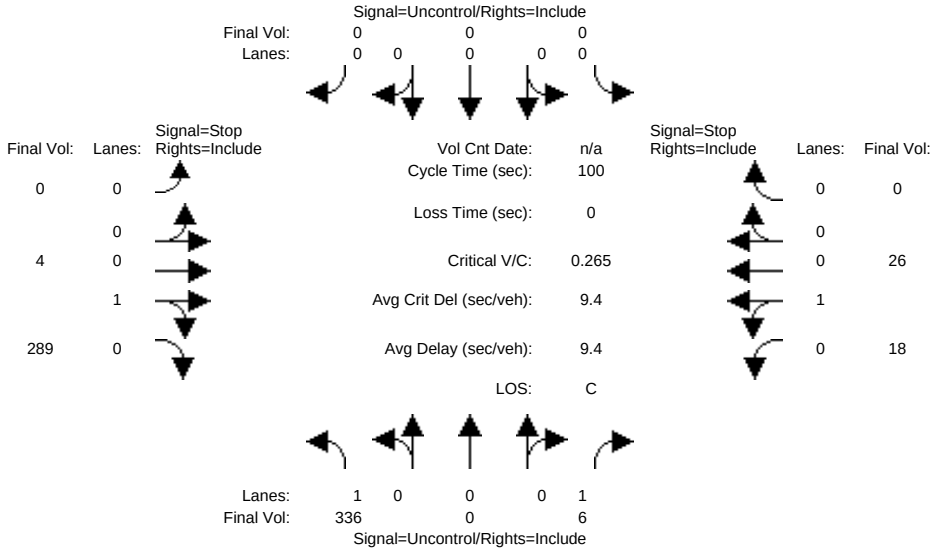
The peak hour warrant analysis in this report is not intended to replace
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna




```
Street Name:         Calle Del Sol                Calle De Luna
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    336   0    6    0   0    0    0   4  289   18  26    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  336   0    6    0   0    0    0   4  289   18  26    0
Added Vol:     0   0    0    0   0    0    0   0    0    0   0    0
PasserByVol:   0   0    0    0   0    0    0   0    0    0   0    0
Initial Fut:  336   0    6    0   0    0    0   4  289   18  26    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:   336   0    6    0   0    0    0   4  289   18  26    0
Reduct Vol:    0   0    0    0   0    0    0   0    0    0   0    0
FinalVolume:  336   0    6    0   0    0    0   4  289   18  26    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  678    0   674  672 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  377  1091   371  380 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  299  1091   227  302 xxxxx
Volume/Cap:  0.21 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.01  0.26  0.08 0.09  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 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 xxxx  1053   266 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.1   0.6 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.7  21.2 xxxx xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     A    C    *     *
ApproachDel:    xxxxxx          xxxxxx            9.7           21.2
ApproachLOS:         *               *             A             C
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:           0%             0%             0%             0%
Grade:            0%             0%             0%             0%
Peds/Hour:         0              0              0              0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:      #22
Dist(miles):     0.000
Speed (mph):      0.00
SignalIndex:     #14
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:         0.000 0.000
gq1:        0.00  0.00
gq2:        0.00  0.00
gq:         0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:              0.000
f:         0.000 0.000
vcmax:         0     0
vcg:           0     0
vcmin:         0     0
tp:          0.0   0.0
p:             0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  685   678    0  674   672    0
AdjCnflVol:    0 xxxxx xxxxx    0 xxxxx xxxxx  685   678    0  674   672    0
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  685   678    0  674   672    0
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1636 xxxxx xxxxx 1636 xxxxx xxxxx  365   377  1091  371   380  1091
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1636 xxxxx xxxxx 1636 xxxxx xxxxx  365   377  1091  371   380  1091
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 Calle Del Sol/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  336    0    6    0    0    0    0    4   289    18   26    0
ApproachDel:    xxxxxx          xxxxxx            9.7            21.2
------------|---------------||---------------||---------------||---------------|
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=293]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=679]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=679]
   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 #15 Calle Del Sol/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  336    0    6    0    0    0    0    4   289    18   26    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           342
Minor Approach Volume:         293
Minor Approach Volume Threshold: 654
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

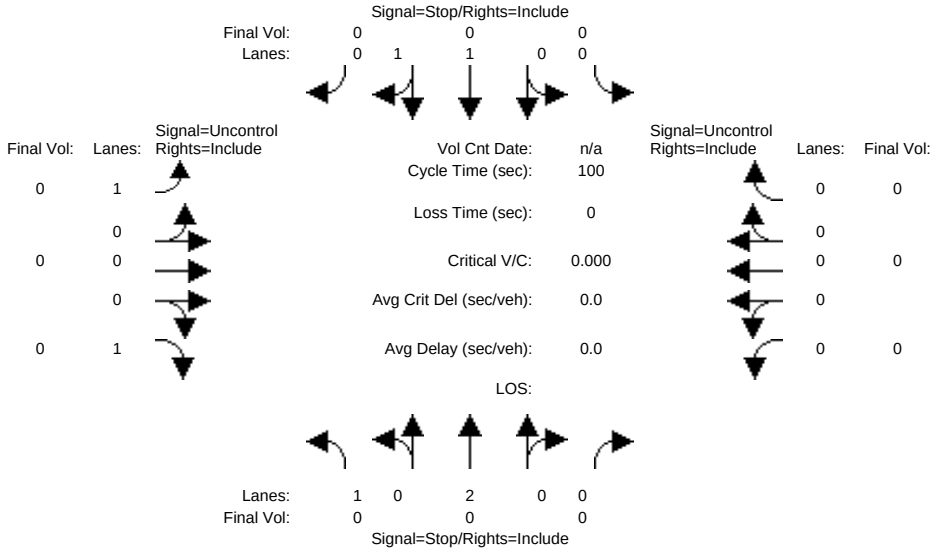
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:      Lick Mill Boulevard              Calle De Luna
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0    0    0    0    0    0    0    0    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0    0    0    0    0    0    0    0    0    0    0    0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0    0    0    0    0    0    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    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
FollowUpTim:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Potent Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
Move Cap.:      1    1    1    1    1    1    1    1    1    1    1    1
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Control Del:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
SharedQueue:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Shrd ConDel:  1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Shared LOS:
ApproachDel:      0.0            0.0            0.0            0.0
ApproachLOS:
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
ApproachDel:      0.0            0.0            0.0            0.0
------------|---------------||---------------||---------------||---------------|
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           0
```

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Minor Approach Volume: 0
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).

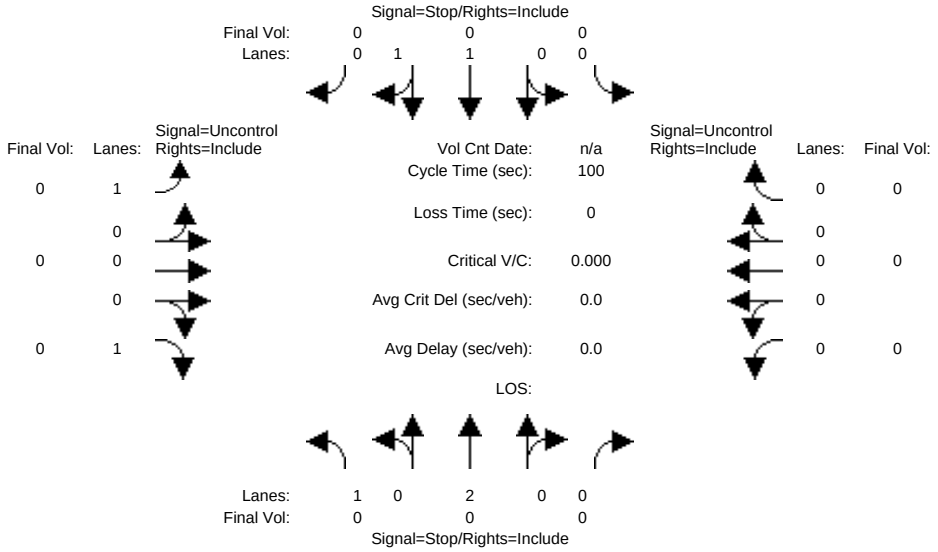
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:      Lick Mill Boulevard              Calle De Luna
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00 0.00 0.00
Initial Bse:    0    0    0    0    0    0    0    0    0    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0    0    0    0    0    0    0    0    0    0    0    0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00 0.00 0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00 0.00 0.00
PHF Volume:     0    0    0    0    0    0    0    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    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
FollowUpTim:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Potent Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
Move Cap.:      1    1    1    1    1    1    1    1    1    1    1    1
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Control Del:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:     0    0    0    0    0    0    0    0    0    0    0    0
SharedQueue:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Shrd ConDel:  1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Shared LOS:
ApproachDel:       0.0             0.0             0.0             0.0
ApproachLOS:
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
ApproachDel:       0.0             0.0             0.0             0.0
------------|---------------||---------------||---------------||---------------|
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           0
```

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Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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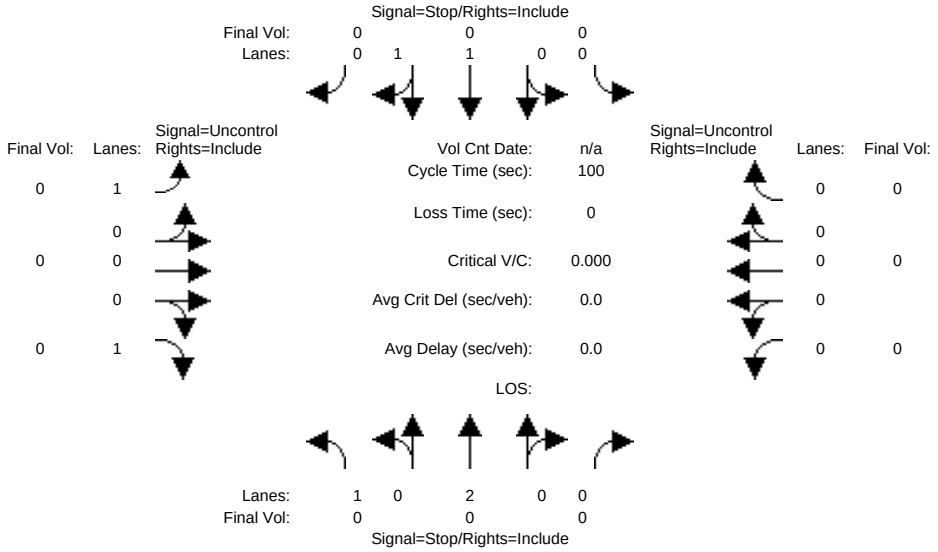
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:      Lick Mill Boulevard             Calle Del Mundo
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Growth Adj:  0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00
Initial Bse:    0    0    0    0    0    0    0    0    0    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0    0    0    0    0    0    0    0    0    0    0    0
User Adj:    0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00
PHF Volume:     0    0    0    0    0    0    0    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    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
FollowUpTim:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Potent Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
Move Cap.:      1    1    1    1    1    1    1    1    1    1    1    1
Volume/Cap:  0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Control Del:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
SharedQueue:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Shrd ConDel:  1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Shared LOS:
ApproachDel:      0.0            0.0            0.0            0.0
ApproachLOS:
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
ApproachDel:      0.0            0.0            0.0            0.0
------------|---------------||---------------||---------------||---------------|
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           0
```

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Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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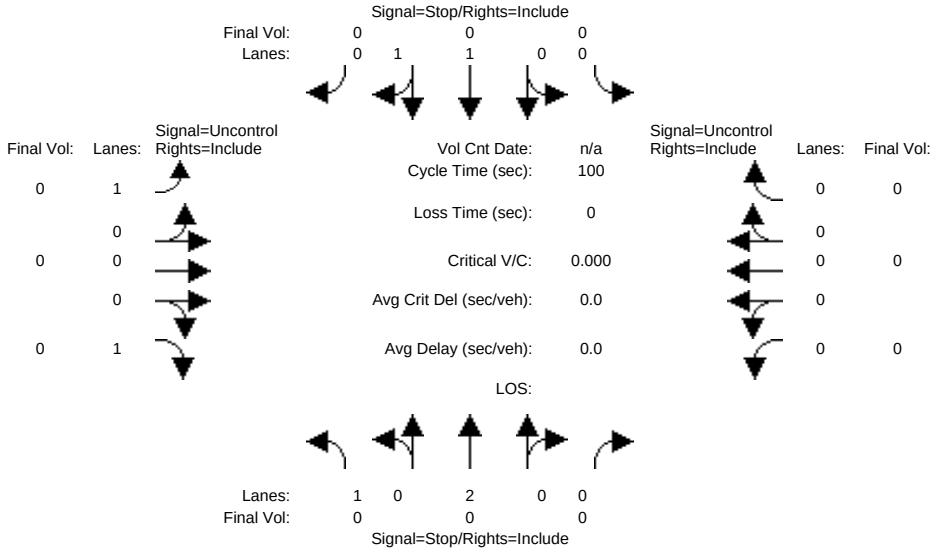
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:      Lick Mill Boulevard             Calle Del Mundo
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0    0    0    0    0    0    0    0    0    0    0
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0    0    0    0    0    0    0    0    0    0    0    0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0    0    0    0    0    0    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    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
FollowUpTim:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Potent Cap.:    0    0    0    0    0    0    0    0    0    0    0    0
Move Cap.:      1    1    1    1    1    1    1    1    1    1    1    1
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Control Del:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:     0    0    0    0    0    0    0    0    0    0    0    0
SharedQueue:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Shrd ConDel:  1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Shared LOS:
ApproachDel:       0.0             0.0             0.0             0.0
ApproachLOS:
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
ApproachDel:       0.0             0.0             0.0             0.0
------------|---------------||---------------||---------------||---------------|
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           0
```

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Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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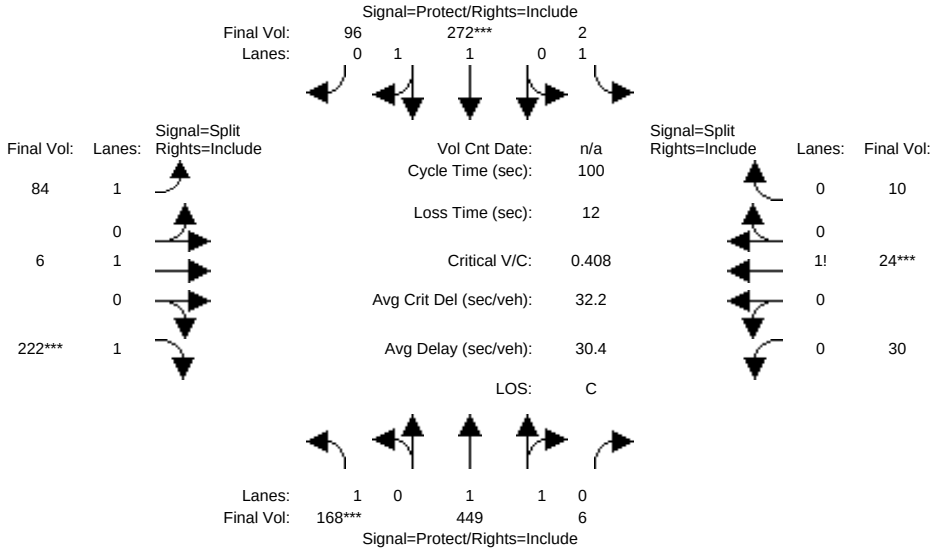
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	449	6	2	272	96	84	6	222	30	24	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	449	6	2	272	96	84	6	222	30	24	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	449	6	2	272	96	84	6	222	30	24	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	449	6	2	272	96	84	6	222	30	24	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	449	6	2	272	96	84	6	222	30	24	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	449	6	2	272	96	84	6	222	30	24	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.46	0.54	1.00	1.00	1.00	0.47	0.37	0.16
Final Sat.:	1750	3651	49	1750	2734	965	1750	1900	1750	820	656	273
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.00	0.10	0.10	0.05	0.00	0.13	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.2	30.1	30.1	17.2	24.1	24.1	30.7	30.7	30.7	10.0	10.0	10.0
Volume/Cap:	0.41	0.41	0.41	0.01	0.41	0.41	0.16	0.01	0.41	0.37	0.37	0.37
Delay/Veh:	33.3	28.1	28.1	34.4	32.3	32.3	25.4	24.1	28.0	43.3	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	28.1	28.1	34.4	32.3	32.3	25.4	24.1	28.0	43.3	43.3	43.3
LOS by Move:	C-	C	C	C-	C-	C-	C	C	C	D	D	D
HCM2k95thQ:	9	11	11	0	9	9	4	0	12	5	5	5

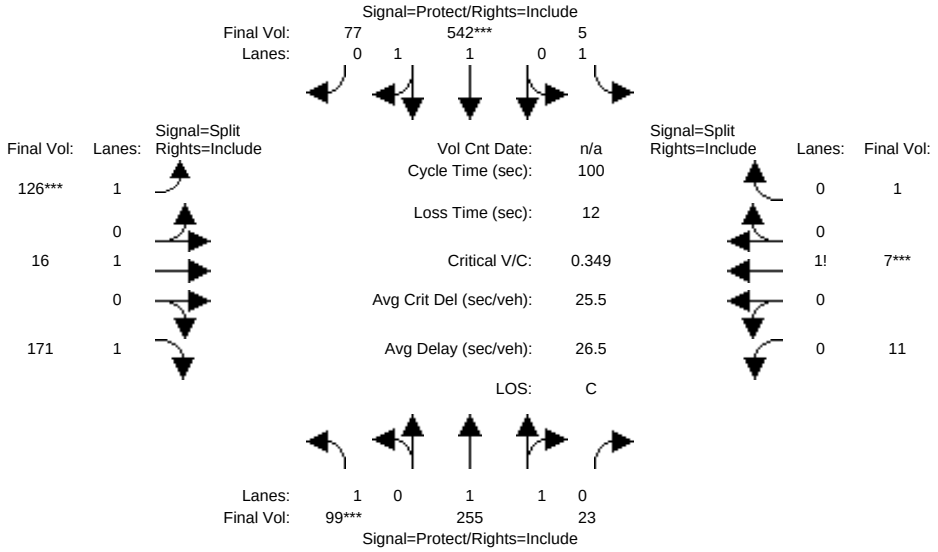
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #18: Lick Mill Boulevard/Hope Drive



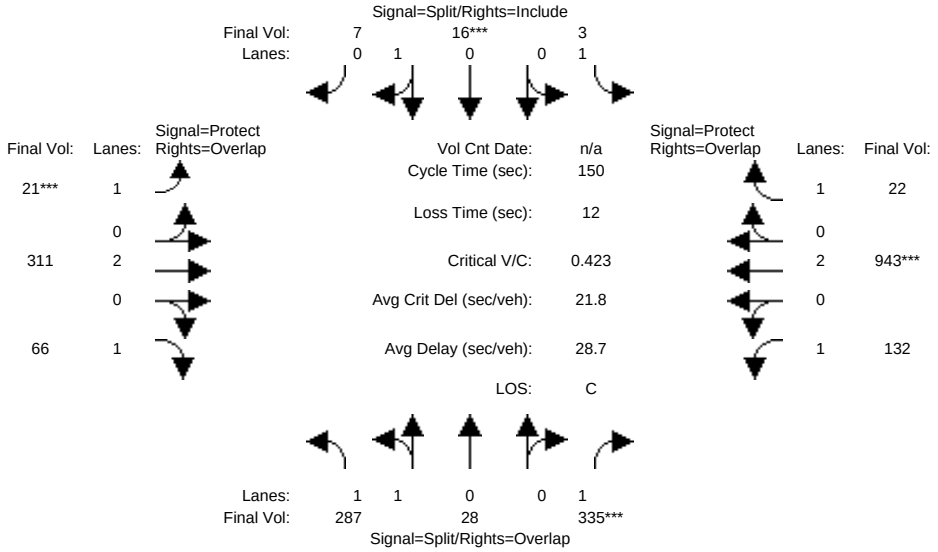

```
Street Name:      Lick Mill Boulevard              Hope Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      99  255    23     5  542    77   126   16   171    11    7     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   99  255    23     5  542    77   126   16   171    11    7     1
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   99  255    23     5  542    77   126   16   171    11    7     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:    99  255    23     5  542    77   126   16   171    11    7     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   99  255    23     5  542    77   126   16   171    11    7     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   99  255    23     5  542    77   126   16   171    11    7     1
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 1.83  0.17  1.00 1.74  0.26  1.00 1.00  1.00  0.58 0.37  0.05
Final Sat.:  1750 3394   306  1750 3239   460  1750 1900  1750  1013  645    92
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.08  0.00 0.17  0.17  0.07 0.01  0.10  0.01 0.01  0.01
Crit Moves:  ****               ****       ****               ****
Green Time:  13.7 31.9  31.9  22.4 40.6  40.6  23.7 23.7  23.7  10.0 10.0  10.0
Volume/Cap:  0.41 0.24  0.24  0.01 0.41  0.41  0.30 0.04  0.41  0.11 0.11  0.11
Delay/Veh:   40.6 25.1  25.1  30.2 21.4  21.4  31.8 29.4  32.9  41.2 41.2  41.2
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:  40.6 25.1  25.1  30.2 21.4  21.4  31.8 29.4  32.9  41.2 41.2  41.2
LOS by Move:    D    C     C     C   C+    C+    C    C    C-     D    D     D
HCM2k95thQ:     6    6     6     0   13    13    7    1    10     1    1     1
Note: Queue reported is the number of cars per lane.
```

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Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	287	28	335	3	16	7	21	311	66	132	943	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	28	335	3	16	7	21	311	66	132	943	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	28	335	3	16	7	21	311	66	132	943	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	28	335	3	16	7	21	311	66	132	943	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	28	335	3	16	7	21	311	66	132	943	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	28	335	3	16	7	21	311	66	132	943	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3234	316	1750	1750	1252	548	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.19	0.00	0.01	0.01	0.01	0.08	0.04	0.08	0.25	0.01
Crit Moves:			****			****			****			****
Green Time:	38.5	38.5	81.4	10.0	10.0	10.0	7.0	46.6	85.1	42.9	82.5	92.5
Volume/Cap:	0.35	0.35	0.35	0.03	0.19	0.19	0.26	0.26	0.07	0.26	0.45	0.02
Delay/Veh:	45.7	45.7	19.6	65.5	67.0	67.0	70.7	39.0	14.6	41.6	20.4	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	19.6	65.5	67.0	67.0	70.7	39.0	14.6	41.6	20.4	11.2
LOS by Move:	D	D	B-	E	E	E	E	D+	B	D	C+	B+
HCM2k95thQ:	12	12	17	0	2	2	2	10	3	9	22	1

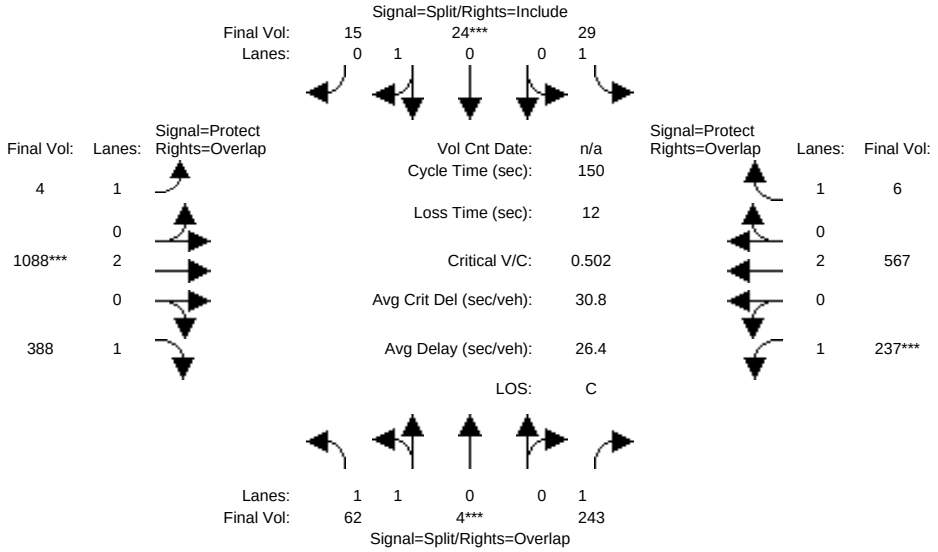
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
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2000 HCM Operations (Future Volume Alternative)
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Intersection #19: Lick Mill Boulevard/Tasman Drive



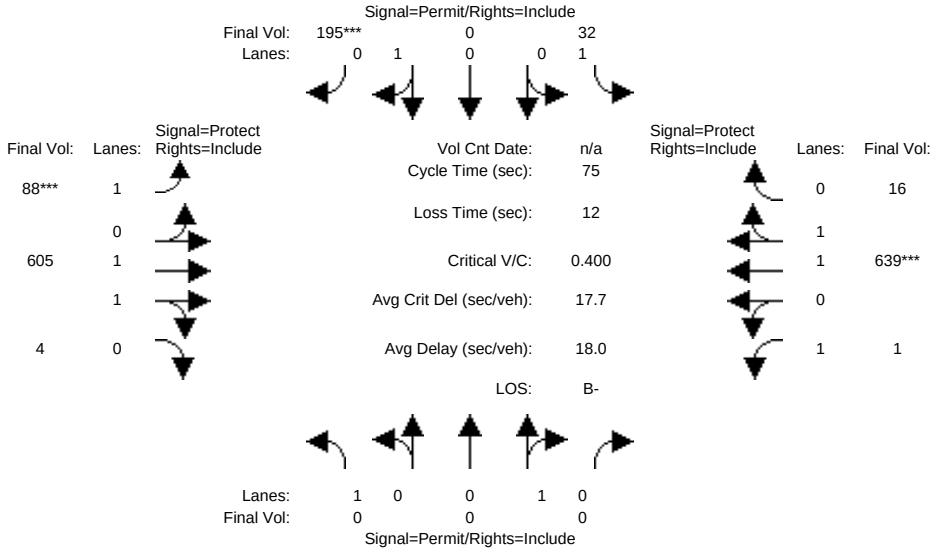

```
Street Name:      Lick Mill Boulevard              Tasman Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10   10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0 4.0  4.0  4.0  4.0  4.0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     62    4   243   29   24   15    4 1088  388  237  567    6
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  62    4   243   29   24   15    4 1088  388  237  567    6
Added Vol:     0    0     0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0     0    0    0    0    0    0    0    0    0    0
Initial Fut:  62    4   243   29   24   15    4 1088  388  237  567    6
User Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   62    4   243   29   24   15    4 1088  388  237  567    6
Reduct Vol:    0    0     0    0    0    0    0    0    0    0    0    0
Reduced Vol:  62    4   243   29   24   15    4 1088  388  237  567    6
PCE Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  62    4   243   29   24   15    4 1088  388  237  567    6
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.88 0.12  1.00  1.00 0.62  0.38  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  3335  215  1750  1750 1108   692  1750 3800  1750  1750 3800  1750
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.14  0.02 0.02  0.02  0.00 0.29  0.22  0.14 0.15  0.00
Crit Moves:       ****            ****            ****       ****
Green Time:  10.0 10.0  47.9  10.0 10.0  10.0  28.1 80.1  90.1  37.9 89.9  99.9
Volume/Cap:  0.28 0.28  0.43  0.25 0.33  0.33  0.01 0.54  0.37  0.54 0.25  0.01
Delay/Veh:   67.2 67.2  40.9  67.6 68.4  68.4  49.6 23.1  15.6  49.8 14.2   8.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  67.2 67.2  40.9  67.6 68.4  68.4  49.6 23.1  15.6  49.8 14.2   8.4
LOS by Move:    E    E     D    E    E     E     D    C     B     D    B     A
HCM2k95thQ:     3    3    17    3    4     4     0   28    18    18   11     0
Note: Queue reported is the number of cars per lane.
```

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Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive			Tasman Drive								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	0	195	88	605	4	1	639	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	0	195	88	605	4	1	639	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	195	88	605	4	1	639	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	195	88	605	4	1	639	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	195	88	605	4	1	639	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	195	88	605	4	1	639	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3676	24	1750	3610	90
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.11	0.05	0.16	0.16	0.00	0.18	0.18
Crit Moves:						****	****			****		
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	9.4	27.2	27.2	15.4	33.2	33.2
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.40	0.40	0.45	0.45	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	22.9	31.4	18.5	18.5	23.7	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	22.9	31.4	18.5	18.5	23.7	14.3	14.3
LOS by Move:	A	A	A	C+	A	C+	C	B-	B-	C	B	B
HCM2k95thQ:	0	0	0	1	0	8	4	10	10	0	10	10

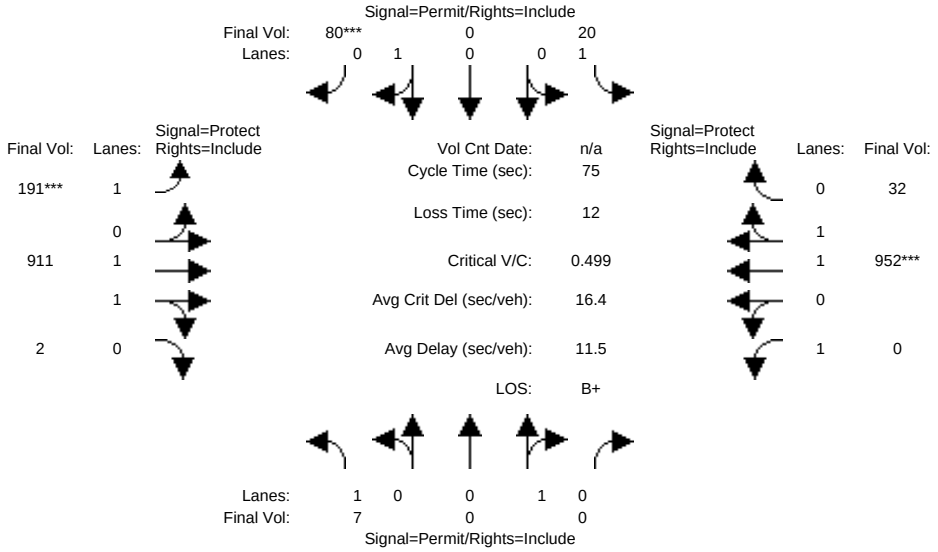
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive				Tasman Drive			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:								
Base Vol:	7	0	0		20	0	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	0	0		20	0	80	
Added Vol:	0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0	
Initial Fut:	7	0	0		20	0	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	0	0		20	0	80	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	7	0	0		20	0	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	7	0	0		20	0	80	
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.95	
Lanes:	1.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	1900	0		1750	0	1800	
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.04	
Crit Moves:							****	
Green Time:	10.0	0.0	0.0		10.0	0.0	10.0	
Volume/Cap:	0.03	0.00	0.00		0.09	0.00	0.33	
Delay/Veh:	28.3	0.0	0.0		28.7	0.0	30.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.3	0.0	0.0		28.7	0.0	30.3	
LOS by Move:	C	A	A		C	A	C	
HCM2k95thQ:	0	0	0		1	0	4	

Street Name:	Tasman Drive				Rennaissance Drive			
Approach:	East Bound				West Bound			
Movement:	L	T	R		L	T	R	
Min. Green:	7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:								
Base Vol:	191	911	2		0	952	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	191	911	2		0	952	32	
Added Vol:	0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0	
Initial Fut:	191	911	2		0	952	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	191	911	2		0	952	32	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	191	911	2		0	952	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	191	911	2		0	952	32	
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900		1900	1900	1900	
Adjustment:	0.97	0.95	0.92		0.97	0.95	0.92	
Lanes:	1.99	0.01	1.00		1.93	0.07		
Final Sat.:	3692	8	1750		3580	120		
Capacity Analysis Module:								
Vol/Sat:	0.11	0.25	0.25		0.00	0.27	0.27	
Crit Moves:	****	****			****			
Green Time:	15.4	53.0	53.0		0.0	37.6	37.6	
Volume/Cap:	0.53	0.35	0.35		0.00	0.53	0.53	
Delay/Veh:	4.4	4.4	4.4		0.0	13.0	13.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.4	4.4	4.4		0.0	13.0	13.0	
LOS by Move:	A	A	A		A	B	B	
HCM2k95thQ:	8	8	8		0	14	14	

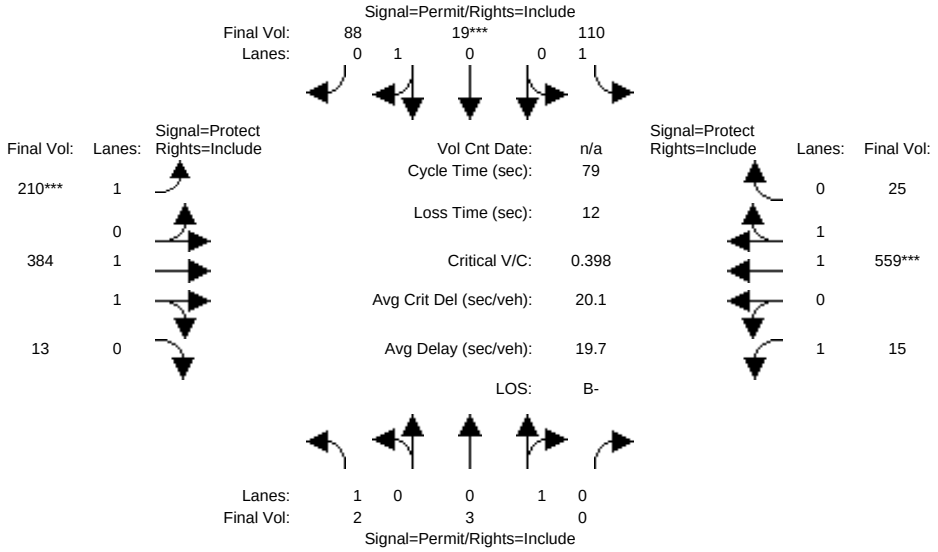
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	0	110	19	88	210	384	13	15	559	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	110	19	88	210	384	13	15	559	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	110	19	88	210	384	13	15	559	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	0	110	19	88	210	384	13	15	559	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00	1.91	0.09
Final Sat.:	1750	1800	0	1750	320	1480	1750	3579	121	1750	3541	158
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.12	0.11	0.11	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	11.8	11.8	0.0	11.8	11.8	11.8	23.8	32.5	32.5	22.7	31.4	31.4
Volume/Cap:	0.01	0.01	0.00	0.42	0.40	0.40	0.40	0.26	0.26	0.03	0.40	0.40
Delay/Veh:	28.6	28.6	0.0	31.6	31.3	31.3	22.4	15.4	15.4	20.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	0.0	31.6	31.3	31.3	22.4	15.4	15.4	20.2	17.2	17.2
LOS by Move:	C	C	A	C	C	C	C+	B	B	C+	B	B
HCM2k95thQ:	0	0	0	6	6	6	8	6	6	1	10	10

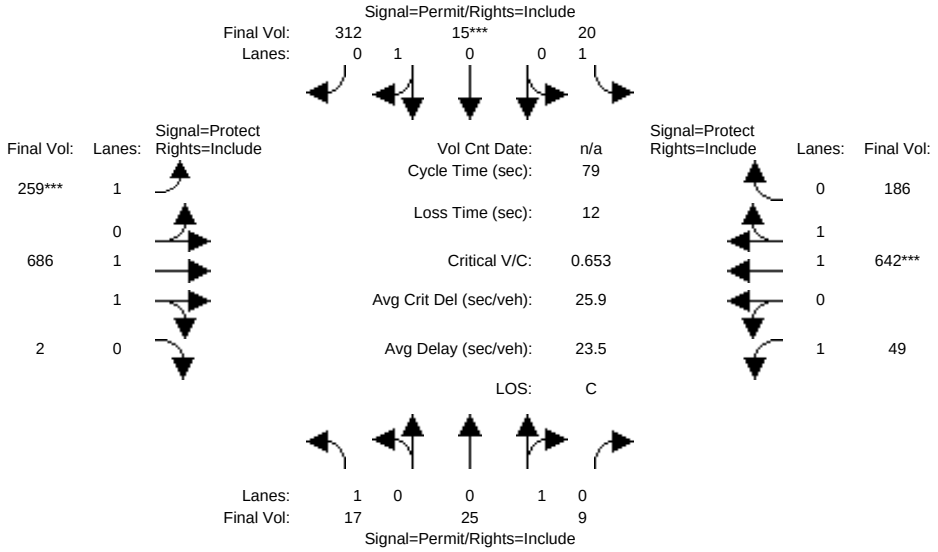
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	20	15	312	259	686	2	49	642	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	20	15	312	259	686	2	49	642	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	20	15	312	259	686	2	49	642	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	20	15	312	259	686	2	49	642	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.05	0.95	1.00	1.99	0.01	1.00	1.54	0.46
Final Sat.:	1750	1324	476	1750	83	1717	1750	3689	11	1750	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.18	0.18	0.15	0.19	0.19	0.03	0.22	0.22
Crit Moves:				****			****			****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	17.9	30.5	30.5	14.5	27.1	27.1
Volume/Cap:	0.03	0.07	0.07	0.04	0.65	0.65	0.65	0.48	0.48	0.15	0.65	0.65
Delay/Veh:	20.8	21.0	21.0	20.8	28.2	28.2	31.6	18.6	18.6	27.3	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	21.0	21.0	20.8	28.2	28.2	31.6	18.6	18.6	27.3	23.2	23.2
LOS by Move:	C+	C+	C+	C+	C	C	C	B-	B-	C	C	C
HCM2k95thQ:	1	1	1	1	16	16	12	12	12	2	16	16

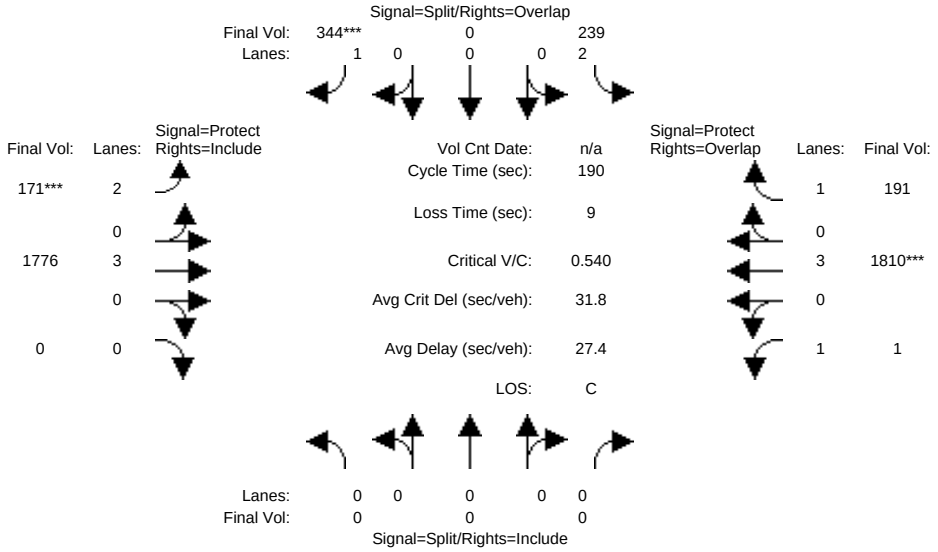
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	239	0	344	171	2041	0	0	1 2081	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	239	0	344	171	2041	0	0	1 2081	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	239	0	344	171	2041	0	0	1 2081	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	239	0	344	171	1776	0	0	1 1810	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	344	171	1776	0	0	1 1810	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	239	0	344	171	1776	0	0	1 1810	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.05	0.31	0.00	0.00	0.32	0.11
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	50.1	0.0	69.2	19.1	117	0.0	13.8	112	161.9
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.54	0.54	0.51	0.00	0.01	0.54	0.13
Delay/Veh:	0.0	0.0	0.0	55.9	0.0	48.7	83.1	20.5	0.0	81.7	23.8	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.9	0.0	48.7	83.1	20.5	0.0	81.7	23.8	2.4
LOS by Move:	A	A	A	E+	A	D	F	C+	A	F	C	A
HCM2k95thQ:	0	0	0	12	0	29	12	32	0	0	34	4

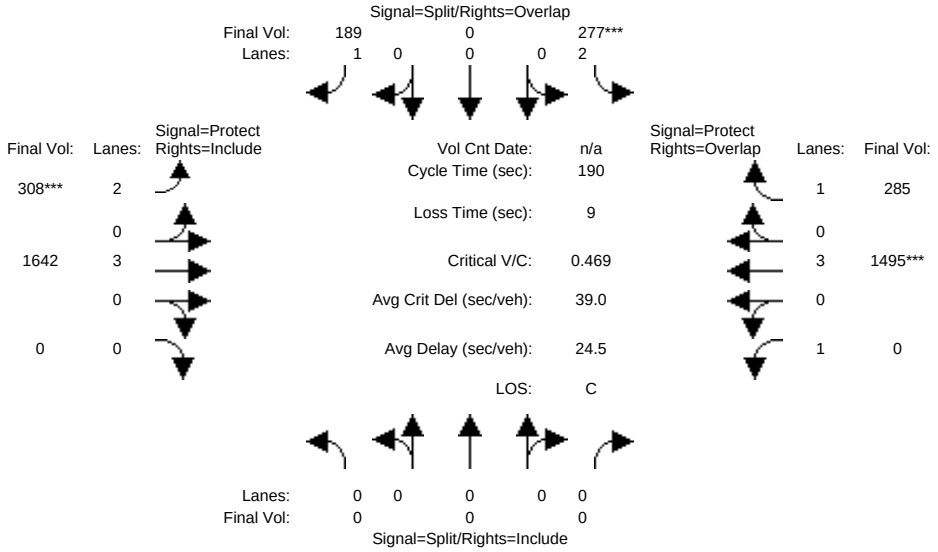
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	277	0	189	308	2052	0	0	2198	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	277	0	189	308	2052	0	0	2198	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	277	0	189	308	2052	0	0	2198	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	277	0	189	308	1642	0	0	1495	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	277	0	189	308	1642	0	0	1495	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	277	0	189	308	1642	0	0	1495	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.10	0.29	0.00	0.00	0.26	0.16
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	152	0.0	0.0	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.42	0.97	0.36	0.00	0.00	0.38	0.19
Delay/Veh:	0.0	0.0	0.0	79.3	0.0	62.3	132.3	5.7	0.0	0.0	12.3	2.6
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	79.3	0.0	62.3	132.3	5.7	0.0	0.0	12.3	2.6
LOS by Move:	A	A	A	E-	A	E	F	A	A	A	B	A
HCM2k95thQ:	0	0	0	17	0	18	26	17	0	0	21	6

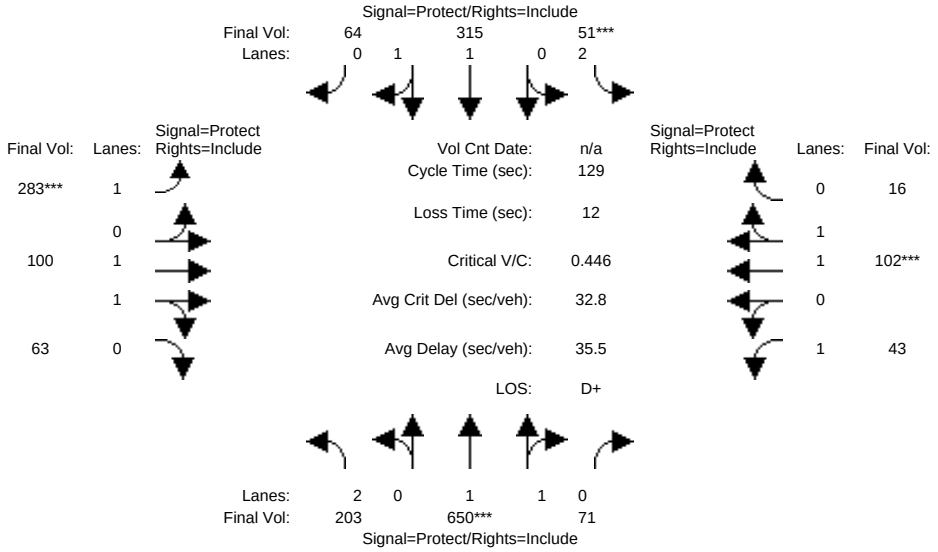
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	203	650	71	51	315	64	283	100	63	43	102	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	650	71	51	315	64	283	100	63	43	102	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	650	71	51	315	64	283	100	63	43	102	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	650	71	51	315	64	283	100	63	43	102	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	650	71	51	315	64	283	100	63	43	102	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	650	71	51	315	64	283	100	63	43	102	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.80	0.20	2.00	1.65	0.35	1.00	1.21	0.79	1.00	1.72	0.28
Final Sat.:	3150	3335	364	3150	3075	625	1750	2269	1429	1750	3198	502
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.02	0.10	0.10	0.16	0.04	0.04	0.02	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	23.8	54.7	54.7	7.0	37.8	37.8	45.3	32.6	32.6	22.8	10.0	10.0
Volume/Cap:	0.35	0.46	0.46	0.30	0.35	0.35	0.46	0.17	0.17	0.14	0.41	0.41
Delay/Veh:	46.2	26.8	26.8	59.6	36.1	36.1	32.9	37.8	37.8	45.0	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	26.8	26.8	59.6	36.1	36.1	32.9	37.8	37.8	45.0	57.7	57.7
LOS by Move:	D	C	C	E+	D+	D+	C-	D+	D+	D	E+	E+
HCM2k95thQ:	9	19	19	3	12	12	17	5	5	3	5	5

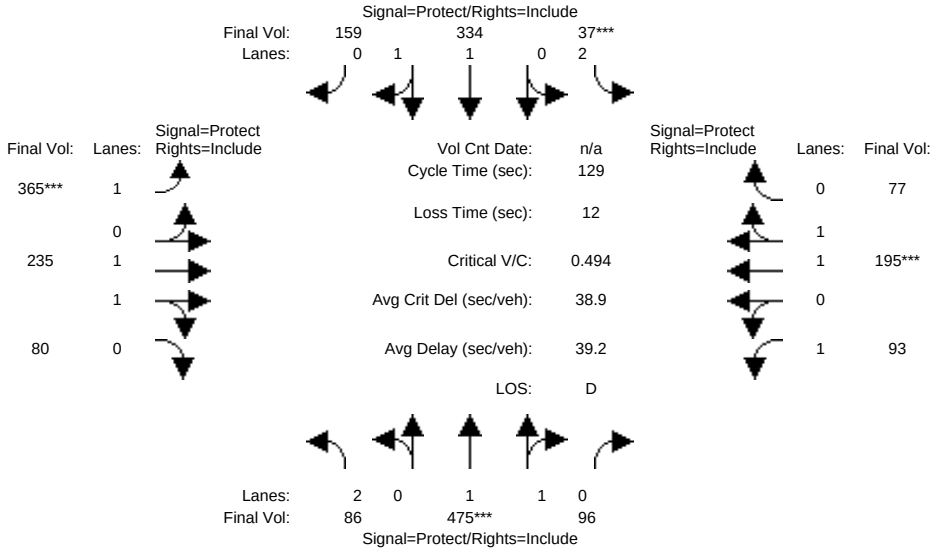
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive




```
Street Name:          1st Street                  Tasman Drive
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86  475    96    37  334   159   365  235    80    93  195    77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   86  475    96    37  334   159   365  235    80    93  195    77
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   86  475    96    37  334   159   365  235    80    93  195    77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    86  475    96    37  334   159   365  235    80    93  195    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   86  475    96    37  334   159   365  235    80    93  195    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   86  475    96    37  334   159   365  235    80    93  195    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.98  0.95  0.83 0.99  0.95  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       2.00 1.65  0.35  2.00 1.34  0.66  1.00 1.48  0.52  1.00 1.42  0.58
Final Sat.:  3150 3077   622  3150 2506  1193  1750 2760   939  1750 2652  1047
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.15  0.01 0.13  0.13  0.21 0.09  0.09  0.05 0.07  0.07
Crit Moves:       ****        ****            ****                ****
Green Time:  13.3 38.9  38.9   7.0 32.6  32.6  52.6 43.4  43.4  27.7 18.5  18.5
Volume/Cap:  0.27 0.51  0.51  0.22 0.53  0.53  0.51 0.25  0.25  0.25 0.51  0.51
Delay/Veh:   53.8 37.6  37.6  59.0 42.1  42.1  29.2 31.1  31.1  42.4 51.9  51.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  53.8 37.6  37.6  59.0 42.1  42.1  29.2 31.1  31.1  42.4 51.9  51.9
LOS by Move:   D-   D+    D+    E+   D     D     C    C     C     D   D-    D-
HCM2k95thQ:     4   18    18     2   17    17    21    9     9     7   11    11
Note: Queue reported is the number of cars per lane.
```

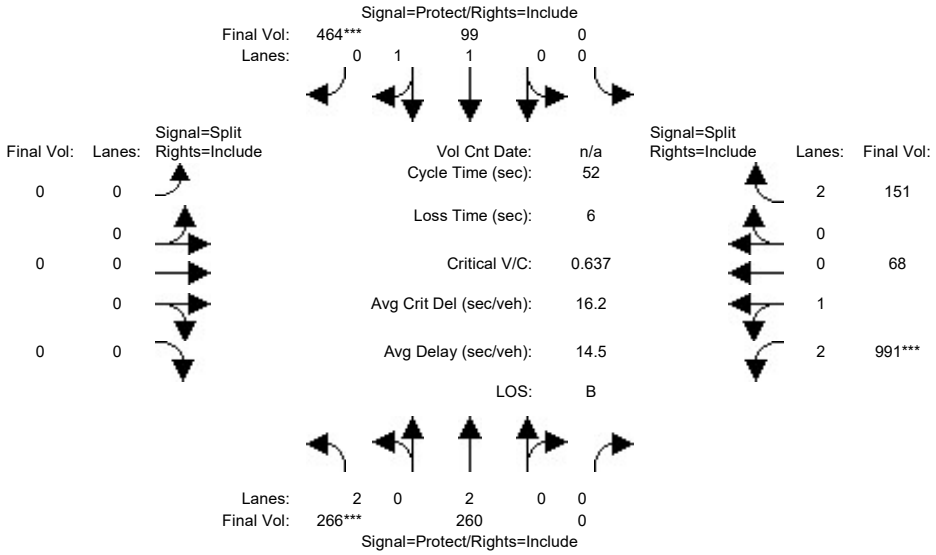
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	260	0	0	99	464	0	0	0	898	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	260	0	0	99	464	0	0	0	898	68	151
Added Vol:	125	0	0	0	0	0	0	0	0	93	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	260	0	0	99	464	0	0	0	991	68	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:	266	260	0	0	99	464	0	0	0	991	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	260	0	0	99	464	0	0	0	991	68	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:	266	260	0	0	99	464	0	0	0	991	68	151
Saturation 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	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4630	318	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.21	0.21	0.05
Crit Moves:	****					****				****		
Green Time:	7.0	28.6	0.0	0.0	21.6	21.6	0.0	0.0	0.0	17.4	17.4	17.4
Volume/Cap:	0.63	0.12	0.00	0.00	0.13	0.64	0.00	0.00	0.00	0.64	0.64	0.14
Delay/Veh:	24.2	5.7	0.0	0.0	9.4	13.7	0.0	0.0	0.0	15.5	15.5	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	5.7	0.0	0.0	9.4	13.7	0.0	0.0	0.0	15.5	15.5	12.1
LOS by Move:	C	A	A	A	A	B	A	A	A	B	B	B
HCM2k95thQ:	5	2	0	0	2	14	0	0	0	13	13	2

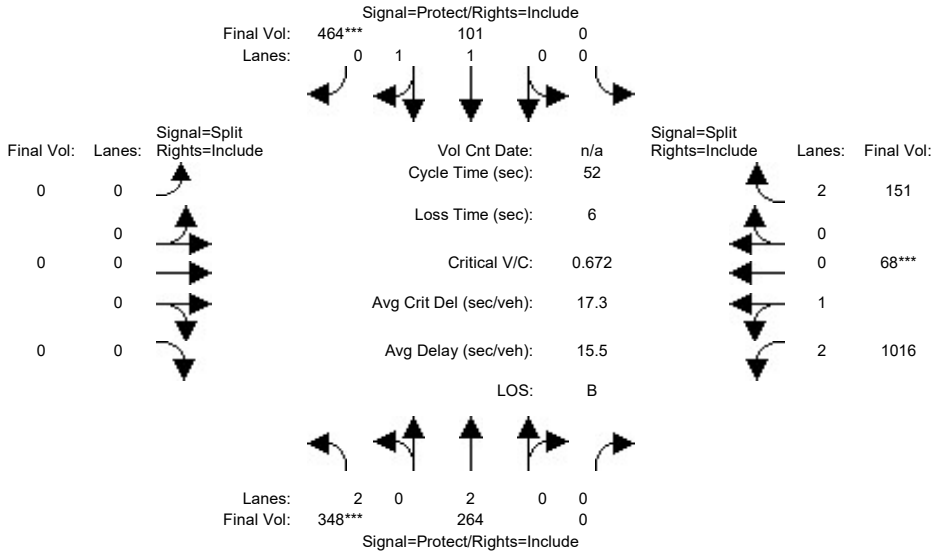
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	260	0	0	99	464	0	0	0	898	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	260	0	0	99	464	0	0	0	898	68	151
Added Vol:	207	4	0	0	2	0	0	0	0	118	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	264	0	0	101	464	0	0	0	1016	68	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:	348	264	0	0	101	464	0	0	0	1016	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	264	0	0	101	464	0	0	0	1016	68	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:	348	264	0	0	101	464	0	0	0	1016	68	151
Saturation 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	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.83	0.17	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4637	310	3150
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.22	0.22	0.05
Crit Moves:	****					****					****	
Green Time:	8.5	29.1	0.0	0.0	20.5	20.5	0.0	0.0	0.0	16.9	16.9	16.9
Volume/Cap:	0.67	0.12	0.00	0.00	0.13	0.67	0.00	0.00	0.00	0.67	0.67	0.15
Delay/Veh:	23.9	5.5	0.0	0.0	10.1	15.1	0.0	0.0	0.0	16.3	16.3	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	5.5	0.0	0.0	10.1	15.1	0.0	0.0	0.0	16.3	16.3	12.5
LOS by Move:	C	A	A	A	B+	B	A	A	A	B	B	B
HCM2k95thQ:	7	2	0	0	2	15	0	0	0	14	14	2

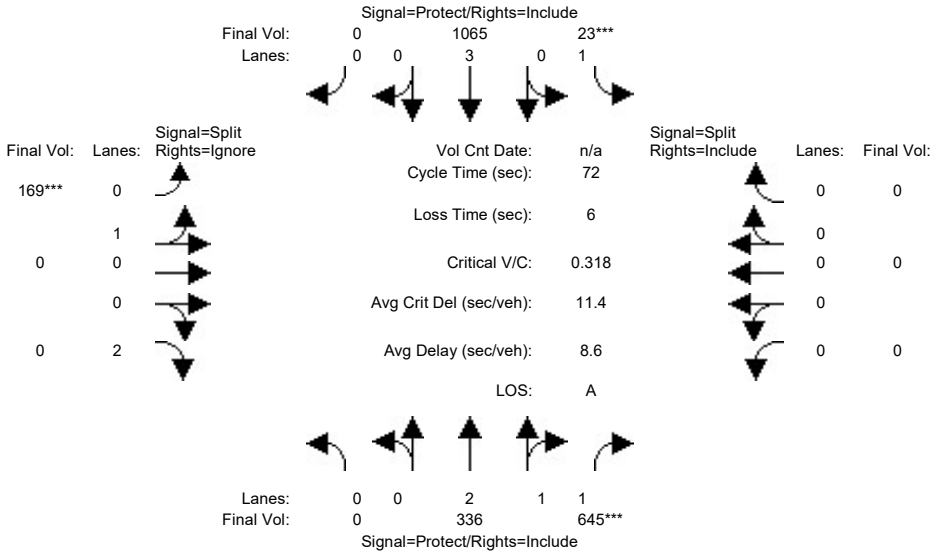
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	518	23	972	0	169	0	794	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	518	23	972	0	169	0	794	0	0	0
Added Vol:	0	125	127	0	93	0	0	0	88	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	645	23	1065	0	169	0	882	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	336	645	23	1065	0	169	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	645	23	1065	0	169	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	336	645	23	1065	0	169	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.18	0.01	0.19	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	39.1	39.1	7.0	46.1	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.34	0.14	0.29	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.3	9.3	30.1	5.8	0.0	21.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	9.3	30.1	5.8	0.0	21.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C+	A	A	A	A	A
HCM2k95thQ:	0	4	8	1	7	0	7	0	0	0	0	0

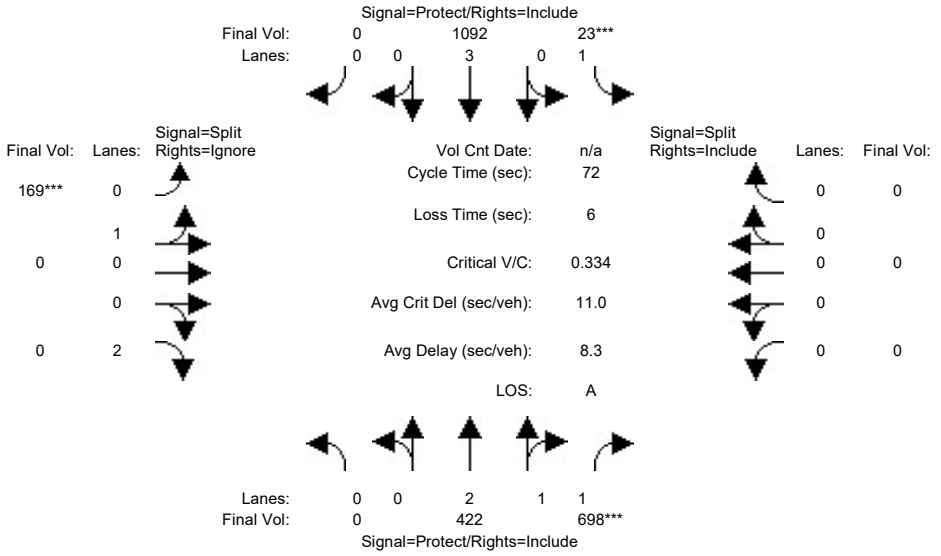
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	518	23	972	0	169	0	794	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	518	23	972	0	169	0	794	0	0	0
Added Vol:	0	211	180	0	120	0	0	0	127	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	698	23	1092	0	169	0	921	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	422	698	23	1092	0	169	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	422	698	23	1092	0	169	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	422	698	23	1092	0	169	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.20	0.01	0.19	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	40.1	40.1	7.0	47.1	0.0	18.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.36	0.14	0.29	0.00	0.36	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.0	8.9	30.1	5.4	0.0	22.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.9	30.1	5.4	0.0	22.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C+	A	A	A	A	A
HCM2k95thQ:	0	5	9	1	7	0	7	0	0	0	0	0

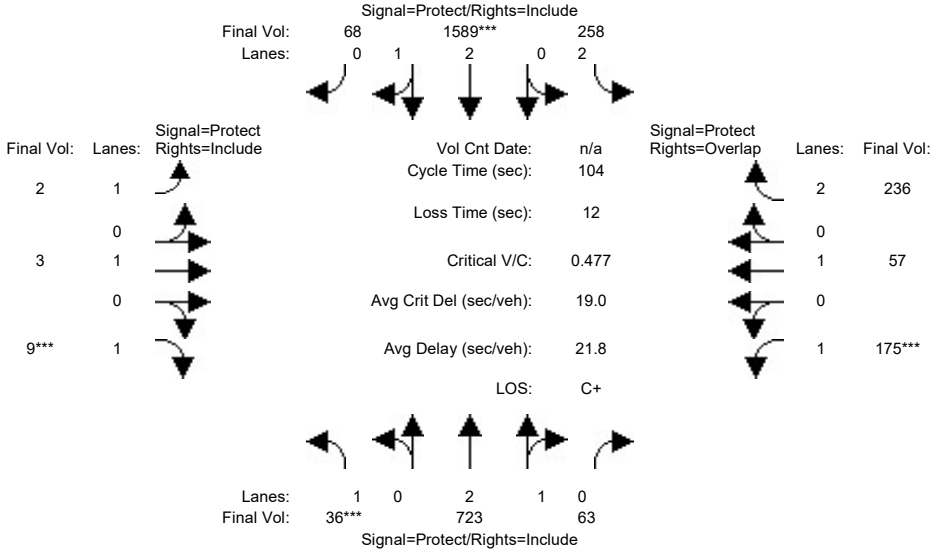
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	471	63	258	1408	68	2	3	9	175	57	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	471	63	258	1408	68	2	3	9	175	57	236
Added Vol:	0	252	0	0	181	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	723	63	258	1589	68	2	3	9	175	57	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	723	63	258	1589	68	2	3	9	175	57	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	723	63	258	1589	68	2	3	9	175	57	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	723	63	258	1589	68	2	3	9	175	57	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.75	0.25	2.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5151	449	3150	5370	230	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.08	0.30	0.30	0.00	0.00	0.01	0.10	0.03	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	39.8	39.8	23.2	56.1	56.1	11.9	10.0	10.0	18.9	17.0	40.3
Volume/Cap:	0.31	0.37	0.37	0.37	0.55	0.55	0.01	0.02	0.05	0.55	0.18	0.19
Delay/Veh:	47.7	23.1	23.1	34.5	15.9	15.9	40.8	42.6	42.8	40.7	37.8	21.2
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:	47.7	23.1	23.1	34.5	15.9	15.9	40.8	42.6	42.8	40.7	37.8	21.2
LOS by Move:	D	C	C	C-	B	B	D	D	D	D	D+	C+
HCM2k95thQ:	3	12	12	8	21	21	0	0	1	12	3	6

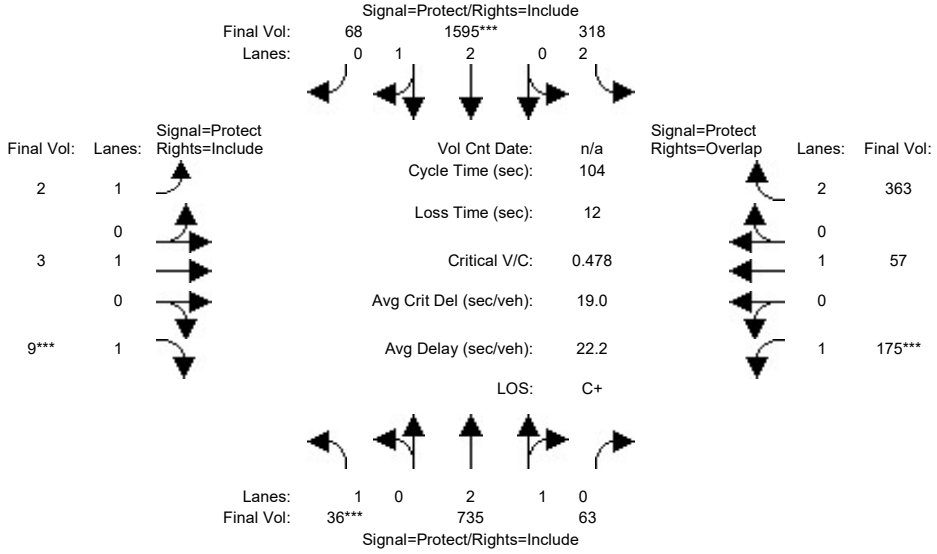
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	471	63	258	1408	68	2	3	9	175	57	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	471	63	258	1408	68	2	3	9	175	57	236
Added Vol:	0	264	0	60	187	0	0	0	0	0	0	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	735	63	318	1595	68	2	3	9	175	57	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	735	63	318	1595	68	2	3	9	175	57	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	735	63	318	1595	68	2	3	9	175	57	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	735	63	318	1595	68	2	3	9	175	57	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.75	0.25	2.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5157	442	3150	5371	229	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.10	0.30	0.30	0.00	0.00	0.01	0.10	0.03	0.12
Crit Moves:	****				****				****	****		
Green Time:	7.0	36.9	36.9	26.2	56.1	56.1	11.9	10.0	10.0	18.9	17.0	43.2
Volume/Cap:	0.31	0.40	0.40	0.40	0.55	0.55	0.01	0.02	0.05	0.55	0.18	0.28
Delay/Veh:	47.7	25.3	25.3	32.7	15.9	15.9	40.9	42.6	42.8	40.8	37.8	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	25.3	25.3	32.7	15.9	15.9	40.9	42.6	42.8	40.8	37.8	20.2
LOS by Move:	D	C	C	C-	B	B	D	D	D	D	D+	C+
HCM2k95thQ:	3	13	13	10	21	21	0	0	1	12	3	9

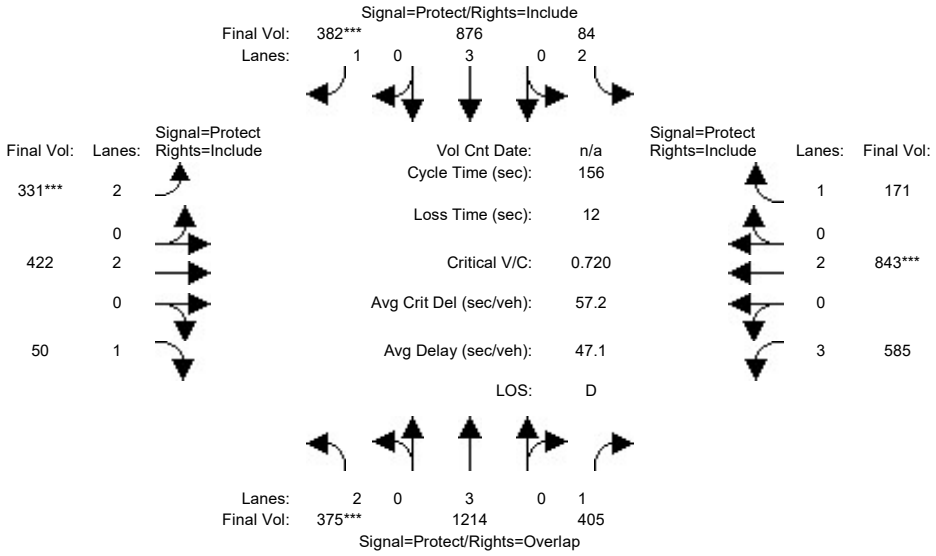
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	331	1057	312	75	807	306	193	327	34	541	773	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	1057	312	75	807	306	193	327	34	541	773	147
Added Vol:	44	157	93	9	69	76	138	95	16	44	70	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	375	1214	405	84	876	382	331	422	50	585	843	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	1214	405	84	876	382	331	422	50	585	843	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	1214	405	84	876	382	331	422	50	585	843	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	1214	405	84	876	382	331	422	50	585	843	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.23	0.03	0.15	0.22	0.11	0.11	0.03	0.13	0.22	0.10
Crit Moves:	****					****	****				****	
Green Time:	25.8	60.4	98.4	12.7	47.3	47.3	22.8	32.8	32.8	38.0	48.1	48.1
Volume/Cap:	0.72	0.55	0.37	0.33	0.51	0.72	0.72	0.53	0.14	0.53	0.72	0.32
Delay/Veh:	66.5	37.5	14.0	68.3	45.0	53.2	69.0	55.3	50.2	51.7	50.2	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	37.5	14.0	68.3	45.0	53.2	69.0	55.3	50.2	51.7	50.2	41.7
LOS by Move:	E	D+	B	E	D	D-	E	E+	D	D-	D	D
HCM2k95thQ:	21	26	18	5	21	31	19	17	4	19	32	13

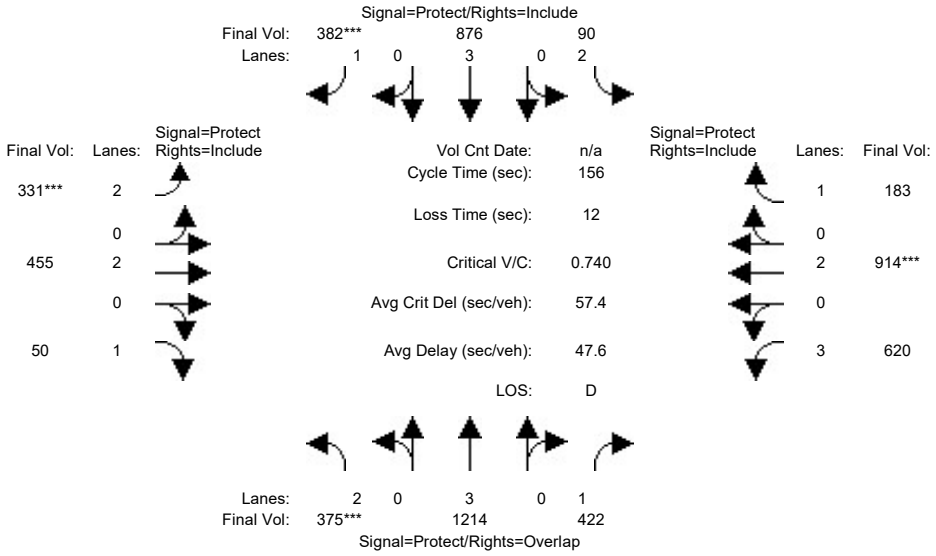
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	331	1057	312	75	807	306	193	327	34	541	773	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	1057	312	75	807	306	193	327	34	541	773	147
Added Vol:	44	157	110	15	69	76	138	128	16	79	141	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	375	1214	422	90	876	382	331	455	50	620	914	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	1214	422	90	876	382	331	455	50	620	914	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	1214	422	90	876	382	331	455	50	620	914	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	1214	422	90	876	382	331	455	50	620	914	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.24	0.03	0.15	0.22	0.11	0.12	0.03	0.14	0.24	0.10
Crit Moves:	****					****	****				****	
Green Time:	25.1	58.8	97.5	12.4	46.0	46.0	22.2	34.1	34.1	38.8	50.7	50.7
Volume/Cap:	0.74	0.57	0.39	0.36	0.52	0.74	0.74	0.55	0.13	0.55	0.74	0.32
Delay/Veh:	68.1	38.9	14.7	68.9	46.1	55.2	70.6	54.9	49.2	51.6	49.2	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	38.9	14.7	68.9	46.1	55.2	70.6	54.9	49.2	51.6	49.2	40.0
LOS by Move:	E	D+	B	E	D	E+	E	D-	D	D-	D	D
HCM2k95thQ:	21	27	19	6	21	32	19	18	4	20	34	13

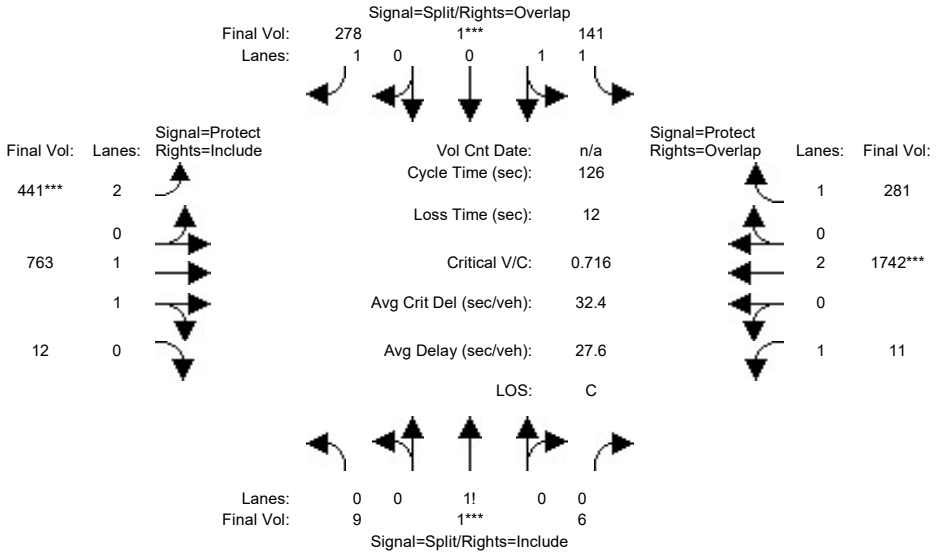
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	441	568	12	11	1601	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	6	141	1	278	441	568	12	11	1601	281
Added Vol:	0	0	0	0	0	0	0	195	0	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	441	763	12	11	1742	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1	6	141	1	278	441	763	12	11	1742	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	141	1	278	441	763	12	11	1742	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	6	141	1	278	441	763	12	11	1742	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.56	0.06	0.38	1.99	0.01	1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3643	57	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.16	0.14	0.21	0.21	0.01	0.46	0.16
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	32.0	22.0	74.3	74.3	19.7	72.0	82.0
Volume/Cap:	0.12	0.12	0.12	0.50	0.50	0.63	0.80	0.36	0.36	0.04	0.80	0.25
Delay/Veh:	54.3	54.3	54.3	57.1	57.1	44.5	58.2	13.5	13.5	45.2	23.6	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	57.1	57.1	44.5	58.2	13.5	13.5	45.2	23.6	9.3
LOS by Move:	D-	D-	D-	E+	E+	D	E+	B	B	D	C	A
HCM2k95thQ:	1	1	1	7	7	20	22	15	15	1	42	9

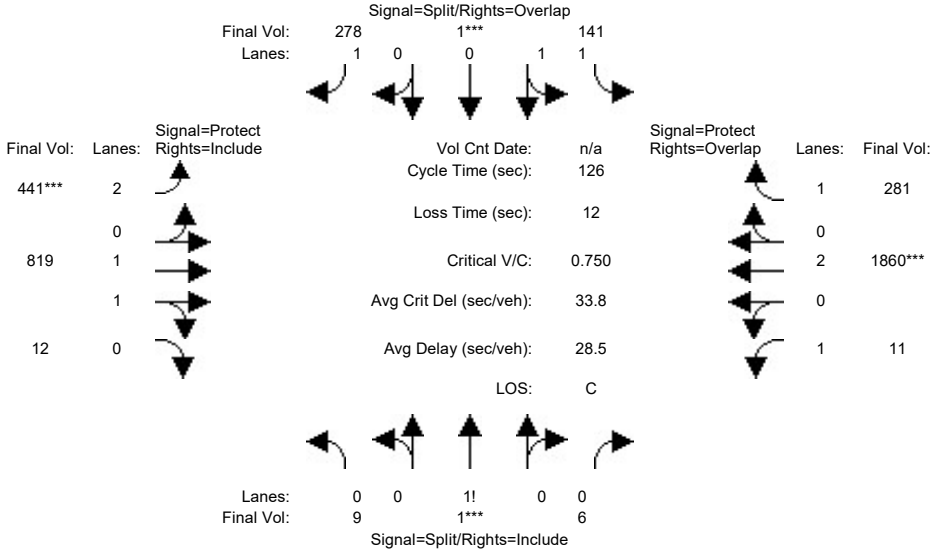
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	441	568	12	11	1601	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	6	141	1	278	441	568	12	11	1601	281
Added Vol:	0	0	0	0	0	0	0	251	0	0	259	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	441	819	12	11	1860	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1	6	141	1	278	441	819	12	11	1860	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	141	1	278	441	819	12	11	1860	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	6	141	1	278	441	819	12	11	1860	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.56	0.06	0.38	1.99	0.01	1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3647	53	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.16	0.14	0.22	0.22	0.01	0.49	0.16
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	30.9	20.9	75.4	75.4	18.6	73.1	83.1
Volume/Cap:	0.12	0.12	0.12	0.50	0.50	0.65	0.84	0.38	0.38	0.04	0.84	0.24
Delay/Veh:	54.3	54.3	54.3	57.1	57.1	46.1	62.9	13.2	13.2	46.1	24.9	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	57.1	57.1	46.1	62.9	13.2	13.2	46.1	24.9	8.8
LOS by Move:	D-	D-	D-	E+	E+	D	E	B	B	D	C	A
HCM2k95thQ:	1	1	1	7	7	20	22	16	16	1	46	9

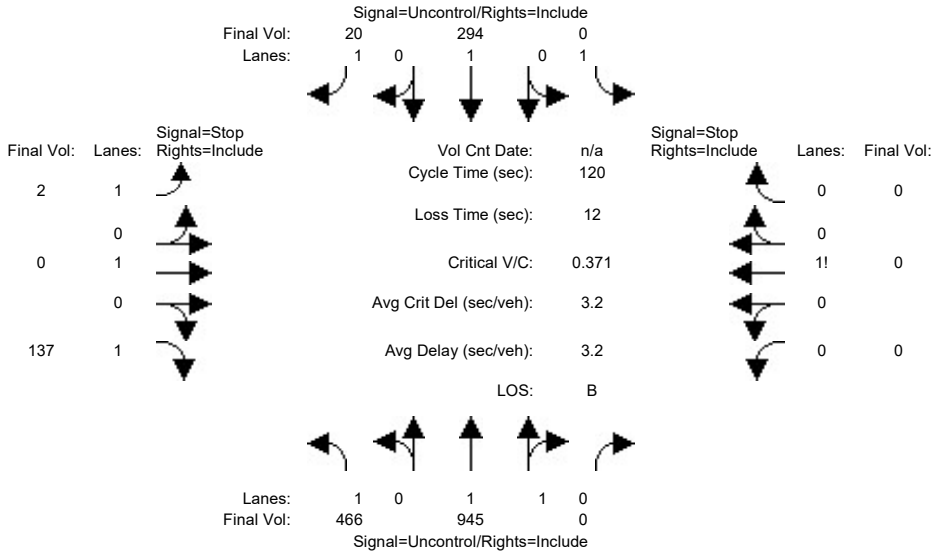
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     466  798    0     0  221   20     2    0   137     0    0     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  466  798    0     0  221   20     2    0   137     0    0     0
Added Vol:      0  147    0     0   73    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:  466  945    0     0  294   20     2    0   137     0    0     0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   466  945    0     0  294   20     2    0   137     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:  466  945    0     0  294   20     2    0   137     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2   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:  314 xxxx xxxxx  xxxx xxxx xxxxx  1699 2171   294  2250 2191   473
Potent Cap.: 1258 xxxx xxxxx  xxxx xxxx xxxxx   103   47   750    30   46   596
Move Cap.:   1258 xxxx xxxxx  xxxx xxxx xxxxx    73   30   750    17   29   596
Volume/Cap:  0.37 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.18  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.7 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.7  xxxx xxxx xxxxx
Control Del:  9.5 xxxx xxxxx xxxxx xxxx xxxxx  55.7 xxxx  10.9 xxxxx xxxx xxxxx
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    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            11.5           xxxxxx
ApproachLOS:         *              *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:           0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 314 xxxxx xxxxx    0 xxxxx xxxxx 1699  2171   294 2250  2191   473
AdjCnflVol:  314 xxxxx xxxxx    0 xxxxx xxxxx 1699  2171   294 2250  2191   473
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 314 xxxxx xxxxx    0 xxxxx xxxxx 1699  2171   294 2250  2191   473
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1258 xxxxx xxxxx 1636 xxxxx xxxxx  103    47   750   30    46   596
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1258 xxxxx xxxxx 1636 xxxxx xxxxx  103    47   750   30    46   596
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  1  0  1    0  0  1! 0  0
Initial Vol:  466  945     0     0  294    20     2    0   137     0    0     0
ApproachDel:    xxxxxx           xxxxxx             11.5           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=139]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1864]
   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 #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  1  0  1    0  0  1! 0  0
Initial Vol:  466  945     0     0  294    20     2    0   137     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1725
Minor Approach Volume:           139
Minor Approach Volume Threshold: 140 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

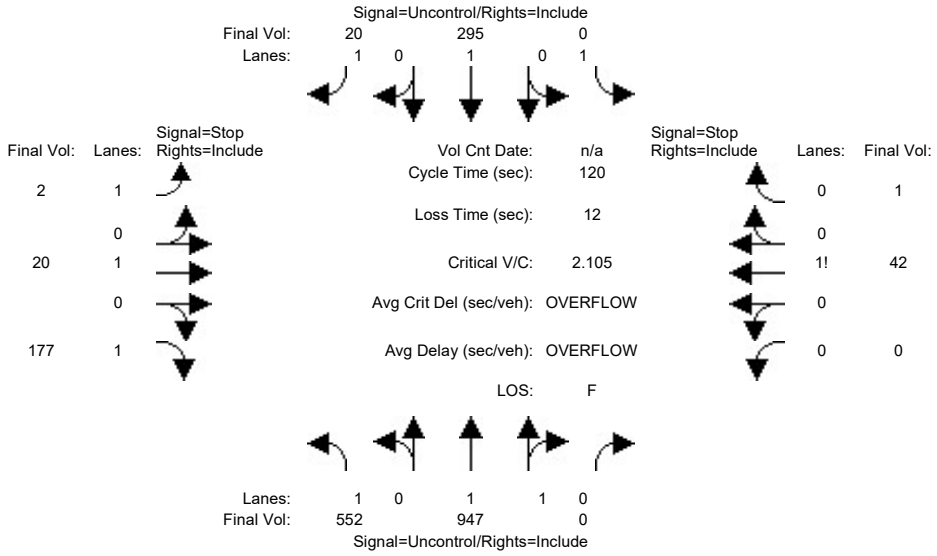
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     466  798    0     0  221   20     2    0   137     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  466  798    0     0  221   20     2    0   137     0    0     0
Added Vol:     86  149    0     0   74    0     0   20    40     0   42     1
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:  552  947    0     0  295   20     2   20   177     0   42     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:   552  947    0     0  295   20     2   20   177     0   42     1
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:  552  947    0     0  295   20     2   20   177     0   42     1
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1  6.5   6.2 xxxxx  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx  4.0   3.3
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol:  315 xxxx xxxxx  xxxx xxxx xxxxx  1894 2346   295  xxxx 2366   474
Potent Cap.: 1257 xxxx xxxxx  xxxx xxxx xxxxx    54   37   749  xxxx   36   595
Move Cap.:   1257 xxxx xxxxx  xxxx xxxx xxxxx     0   21   749  xxxx   20   595
Volume/Cap:  0.44 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.97  0.24  xxxx 2.10  0.00
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:    2.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  2.7   0.9  xxxx xxxx xxxxx
Control Del: 10.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  451  11.3 xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    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    20
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   5.7
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 909.1
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     F
ApproachDel:    xxxxxx           xxxxxx            +Inf            909.1
ApproachLOS:         *              *               F                F
Note: Queue reported is the number of cars per lane.
-----------|--------------||--------------||--------------||--------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 315 xxxxx xxxxx    0 xxxxx xxxxx 1894  2346   295 2455  2366   474
AdjCnflVol:  315 xxxxx xxxxx    0 xxxxx xxxxx 1894  2346   295 2455  2366   474
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 315 xxxxx xxxxx    0 xxxxx xxxxx 1894  2346   295 2455  2366   474
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1257 xxxxx xxxxx 1636 xxxxx xxxxx   54    37   749   21    36   595
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1257 xxxxx xxxxx 1636 xxxxx xxxxx   54    37   749   21    36   595
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0     1  0  1  0  1     1  0  1  0  1     0  0  0  1  0
Initial Vol:  552  947     0      0  295    20      2   20   177      0   42     1
ApproachDel:    xxxxxx            xxxxxx              +Inf             909.1
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours >= 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=4][total volume=2056]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.9]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2056]
   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 #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0     1  0  1  0  1     1  0  1  0  1     0  0  0  1  0
Initial Vol:  552  947     0      0  295    20      2   20   177      0   42     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1814
Minor Approach Volume:           199
Minor Approach Volume Threshold: 118 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

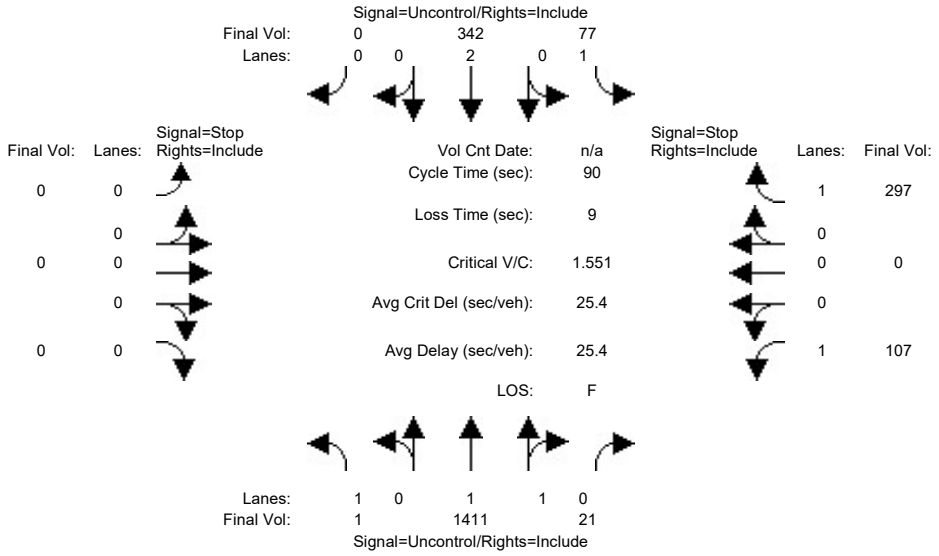
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1 1323    21    48  298     0     0    0     0   107    0   238
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1 1323    21    48  298     0     0    0     0   107    0   238
Added Vol:      0   88     0    29   44     0     0    0     0     0    0    59
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1 1411    21    77  342     0     0    0     0   107    0   297
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1411    21    77  342     0     0    0     0   107    0   297
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1 1411    21    77  342     0     0    0     0   107    0   297
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  342 xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx  1749 xxxx   716
Potent Cap.: 1228 xxxx xxxxx   481 xxxx xxxxx  xxxx xxxx xxxxx    79 xxxx   377
Move Cap.:   1228 xxxx xxxxx   481 xxxx xxxxx  xxxx xxxx xxxxx    69 xxxx   377
Volume/Cap:  0.00 xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx  1.55 xxxx  0.79
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx   9.1 xxxx   6.7
Control Del:  7.9 xxxx xxxxx  13.9 xxxx xxxxx xxxxx xxxx xxxxx 408.9 xxxx  42.0
LOS by Move:    A    *     *     B    *     *     *    *     *     F    *     E
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           139.2
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:               0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 342 xxxxx xxxxx 1432 xxxxx xxxxx 1204  1930   171 1749  1920   716
AdjCnflVol:  342 xxxxx xxxxx 1432 xxxxx xxxxx 1204  1930   171 1749  1920   716
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 342 xxxxx xxxxx 1432 xxxxx xxxxx 1204  1930   171 1749  1920   716
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1228 xxxxx xxxxx  481 xxxxx xxxxx  142    67   849   79    68   377
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1228 xxxxx xxxxx  481 xxxxx xxxxx  142    67   849   79    68   377
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    1 1411    21    77  342     0     0    0     0   107    0   297
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            139.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=15.6]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=404]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2256]
   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 #7 Lafayette Street/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    1 1411    21    77  342     0     0    0     0   107    0   297
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1852
Minor Approach Volume:           404
Minor Approach Volume Threshold: 109 [less than minimum of 150]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

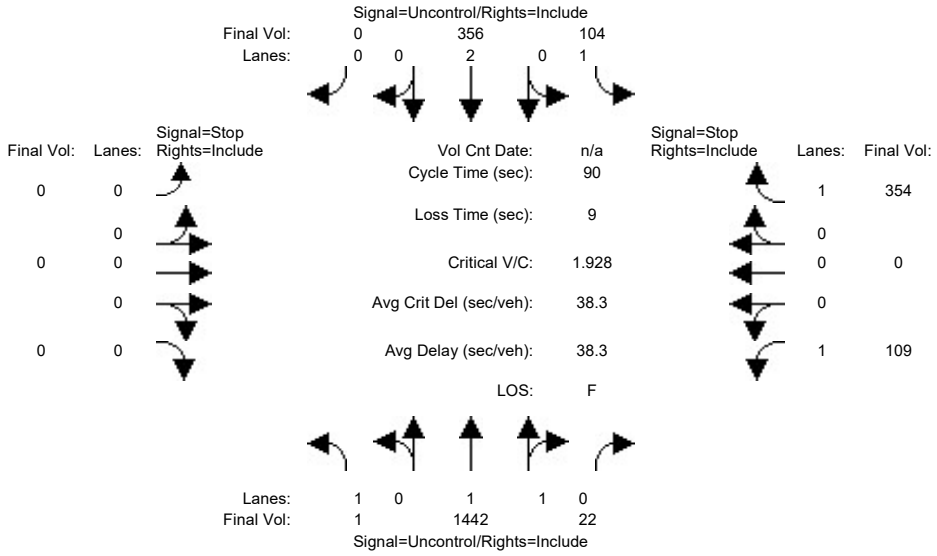
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1 1323    21    48  298     0     0    0     0   107    0   238
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1 1323    21    48  298     0     0    0     0   107    0   238
Added Vol:      0  119     1    56   58     0     0    0     0     2    0   116
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1 1442    22   104  356     0     0    0     0   109    0   354
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1 1442    22   104  356     0     0    0     0   109    0   354
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1 1442    22   104  356     0     0    0     0   109    0   354
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  356 xxxx xxxxx  1464 xxxx xxxxx  xxxx xxxx xxxxx  1841 xxxx   732
Potent Cap.: 1214 xxxx xxxxx   467 xxxx xxxxx  xxxx xxxx xxxxx    68 xxxx   368
Move Cap.:   1214 xxxx xxxxx   467 xxxx xxxxx  xxxx xxxx xxxxx    57 xxxx   368
Volume/Cap:  0.00 xxxx  xxxx  0.22 xxxx  xxxx  xxxx xxxx  xxxx  1.93 xxxx  0.96
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.8 xxxx xxxxx  xxxx xxxx xxxxx  10.5 xxxx  10.7
Control Del:  8.0 xxxx xxxxx  14.9 xxxx xxxxx xxxxx xxxx xxxxx 592.0 xxxx  71.7
LOS by Move:    A    *     *     B    *     *     *    *     *     F    *     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           xxxxxx           xxxxxx           194.2
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 356 xxxxx xxxxx 1464 xxxxx xxxxx 1287  2030   178 1841  2019   732
AdjCnflVol:  356 xxxxx xxxxx 1464 xxxxx xxxxx 1287  2030   178 1841  2019   732
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 356 xxxxx xxxxx 1464 xxxxx xxxxx 1287  2030   178 1841  2019   732
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1214 xxxxx xxxxx  467 xxxxx xxxxx  123    58   841   68    59   368
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1214 xxxxx xxxxx  467 xxxxx xxxxx  123    58   841   68    59   368
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    1 1442    22   104  356     0     0    0     0   109    0   354
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            194.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=25.0]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=463]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2388]
   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 #7 Lafayette Street/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    1 1442    22   104  356     0     0    0     0   109    0   354
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1925
Minor Approach Volume:           463
Minor Approach Volume Threshold: 92 [less than minimum of 150]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

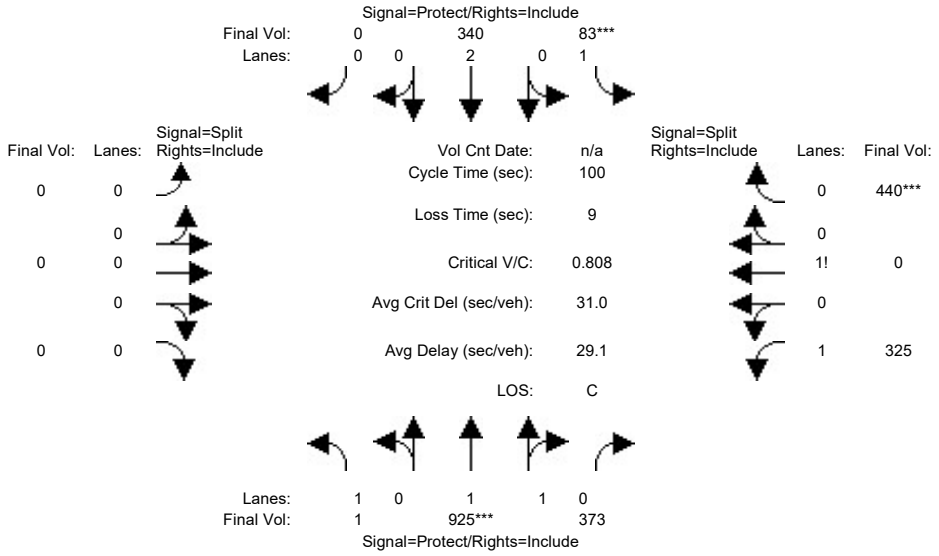
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	925	348	39	340	0	0	0	0	316	0	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	925	348	39	340	0	0	0	0	316	0	352
Added Vol:	0	0	25	44	0	0	0	0	0	9	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	925	373	83	340	0	0	0	0	325	0	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	925	373	83	340	0	0	0	0	325	0	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	925	373	83	340	0	0	0	0	325	0	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	925	373	83	340	0	0	0	0	325	0	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.41	0.59	1.00	2.00	0.00	0.00	0.00	0.00	1.28	0.00	0.72
Final Sat.:	1750	2636	1063	1750	3800	0	0	0	0	2232	0	1304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.34
Crit Moves:		****		****								****
Green Time:	20.5	42.8	42.8	7.0	29.3	0.0	0.0	0.0	0.0	41.2	0.0	41.2
Volume/Cap:	0.00	0.82	0.82	0.68	0.31	0.00	0.00	0.00	0.00	0.35	0.00	0.82
Delay/Veh:	31.6	28.7	28.7	59.6	27.6	0.0	0.0	0.0	0.0	20.4	0.0	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	28.7	28.7	59.6	27.6	0.0	0.0	0.0	0.0	20.4	0.0	31.9
LOS by Move:	C	C	C	E+	C	A	A	A	A	C+	A	C
HCM2k95thQ:	0	32	32	8	8	0	0	0	0	11	0	33

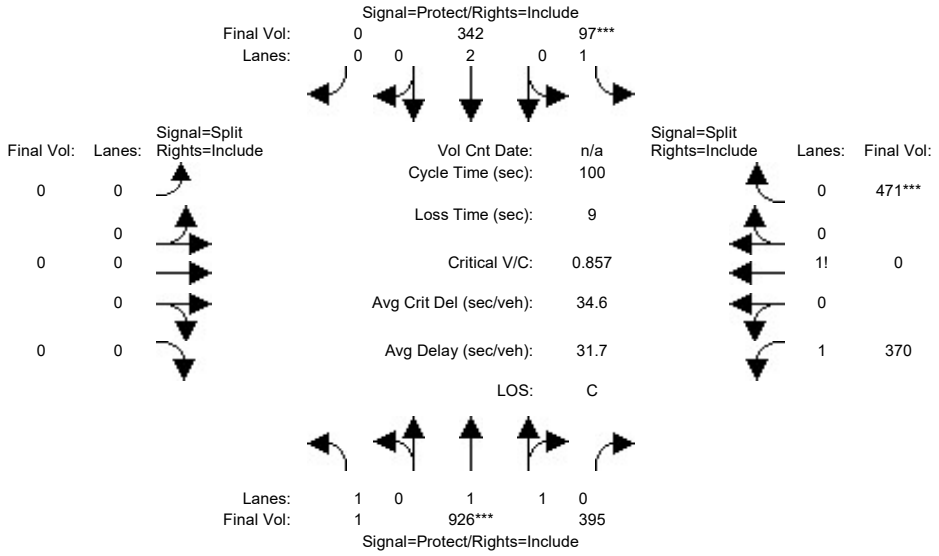
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	925	348	39	340	0	0	0	0	316	0	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	925	348	39	340	0	0	0	0	316	0	352
Added Vol:	0	1	47	58	2	0	0	0	0	54	0	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	926	395	97	342	0	0	0	0	370	0	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	926	395	97	342	0	0	0	0	370	0	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	926	395	97	342	0	0	0	0	370	0	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	926	395	97	342	0	0	0	0	370	0	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.29	0.00	0.71
Final Sat.:	1750	2593	1106	1750	3800	0	0	0	0	2254	0	1282
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.06	0.09	0.00	0.00	0.00	0.00	0.16	0.00	0.37
Crit Moves:		****		****								****
Green Time:	19.9	41.4	41.4	7.0	28.5	0.0	0.0	0.0	0.0	42.6	0.0	42.6
Volume/Cap:	0.00	0.86	0.86	0.79	0.32	0.00	0.00	0.00	0.00	0.39	0.00	0.86
Delay/Veh:	32.1	32.0	32.0	74.4	28.3	0.0	0.0	0.0	0.0	19.8	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.0	32.0	74.4	28.3	0.0	0.0	0.0	0.0	19.8	0.0	34.0
LOS by Move:	C-	C-	C-	E	C	A	A	A	A	B-	A	C-
HCM2k95thQ:	0	34	34	10	8	0	0	0	0	13	0	37

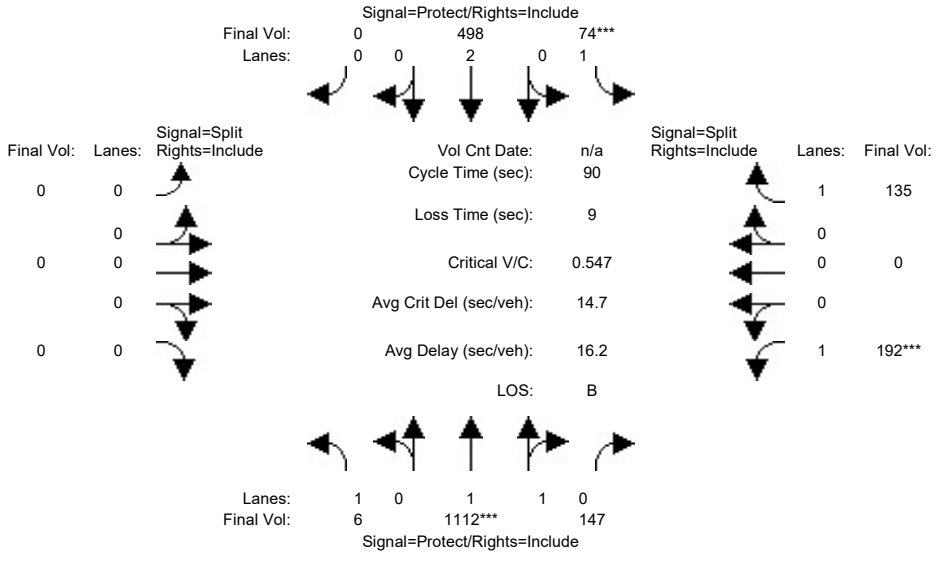
Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #9: Lafayette Street/Calle de Primavera



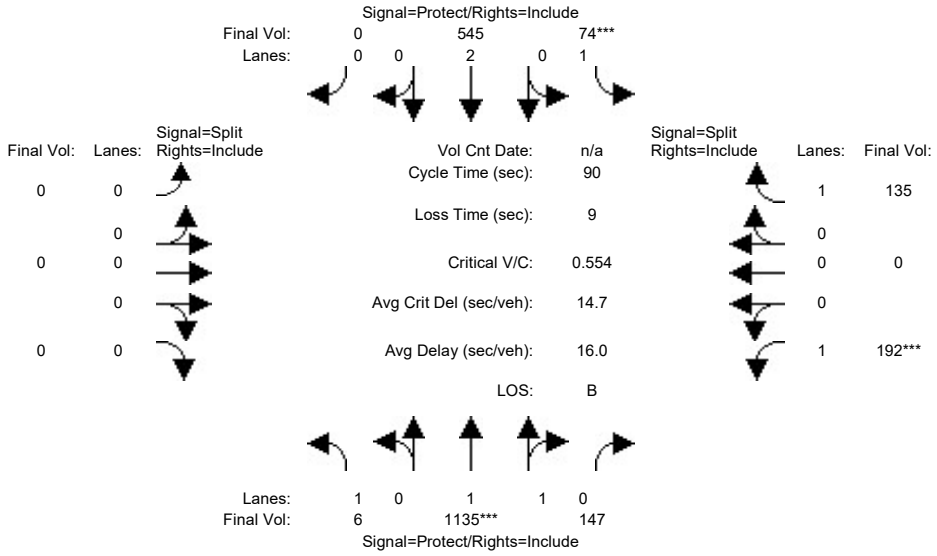

```
Street Name:         Lafayette Street              Calle de Primavera
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10    10   10   10    10   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6 1087  147    74  489    0     0    0    0   192    0  135
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    6 1087  147    74  489    0     0    0    0   192    0  135
Added Vol:      0   25    0     0    9    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    6 1112  147    74  498    0     0    0    0   192    0  135
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     6 1112  147    74  498    0     0    0    0   192    0  135
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    6 1112  147    74  498    0     0    0    0   192    0  135
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    6 1112  147    74  498    0     0    0    0   192    0  135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 1.00 0.92  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 1.76 0.24  1.00 2.00 0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:  1750 3268  432  1750 3800    0     0    0    0  1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34 0.34  0.04 0.13 0.00  0.00 0.00 0.00  0.11 0.00 0.08
Crit Moves:       ****       ****                          ****
Green Time:  23.4 56.0 56.0   7.0 39.5  0.0   0.0  0.0  0.0  18.0  0.0 18.0
Volume/Cap:  0.01 0.55 0.55  0.54 0.30 0.00  0.00 0.00 0.00  0.55 0.00 0.38
Delay/Veh:   24.7 10.0 10.0  44.4 16.4  0.0   0.0  0.0  0.0  34.1  0.0 31.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  24.7 10.0 10.0  44.4 16.4  0.0   0.0  0.0  0.0  34.1  0.0 31.9
LOS by Move:    C   B+   B+     D    B    A     A    A    A    C-    A    C
HCM2k95thQ:     0   18   18     4    8    0     0    0    0    11    0    7
Note: Queue reported is the number of cars per lane.
```

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Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	1087	147	74	489	0	0	0	0	192	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1087	147	74	489	0	0	0	0	192	0	135
Added Vol:	0	48	0	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1135	147	74	545	0	0	0	0	192	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1135	147	74	545	0	0	0	0	192	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1135	147	74	545	0	0	0	0	192	0	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1135	147	74	545	0	0	0	0	192	0	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3275	424	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	22.2	56.2	56.2	7.0	41.0	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.01	0.55	0.55	0.54	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.39
Delay/Veh:	25.6	10.0	10.0	44.4	15.7	0.0	0.0	0.0	0.0	34.5	0.0	32.1
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:	25.6	10.0	10.0	44.4	15.7	0.0	0.0	0.0	0.0	34.5	0.0	32.1
LOS by Move:	C	B+	B+	D	B	A	A	A	A	C-	A	C-
HCM2k95thQ:	0	19	18	4	9	0	0	0	0	11	0	7

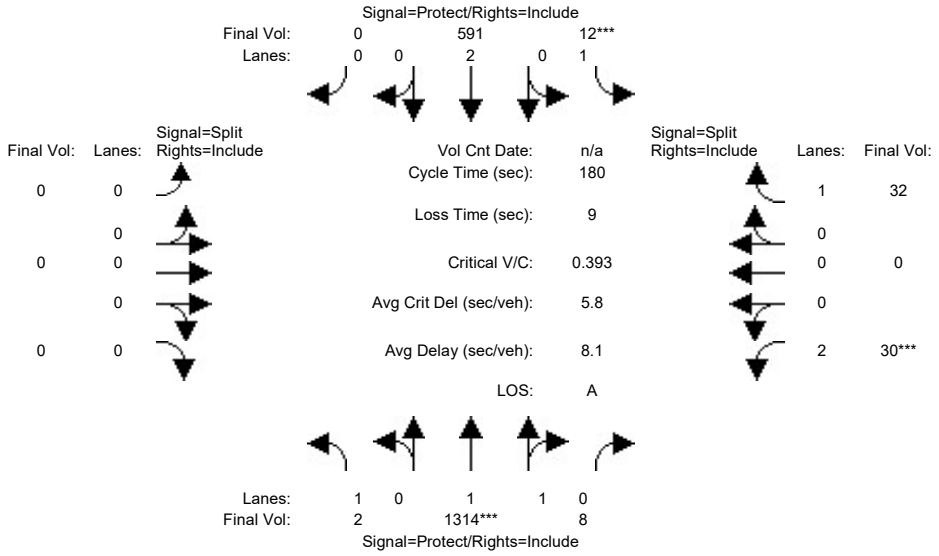
Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	1289	8	12	582	0	0	0	0	30	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1289	8	12	582	0	0	0	0	30	0	32
Added Vol:	0	25	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1314	8	12	591	0	0	0	0	30	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1314	8	12	591	0	0	0	0	30	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1314	8	12	591	0	0	0	0	30	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1314	8	12	591	0	0	0	0	30	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3678	22	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.01	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.2	154	154.0	7.0	129	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.42	0.42	0.18	0.22	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Delay/Veh:	60.8	3.3	3.3	89.3	8.8	0.0	0.0	0.0	0.0	83.2	0.0	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	3.3	3.3	89.3	8.8	0.0	0.0	0.0	0.0	83.2	0.0	90.6
LOS by Move:	E	A	A	F	A	A	A	A	A	F	A	F
HCM2k95thQ:	0	47	47	2	21	0	0	0	0	3	0	5

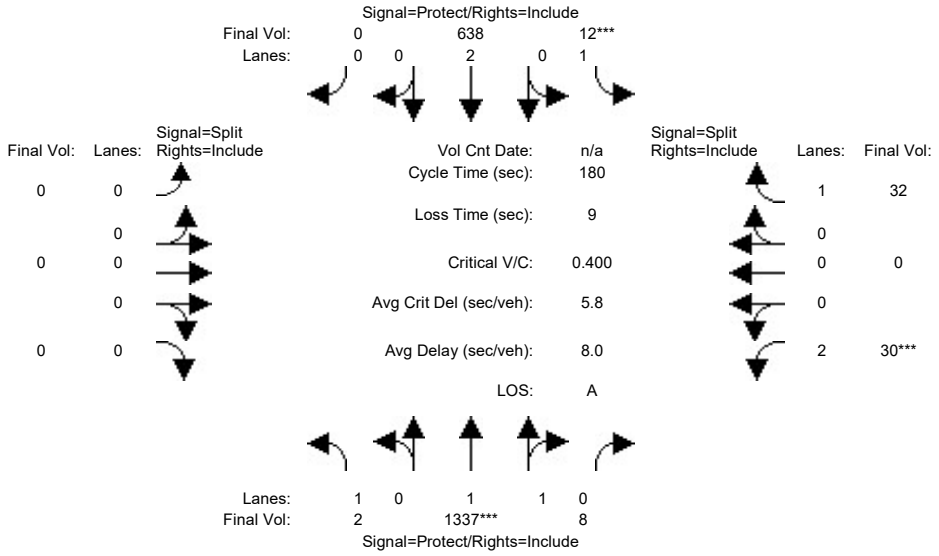
Note: Queue reported is the number of cars per lane.

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Intersection #10: Lafayette Street/Hogan Drive



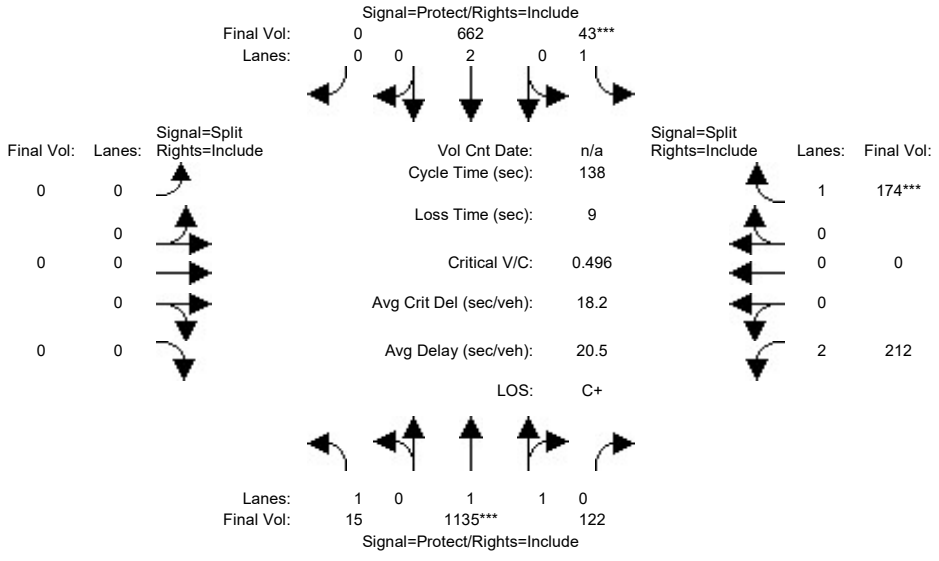

```
Street Name:          Lafayette Street                Hogan Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10    0     0    0    0     10    0   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2 1289    8    12  582    0     0    0    0    30    0   32
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    2 1289    8    12  582    0     0    0    0    30    0   32
Added Vol:      0   48    0     0   56    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    2 1337    8    12  638    0     0    0    0    30    0   32
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     2 1337    8    12  638    0     0    0    0    30    0   32
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    2 1337    8    12  638    0     0    0    0    30    0   32
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    2 1337    8    12  638    0     0    0    0    30    0   32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.97 0.95  0.92 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.92
Lanes:       1.00 1.99 0.01  1.00 2.00 0.00  0.00 0.00 0.00  2.00 0.00 1.00
Final Sat.:  1750 3678   22  1750 3800    0     0    0    0  3150    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.36 0.36  0.01 0.17 0.00  0.00 0.00 0.00  0.01 0.00 0.02
Crit Moves:       ****       ****                            ****
Green Time:  30.3  154 154.0   7.0  131   0.0   0.0  0.0  0.0  10.0  0.0 10.0
Volume/Cap:  0.01 0.42 0.42  0.18 0.23 0.00  0.00 0.00 0.00  0.17 0.00 0.33
Delay/Veh:   62.4  3.4  3.4  89.3  8.3  0.0   0.0  0.0  0.0  83.2  0.0 90.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  62.4  3.4  3.4  89.3  8.3  0.0   0.0  0.0  0.0  83.2  0.0 90.6
LOS by Move:    E    A    A     F    A    A     A    A    A     F    A    F
HCM2k95thQ:     0   48   48     2   22    0     0    0    0     3    0    5
Note: Queue reported is the number of cars per lane.
```


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Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	1118	114	41	655	0	0	0	0	204	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1118	114	41	655	0	0	0	0	204	0	166
Added Vol:	0	17	8	2	7	0	0	0	0	8	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1135	122	43	662	0	0	0	0	212	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1135	122	43	662	0	0	0	0	212	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1135	122	43	662	0	0	0	0	212	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1135	122	43	662	0	0	0	0	212	0	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3341	359	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.02	0.17	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:		****		****								****
Green Time:	22.9	94.4	94.4	7.0	78.5	0.0	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.05	0.50	0.50	0.48	0.31	0.00	0.00	0.00	0.00	0.34	0.00	0.50
Delay/Veh:	48.8	11.1	11.1	81.4	15.9	0.0	0.0	0.0	0.0	48.8	0.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	11.1	11.1	81.4	15.9	0.0	0.0	0.0	0.0	48.8	0.0	54.0
LOS by Move:	D	B+	B+	F	B	A	A	A	A	D	A	D-
HCM2k95thQ:	1	22	22	5	13	0	0	0	0	9	0	13

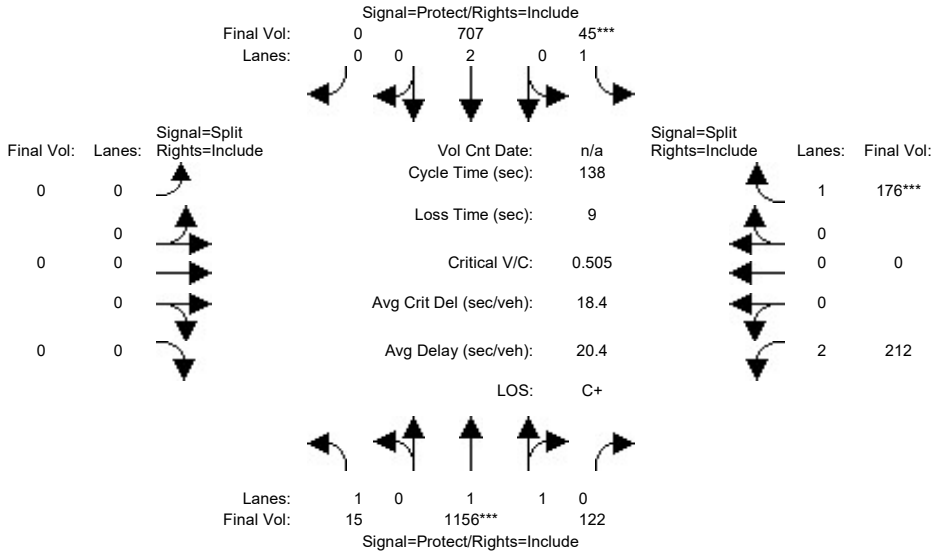
Note: Queue reported is the number of cars per lane.

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Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	1118	114	41	655	0	0	0	0	204	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1118	114	41	655	0	0	0	0	204	0	166
Added Vol:	0	38	8	4	52	0	0	0	0	8	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1156	122	45	707	0	0	0	0	212	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1156	122	45	707	0	0	0	0	212	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1156	122	45	707	0	0	0	0	212	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1156	122	45	707	0	0	0	0	212	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3347	353	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:		****		****								****
Green Time:	21.7	94.5	94.5	7.0	79.8	0.0	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.05	0.50	0.50	0.50	0.32	0.00	0.00	0.00	0.00	0.34	0.00	0.50
Delay/Veh:	49.8	11.2	11.2	82.7	15.5	0.0	0.0	0.0	0.0	48.9	0.0	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	11.2	11.2	82.7	15.5	0.0	0.0	0.0	0.0	48.9	0.0	54.3
LOS by Move:	D	B+	B+	F	B	A	A	A	A	D	A	D-
HCM2k95thQ:	1	22	22	5	14	0	0	0	0	9	0	14

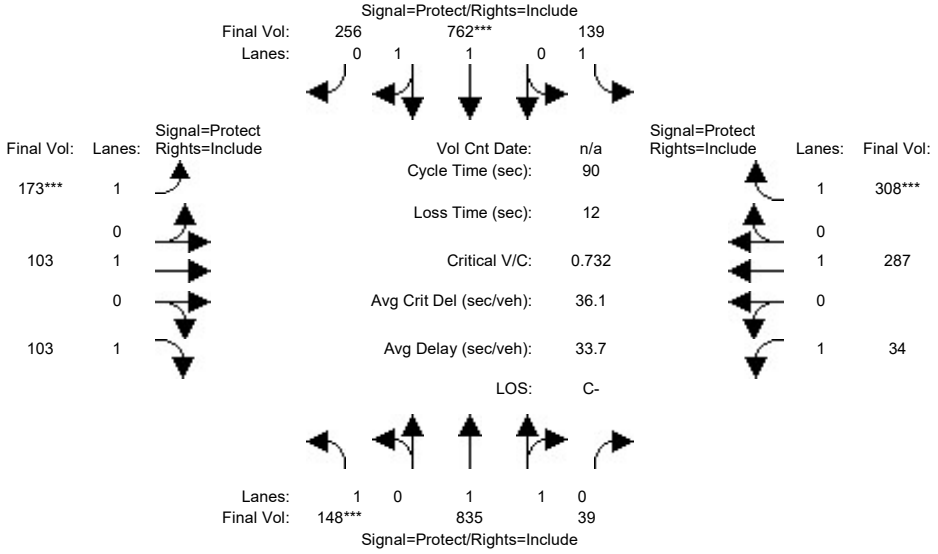
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	811	39	139	752	251	172	85	86	34	277	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	811	39	139	752	251	172	85	86	34	277	308
Added Vol:	41	24	0	0	10	5	1	18	17	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	835	39	139	762	256	173	103	103	34	287	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:	148	835	39	139	762	256	173	103	103	34	287	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	835	39	139	762	256	173	103	103	34	287	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:	148	835	39	139	762	256	173	103	103	34	287	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.48	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3535	165	1750	2769	930	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.08	0.28	0.28	0.10	0.05	0.06	0.02	0.15	0.18
Crit Moves:	****				****		****					****
Green Time:	10.4	33.1	33.1	11.1	33.8	33.8	12.2	19.9	19.9	13.9	21.6	21.6
Volume/Cap:	0.73	0.64	0.64	0.64	0.73	0.73	0.73	0.25	0.27	0.13	0.63	0.73
Delay/Veh:	59.2	25.9	25.9	51.3	27.6	27.6	55.5	30.3	30.7	33.8	37.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	25.9	25.9	51.3	27.6	27.6	55.5	30.3	30.7	33.8	37.0	42.3
LOS by Move:	E+	C	C	D-	C	C	E+	C	C	C-	D+	D
HCM2k95thQ:	9	18	18	9	22	22	12	5	6	2	14	17

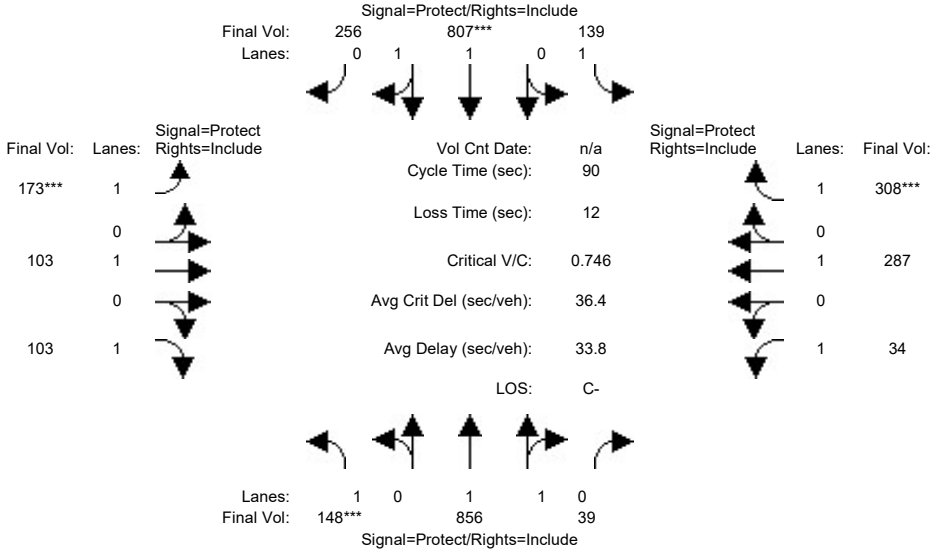
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	811	39	139	752	251	172	85	86	34	277	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	811	39	139	752	251	172	85	86	34	277	308
Added Vol:	41	45	0	0	55	5	1	18	17	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	856	39	139	807	256	173	103	103	34	287	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:	148	856	39	139	807	256	173	103	103	34	287	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	856	39	139	807	256	173	103	103	34	287	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:	148	856	39	139	807	256	173	103	103	34	287	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3539	161	1750	2808	891	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.08	0.29	0.29	0.10	0.05	0.06	0.02	0.15	0.18
Crit Moves:	****				****		****					****
Green Time:	10.2	33.8	33.8	11.1	34.7	34.7	11.9	19.5	19.5	13.6	21.2	21.2
Volume/Cap:	0.75	0.64	0.64	0.64	0.75	0.75	0.75	0.25	0.27	0.13	0.64	0.75
Delay/Veh:	61.0	25.5	25.5	51.5	27.5	27.5	57.1	30.7	31.1	34.0	37.8	43.5
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:	61.0	25.5	25.5	51.5	27.5	27.5	57.1	30.7	31.1	34.0	37.8	43.5
LOS by Move:	E	C	C	D-	C	C	E+	C	C	C-	D+	D
HCM2k95thQ:	9	18	18	9	23	23	13	5	6	2	15	18

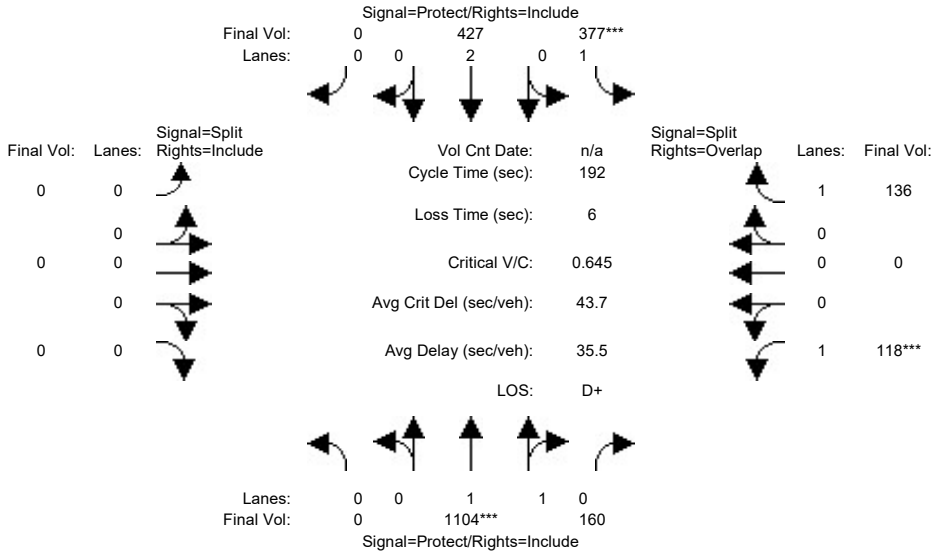
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1053	160	370	407	0	0	0	0	118	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1053	160	370	407	0	0	0	0	118	0	122
Added Vol:	0	51	0	7	20	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1104	160	377	427	0	0	0	0	118	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1104	160	377	427	0	0	0	0	118	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1104	160	377	427	0	0	0	0	118	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1104	160	377	427	0	0	0	0	118	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.74	0.26	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3231	468	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.22	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	102	101.8	64.2	166	0.0	0.0	0.0	0.0	20.1	0.0	84.2
Volume/Cap:	0.00	0.64	0.64	0.64	0.13	0.00	0.00	0.00	0.00	0.64	0.00	0.18
Delay/Veh:	0.0	33.9	33.9	59.6	2.1	0.0	0.0	0.0	0.0	98.7	0.0	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.9	33.9	59.6	2.1	0.0	0.0	0.0	0.0	98.7	0.0	33.3
LOS by Move:	A	C-	C-	E+	A	A	A	A	A	F	A	C-
HCM2k95thQ:	0	42	42	32	5	0	0	0	0	15	0	10

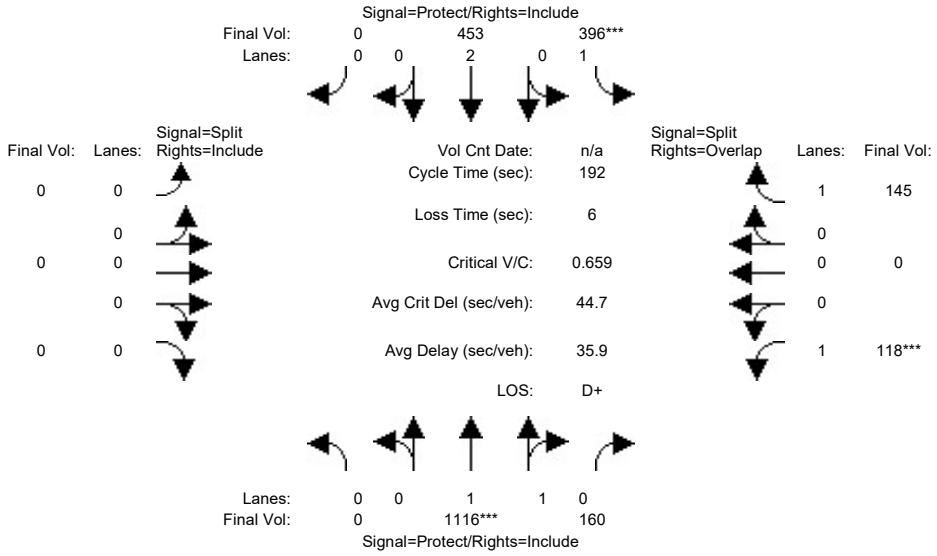
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1053	160	370	407	0	0	0	0	118	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1053	160	370	407	0	0	0	0	118	0	122
Added Vol:	0	63	0	26	46	0	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1116	160	396	453	0	0	0	0	118	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1116	160	396	453	0	0	0	0	118	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1116	160	396	453	0	0	0	0	118	0	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1116	160	396	453	0	0	0	0	118	0	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.74	0.26	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3236	464	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.23	0.12	0.00	0.00	0.00	0.00	0.07	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	100	100.5	65.9	166	0.0	0.0	0.0	0.0	19.6	0.0	85.5
Volume/Cap:	0.00	0.66	0.66	0.66	0.14	0.00	0.00	0.00	0.00	0.66	0.00	0.19
Delay/Veh:	0.0	35.1	35.1	59.1	2.0	0.0	0.0	0.0	0.0	100.4	0.0	32.7
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	35.1	35.1	59.1	2.0	0.0	0.0	0.0	0.0	100.4	0.0	32.7
LOS by Move:	A	D+	D+	E+	A	A	A	A	A	F	A	C-
HCM2k95thQ:	0	44	44	34	5	0	0	0	0	15	0	10

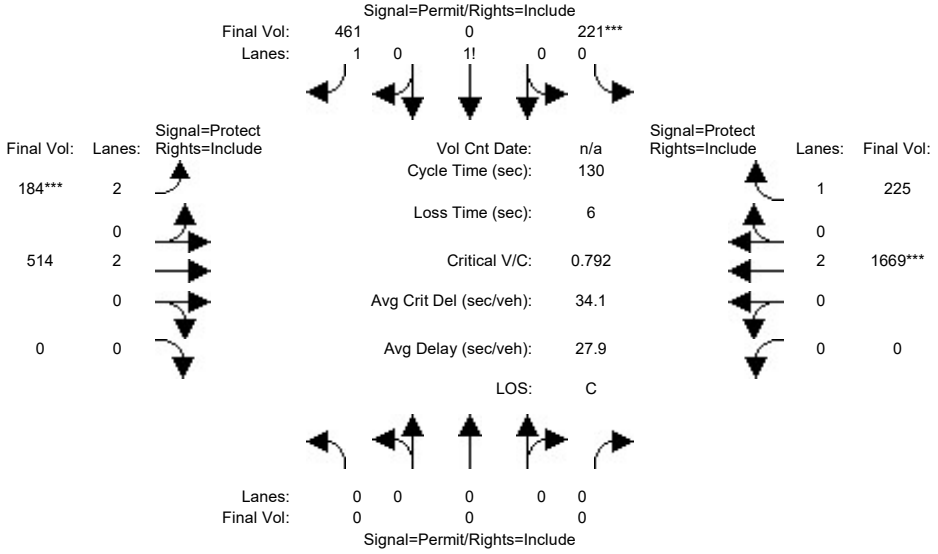
Note: Queue reported is the number of cars per lane.

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	221	0	392	87	416	0	0	1597	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	392	87	416	0	0	1597	225
Added Vol:	0	0	0	0	0	69	97	98	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	0	461	184	514	0	0	1669	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	461	184	514	0	0	1669	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	461	184	514	0	0	1669	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	0	461	184	514	0	0	1669	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.49	0.00	1.51	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	857	0	2643	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.17	0.06	0.14	0.00	0.00	0.44	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	42.3	0.0	42.3	9.6	81.7	0.0	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.54	0.79	0.22	0.00	0.00	0.79	0.23
Delay/Veh:	0.0	0.0	0.0	44.9	0.0	36.2	76.0	10.4	0.0	0.0	25.1	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.9	0.0	36.2	76.0	10.4	0.0	0.0	25.1	14.9
LOS by Move:	A	A	A	D	A	D+	E-	B+	A	A	C	B
HCM2k95thQ:	0	0	0	30	0	19	9	8	0	0	43	9

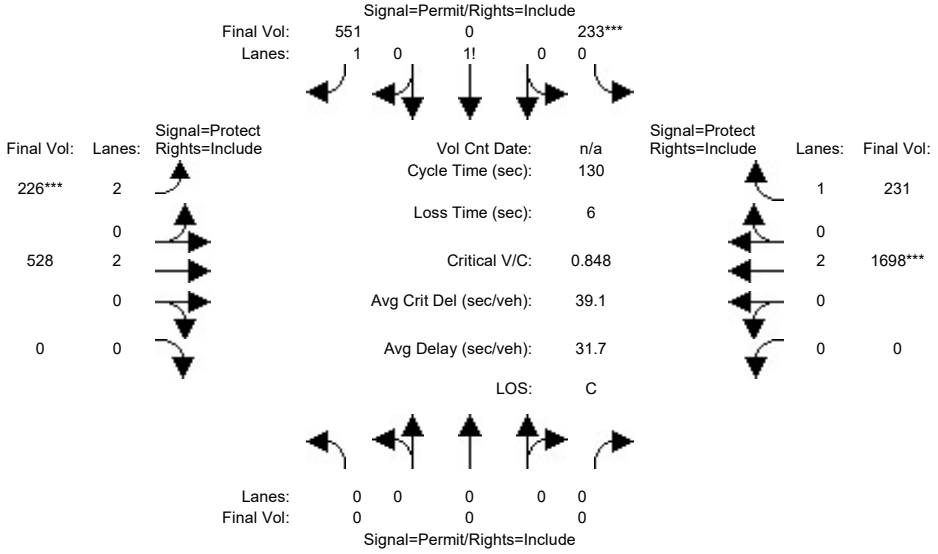
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	221	0	392	87	416	0	0	1597	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	392	87	416	0	0	1597	225
Added Vol:	0	0	0	12	0	159	139	112	0	0	101	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	551	226	528	0	0	1698	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	233	0	551	226	528	0	0	1698	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	551	226	528	0	0	1698	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	551	226	528	0	0	1698	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	1.54	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	802	0	2698	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.20	0.07	0.14	0.00	0.00	0.45	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	44.5	0.0	44.5	11.0	79.5	0.0	0.0	68.5	68.5
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.60	0.85	0.23	0.00	0.00	0.85	0.25
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	36.1	80.4	11.5	0.0	0.0	29.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	36.1	80.4	11.5	0.0	0.0	29.9	16.9
LOS by Move:	A	A	A	D	A	D+	F	B+	A	A	C	B
HCM2k95thQ:	0	0	0	33	0	21	12	9	0	0	47	10

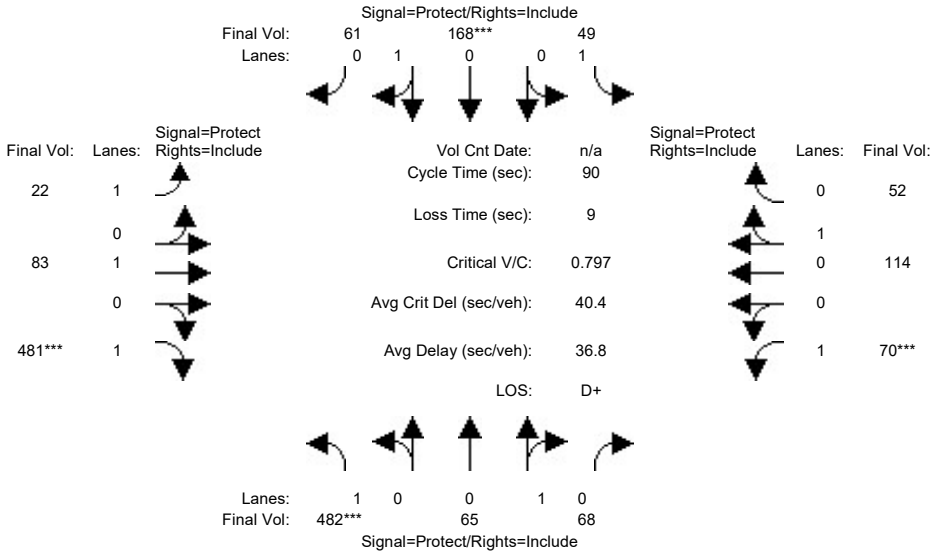
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	385	65	68	49	168	61	22	83	412	70	114	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	65	68	49	168	61	22	83	412	70	114	52
Added Vol:	97	0	0	0	0	0	0	0	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	65	68	49	168	61	22	83	481	70	114	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	65	68	49	168	61	22	83	481	70	114	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	65	68	49	168	61	22	83	481	70	114	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	65	68	49	168	61	22	83	481	70	114	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.49	0.51	1.00	0.73	0.27	1.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1750	880	920	1750	1321	479	1750	1900	1750	1750	1236	564
Capacity Analysis Module:												
Vol/Sat:	0.28	0.07	0.07	0.03	0.13	0.13	0.01	0.04	0.27	0.04	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	30.1	25.9	25.9	18.1	13.9	13.9	15.2	30.0	30.0	7.0	21.8	21.8
Volume/Cap:	0.82	0.26	0.26	0.14	0.82	0.82	0.07	0.13	0.82	0.51	0.38	0.38
Delay/Veh:	36.8	24.9	24.9	29.7	54.7	54.7	31.5	21.0	36.8	43.2	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	24.9	24.9	29.7	54.7	54.7	31.5	21.0	36.8	43.2	29.0	29.0
LOS by Move:	D+	C	C	C	D-	D-	C	C+	D+	D	C	C
HCM2k95thQ:	25	6	6	3	17	17	1	3	27	6	8	8

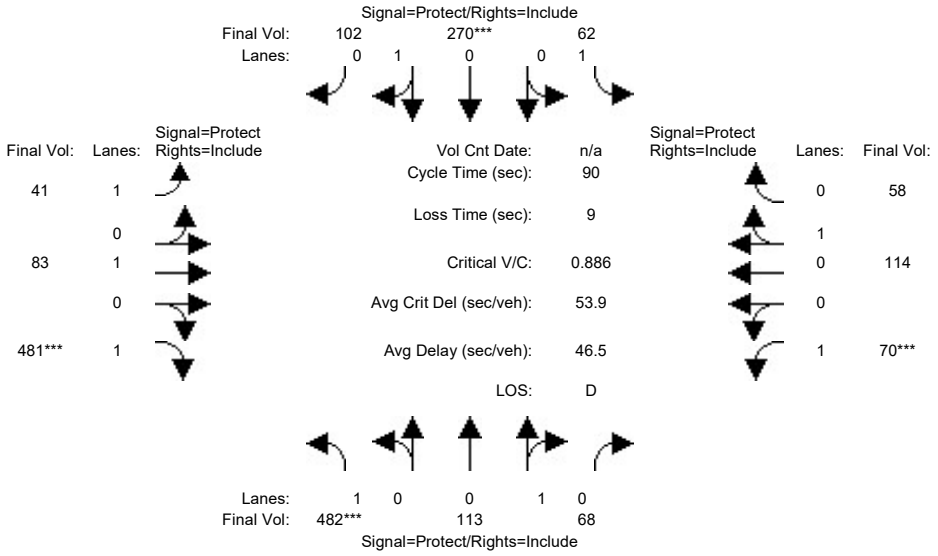
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	385	65	68	49	168	61	22	83	412	70	114	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	65	68	49	168	61	22	83	412	70	114	52
Added Vol:	97	48	0	13	102	41	19	0	69	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	113	68	62	270	102	41	83	481	70	114	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	113	68	62	270	102	41	83	481	70	114	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	113	68	62	270	102	41	83	481	70	114	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	113	68	62	270	102	41	83	481	70	114	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.62	0.38	1.00	0.73	0.27	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	1124	676	1750	1306	494	1750	1900	1750	1750	1193	607
Capacity Analysis Module:												
Vol/Sat:	0.28	0.10	0.10	0.04	0.21	0.21	0.02	0.04	0.27	0.04	0.10	0.10
Crit Moves:	****				****				****	****		
Green Time:	26.9	27.7	27.7	19.4	20.2	20.2	13.9	26.9	26.9	7.0	19.9	19.9
Volume/Cap:	0.92	0.33	0.33	0.16	0.92	0.92	0.15	0.15	0.92	0.51	0.43	0.43
Delay/Veh:	52.2	24.3	24.3	28.9	60.2	60.2	33.2	23.3	52.2	43.2	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	24.3	24.3	28.9	60.2	60.2	33.2	23.3	52.2	43.2	30.9	30.9
LOS by Move:	D-	C	C	C	E	E	C-	C	D-	D	C	C
HCM2k95thQ:	28	8	8	3	26	26	2	3	32	6	9	9

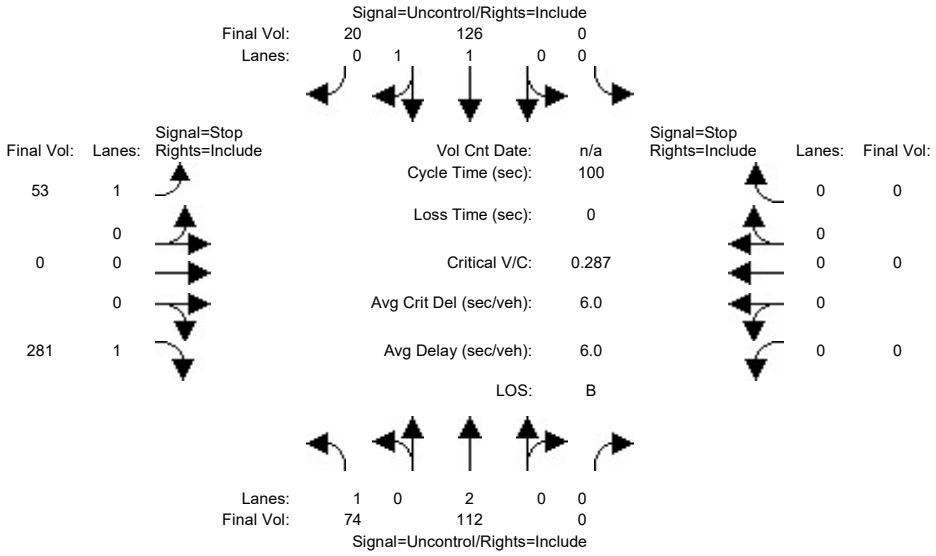
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      74   53    0     0   97   20    53    0  281     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74   53    0     0   97   20    53    0  281     0    0     0
Added Vol:      0   59    0     0   29    0     0    0    0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:   74  112    0     0  126   20    53    0  281     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74  112    0     0  126   20    53    0  281     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:   74  112    0     0  126   20    53    0  281     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  146 xxxx xxxxx  xxxx xxxx xxxxx   340 xxxx    73  xxxx xxxx xxxxx
Potent Cap.: 1448 xxxx xxxxx  xxxx xxxx xxxxx   636 xxxx   981  xxxx xxxx xxxxx
Move Cap.:   1448 xxxx xxxxx  xxxx xxxx xxxxx   611 xxxx   981  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.09 xxxx  0.29  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   1.2  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx  11.5 xxxx  10.1 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     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:    xxxxxx           xxxxxx            10.3           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 146 xxxxx xxxxx    0 xxxxx xxxxx  340   396    73  323   406    56
AdjCnflVol:  146 xxxxx xxxxx    0 xxxxx xxxxx  340   396    73  323   406    56
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 146 xxxxx xxxxx    0 xxxxx xxxxx  340   396    73  323   406    56
```

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*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1448 xxxxx xxxxx 1636 xxxxx xxxxx  636   544   981  612   537  1005
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1448 xxxxx xxxxx 1636 xxxxx xxxxx  636   544   981  612   537  1005
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   74  112     0     0  126    20    53    0   281     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=334]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=666]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   74  112     0     0  126    20    53    0   281     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             332
Minor Approach Volume:           334
Minor Approach Volume Threshold: 848
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

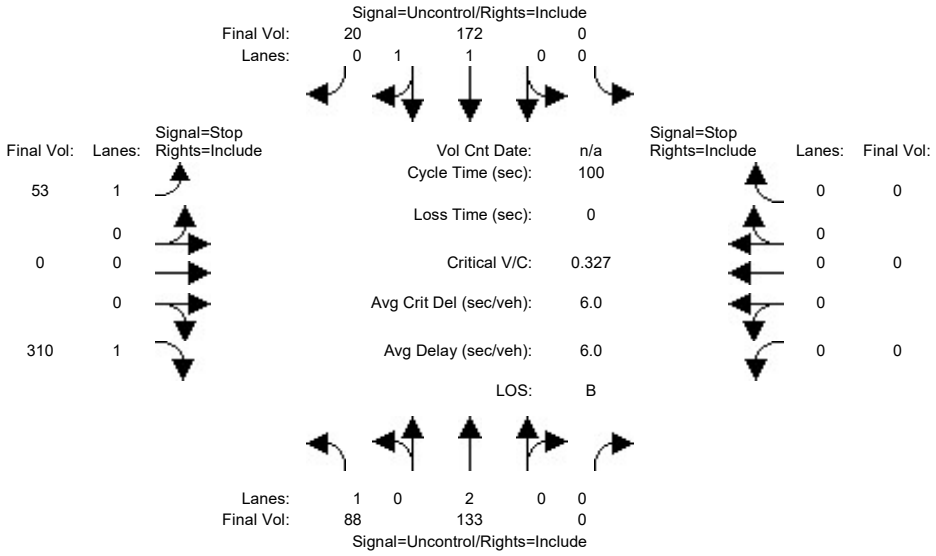
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      74   53    0     0   97   20    53    0  281     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74   53    0     0   97   20    53    0  281     0    0     0
Added Vol:     14   80    0     0   75    0     0    0   29     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:   88  133    0     0  172   20    53    0  310     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:    88  133    0     0  172   20    53    0  310     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:   88  133    0     0  172   20    53    0  310     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  192 xxxx xxxxx  xxxx xxxx xxxxx   425 xxxx    96  xxxx xxxx xxxxx
Potent Cap.: 1394 xxxx xxxxx  xxxx xxxx xxxxx   563 xxxx   948  xxxx xxxx xxxxx
Move Cap.:   1394 xxxx xxxxx  xxxx xxxx xxxxx   536 xxxx   948  xxxx xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.10 xxxx  0.33  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   1.4  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx  12.5 xxxx  10.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     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:    xxxxxx           xxxxxx            10.9           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 192 xxxxx xxxxx    0 xxxxx xxxxx  425   491    96  395   501    67
AdjCnflVol:  192 xxxxx xxxxx    0 xxxxx xxxxx  425   491    96  395   501    67
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 192 xxxxx xxxxx    0 xxxxx xxxxx  425   491    96  395   501    67
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1394 xxxxx xxxxx 1636 xxxxx xxxxx  563   481   948  544   475   990
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1394 xxxxx xxxxx 1636 xxxxx xxxxx  563   481   948  544   475   990
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   88  133     0     0  172    20    53    0   310     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=363]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=776]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   88  133     0     0  172    20    53    0   310     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             413
Minor Approach Volume:           363
Minor Approach Volume Threshold: 754
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

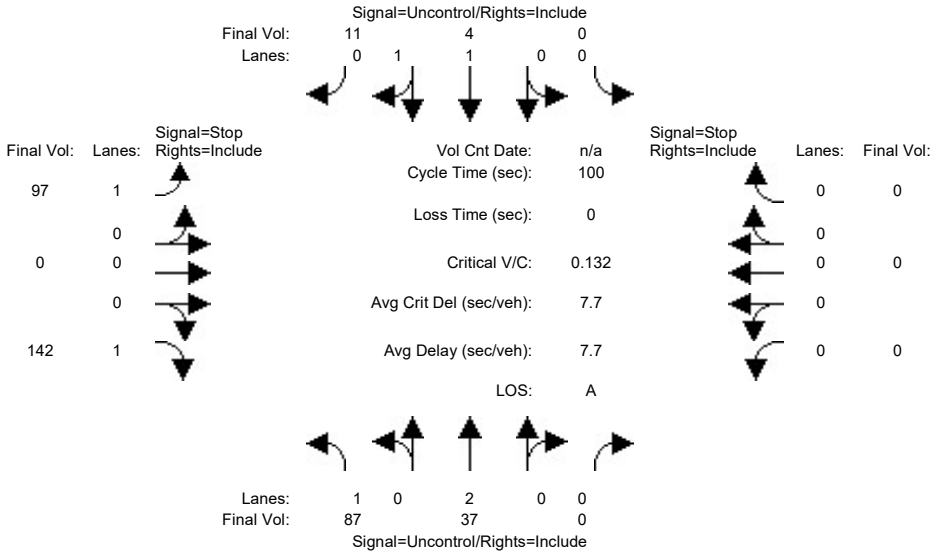
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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28   37     0     0    4    11    97    0   113     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28   37     0     0    4    11    97    0   113     0    0     0
Added Vol:     59    0     0     0    0     0     0    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87   37     0     0    4    11    97    0   142     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:    87   37     0     0    4    11    97    0   142     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   87   37     0     0    4    11    97    0   142     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   15 xxxx xxxxx  xxxx xxxx xxxxx   202 xxxx     8  xxxx xxxx xxxxx
Potent Cap.: 1616 xxxx xxxxx  xxxx xxxx xxxxx   774 xxxx  1079  xxxx xxxx xxxxx
Move Cap.:   1616 xxxx xxxxx  xxxx xxxx xxxxx   742 xxxx  1079  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.13 xxxx  0.13  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.5  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.6 xxxx   8.8 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              9.5           xxxxxx
ApproachLOS:         *            *                  A                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  15 xxxxx xxxxx    0 xxxxx xxxxx  202   221     8  213   226    19
AdjCnflVol:   15 xxxxx xxxxx    0 xxxxx xxxxx  202   221     8  213   226    19
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  15 xxxxx xxxxx    0 xxxxx xxxxx  202   221     8  213   226    19
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1616 xxxxx xxxxx 1636 xxxxx xxxxx  774   681  1079  731   677  1062
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1616 xxxxx xxxxx 1636 xxxxx xxxxx  774   681  1079  731   677  1062
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   87   37     0     0    4    11    97    0   142     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.5           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=239]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=378]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   87   37     0     0    4    11    97    0   142     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             139
Minor Approach Volume:           239
Minor Approach Volume Threshold: 1223
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

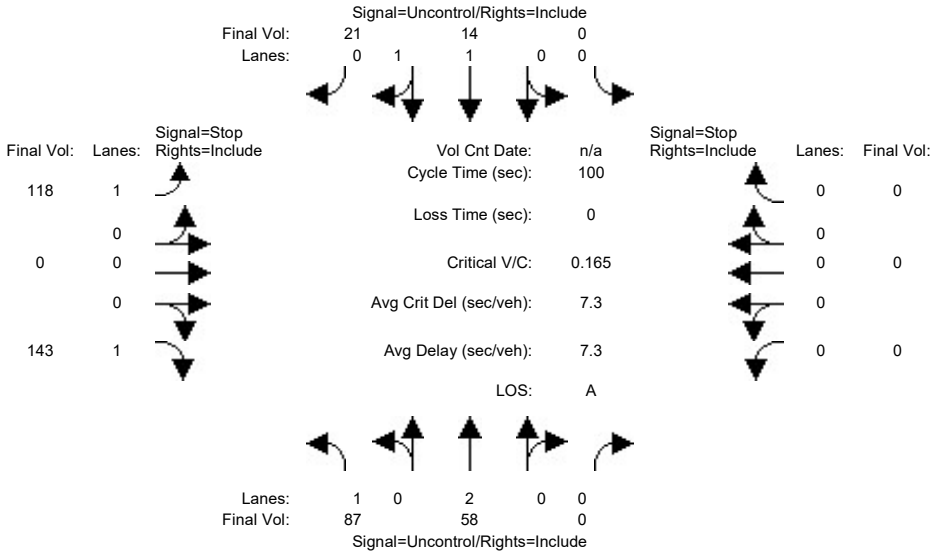
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28   37    0     0    4   11    97    0  113     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28   37    0     0    4   11    97    0  113     0    0     0
Added Vol:     59   21    0     0   10   10    21    0   30     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:   87   58    0     0   14   21   118    0  143     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:    87   58    0     0   14   21   118    0  143     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:   87   58    0     0   14   21   118    0  143     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   35 xxxx xxxxx  xxxx xxxx xxxxx   228 xxxx    18  xxxx xxxx xxxxx
Potent Cap.: 1589 xxxx xxxxx  xxxx xxxx xxxxx   746 xxxx  1063  xxxx xxxx xxxxx
Move Cap.:   1589 xxxx xxxxx  xxxx xxxx xxxxx   715 xxxx  1063  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  0.13  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx   0.5  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx   8.9 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              9.9           xxxxxx
ApproachLOS:         *                *                A                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  35 xxxxx xxxxx    0 xxxxx xxxxx  228   257    18  239   267    29
AdjCnflVol:   35 xxxxx xxxxx    0 xxxxx xxxxx  228   257    18  239   267    29
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  35 xxxxx xxxxx    0 xxxxx xxxxx  228   257    18  239   267    29
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1589 xxxxx xxxxx 1636 xxxxx xxxxx  746   651  1063  701   642  1046
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1589 xxxxx xxxxx 1636 xxxxx xxxxx  746   651  1063  701   642  1046
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   87   58     0     0   14    21   118    0   143     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.9           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=261]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=441]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   87   58     0     0   14    21   118    0   143     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             180
Minor Approach Volume:           261
Minor Approach Volume Threshold: 1112
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

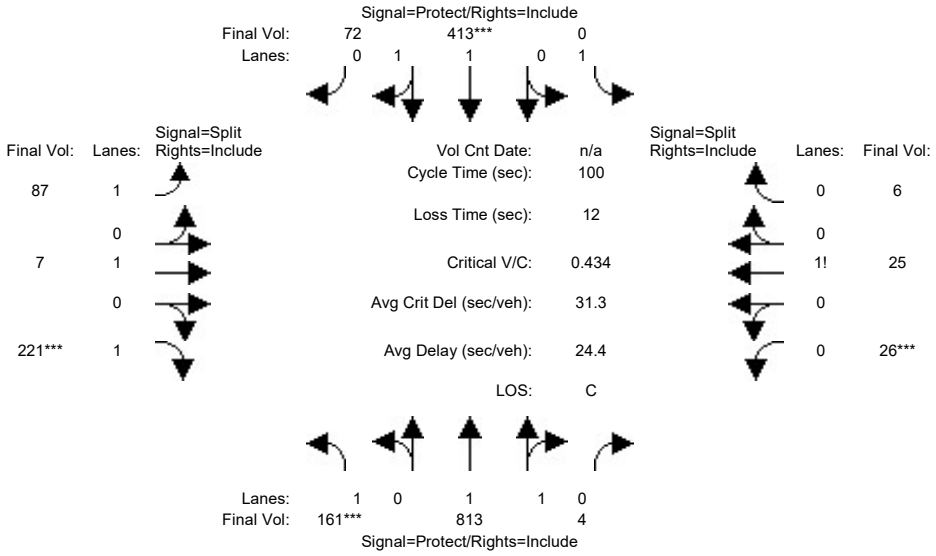
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	807	4	0	411	68	78	7	221	26	25	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	807	4	0	411	68	78	7	221	26	25	6
Added Vol:	3	6	0	0	2	4	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	813	4	0	413	72	87	7	221	26	25	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	813	4	0	413	72	87	7	221	26	25	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	813	4	0	413	72	87	7	221	26	25	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	813	4	0	413	72	87	7	221	26	25	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.69	0.31	1.00	1.00	1.00	0.46	0.44	0.10
Final Sat.:	1750	3682	18	1750	3150	549	1750	1900	1750	798	768	184
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.13	0.13	0.05	0.00	0.13	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	20.5	49.8	49.8	0.0	29.3	29.3	28.2	28.2	28.2	10.0	10.0	10.0
Volume/Cap:	0.45	0.44	0.44	0.00	0.45	0.45	0.18	0.01	0.45	0.33	0.33	0.33
Delay/Veh:	35.7	16.3	16.3	0.0	29.1	29.1	27.3	25.9	30.2	43.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	16.3	16.3	0.0	29.1	29.1	27.3	25.9	30.2	43.0	43.0	43.0
LOS by Move:	D+	B	B	A	C	C	C	C	C	D	D	D
HCM2k95thQ:	9	15	15	0	11	11	4	0	12	4	4	4

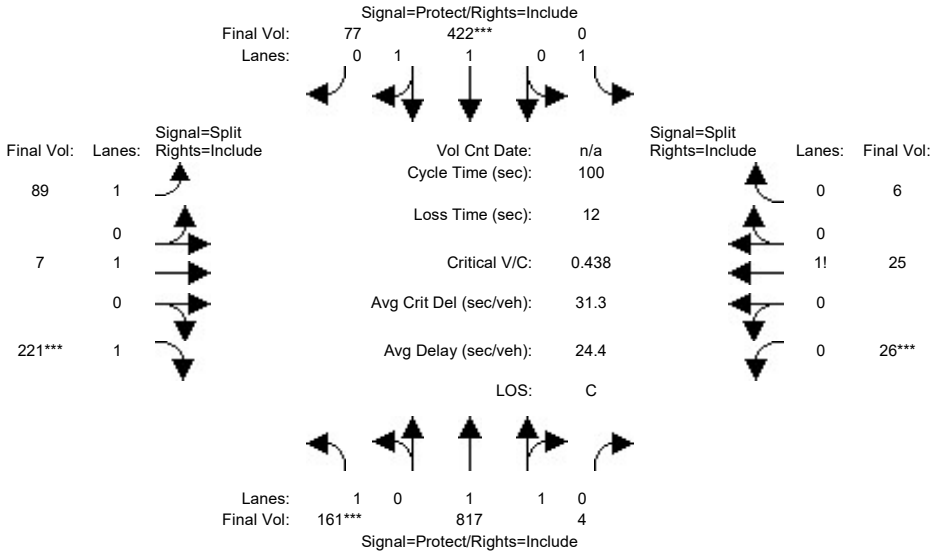
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	807	4	0	411	68	78	7	221	26	25	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	807	4	0	411	68	78	7	221	26	25	6
Added Vol:	3	10	0	0	11	9	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	817	4	0	422	77	89	7	221	26	25	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	817	4	0	422	77	89	7	221	26	25	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	817	4	0	422	77	89	7	221	26	25	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	817	4	0	422	77	89	7	221	26	25	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.68	0.32	1.00	1.00	1.00	0.46	0.44	0.10
Final Sat.:	1750	3682	18	1750	3129	571	1750	1900	1750	798	768	184
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.13	0.13	0.05	0.00	0.13	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	20.3	50.1	50.1	0.0	29.8	29.8	27.9	27.9	27.9	10.0	10.0	10.0
Volume/Cap:	0.45	0.44	0.44	0.00	0.45	0.45	0.18	0.01	0.45	0.33	0.33	0.33
Delay/Veh:	35.9	16.2	16.2	0.0	28.8	28.8	27.6	26.1	30.4	43.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	16.2	16.2	0.0	28.8	28.8	27.6	26.1	30.4	43.0	43.0	43.0
LOS by Move:	D+	B	B	A	C	C	C	C	C	D	D	D
HCM2k95thQ:	9	15	15	0	12	12	5	0	12	4	4	4

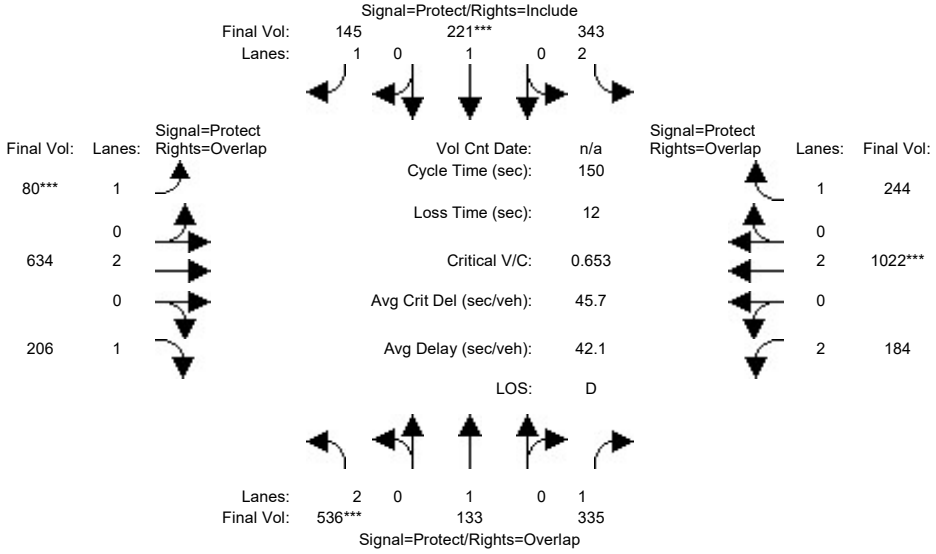
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	133	335	343	221	116	21	601	199	184	994	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	133	335	343	221	116	21	601	199	184	994	244
Added Vol:	15	0	0	0	0	29	59	33	7	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	133	335	343	221	145	80	634	206	184	1022	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	133	335	343	221	145	80	634	206	184	1022	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	133	335	343	221	145	80	634	206	184	1022	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	133	335	343	221	145	80	634	206	184	1022	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.19	0.11	0.12	0.08	0.05	0.17	0.12	0.06	0.27	0.14
Crit Moves:	****				****		****				****	
Green Time:	39.1	36.2	54.9	29.6	26.7	26.7	10.5	53.5	92.6	18.7	61.7	91.3
Volume/Cap:	0.65	0.29	0.52	0.55	0.65	0.47	0.65	0.47	0.19	0.47	0.65	0.23
Delay/Veh:	51.3	46.8	38.1	55.3	61.9	56.4	80.0	37.5	12.5	61.9	36.5	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	46.8	38.1	55.3	61.9	56.4	80.0	37.5	12.5	61.9	36.5	13.4
LOS by Move:	D-	D	D+	E+	E	E+	E-	D+	B	E	D+	B
HCM2k95thQ:	23	9	23	17	19	13	8	20	8	9	31	10

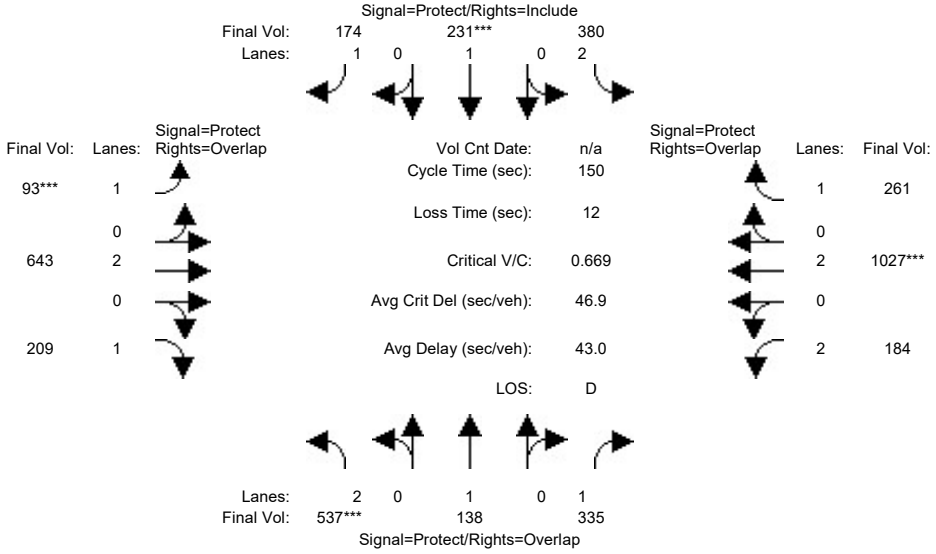
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	133	335	343	221	116	21	601	199	184	994	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	133	335	343	221	116	21	601	199	184	994	244
Added Vol:	16	5	0	37	10	58	72	42	10	0	33	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	138	335	380	231	174	93	643	209	184	1027	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	138	335	380	231	174	93	643	209	184	1027	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	138	335	380	231	174	93	643	209	184	1027	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	138	335	380	231	174	93	643	209	184	1027	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.19	0.12	0.12	0.10	0.05	0.17	0.12	0.06	0.27	0.15
Crit Moves:	****				****		****				****	
Green Time:	38.2	34.3	52.9	31.1	27.3	27.3	11.9	53.9	92.1	18.6	60.6	91.7
Volume/Cap:	0.67	0.32	0.54	0.58	0.67	0.55	0.67	0.47	0.19	0.47	0.67	0.24
Delay/Veh:	52.4	48.5	39.8	54.9	62.2	57.8	79.0	37.3	12.8	62.0	37.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	48.5	39.8	54.9	62.2	57.8	79.0	37.3	12.8	62.0	37.7	13.4
LOS by Move:	D-	D	D	D-	E	E+	E-	D+	B	E	D+	B
HCM2k95thQ:	24	10	23	18	20	16	9	20	9	9	32	11

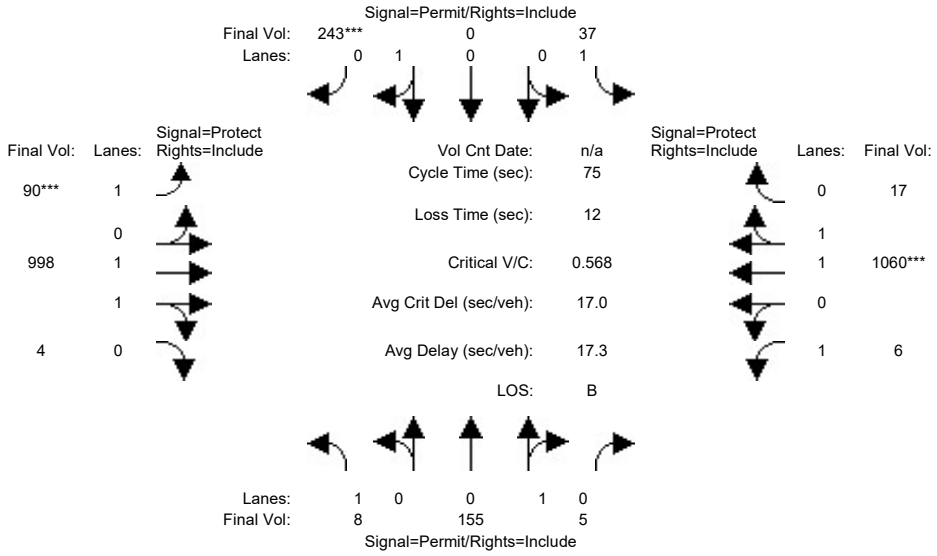
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	155	5	37	0	243	90	965	4	6	1032	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	155	5	37	0	243	90	965	4	6	1032	17
Added Vol:	0	0	0	0	0	0	0	33	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	155	5	37	0	243	90	998	4	6	1060	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	155	5	37	0	243	90	998	4	6	1060	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	155	5	37	0	243	90	998	4	6	1060	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	155	5	37	0	243	90	998	4	6	1060	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.97	0.03	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	1750	1744	56	1750	0	1800	1750	3685	15	1750	3642	58
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.00	0.14	0.05	0.27	0.27	0.00	0.29	0.29
Crit Moves:						****	****				****	
Green Time:	17.7	17.7	17.7	17.7	0.0	17.7	7.0	33.7	33.7	11.6	38.3	38.3
Volume/Cap:	0.02	0.38	0.38	0.09	0.00	0.57	0.55	0.60	0.60	0.02	0.57	0.57
Delay/Veh:	22.0	24.5	24.5	22.4	0.0	27.1	36.5	16.3	16.3	26.9	13.1	13.1
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:	22.0	24.5	24.5	22.4	0.0	27.1	36.5	16.3	16.3	26.9	13.1	13.1
LOS by Move:	C+	C	C	C+	A	C	D+	B	B	C	B	B
HCM2k95thQ:	0	7	7	2	0	12	4	17	17	0	16	16

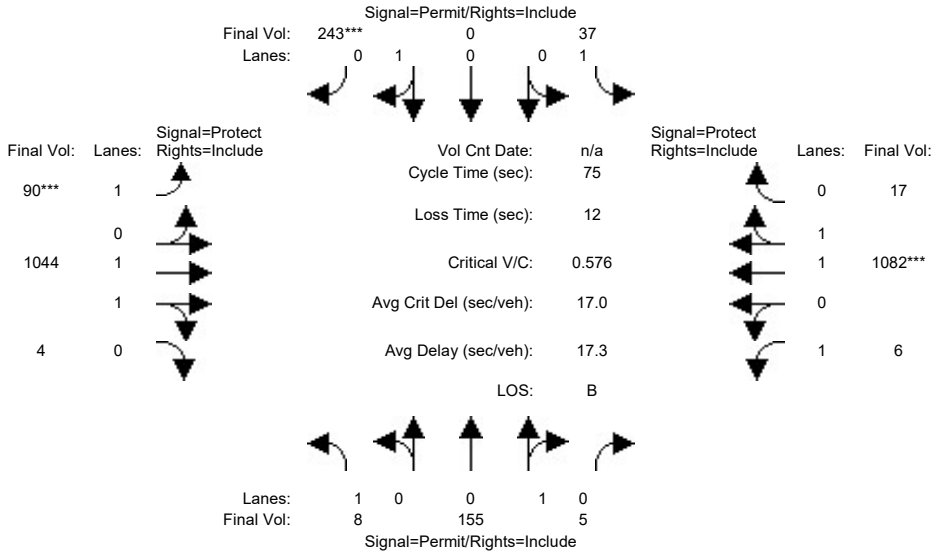
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	155	5	37	0	243	90	965	4	6	1032	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	155	5	37	0	243	90	965	4	6	1032	17
Added Vol:	0	0	0	0	0	0	0	79	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	155	5	37	0	243	90	1044	4	6	1082	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	155	5	37	0	243	90	1044	4	6	1082	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	155	5	37	0	243	90	1044	4	6	1082	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	155	5	37	0	243	90	1044	4	6	1082	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.97	0.03	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	1750	1744	56	1750	0	1800	1750	3686	14	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.00	0.14	0.05	0.28	0.28	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green Time:	17.5	17.5	17.5	17.5	0.0	17.5	7.0	34.2	34.2	11.3	38.5	38.5
Volume/Cap:	0.02	0.38	0.38	0.09	0.00	0.58	0.55	0.62	0.62	0.02	0.58	0.58
Delay/Veh:	22.2	24.8	24.8	22.6	0.0	27.5	36.5	16.2	16.2	27.2	13.1	13.1
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:	22.2	24.8	24.8	22.6	0.0	27.5	36.5	16.2	16.2	27.2	13.1	13.1
LOS by Move:	C+	C	C	C+	A	C	D+	B	B	C	B	B
HCM2k95thQ:	0	7	7	2	0	12	4	17	17	0	16	16

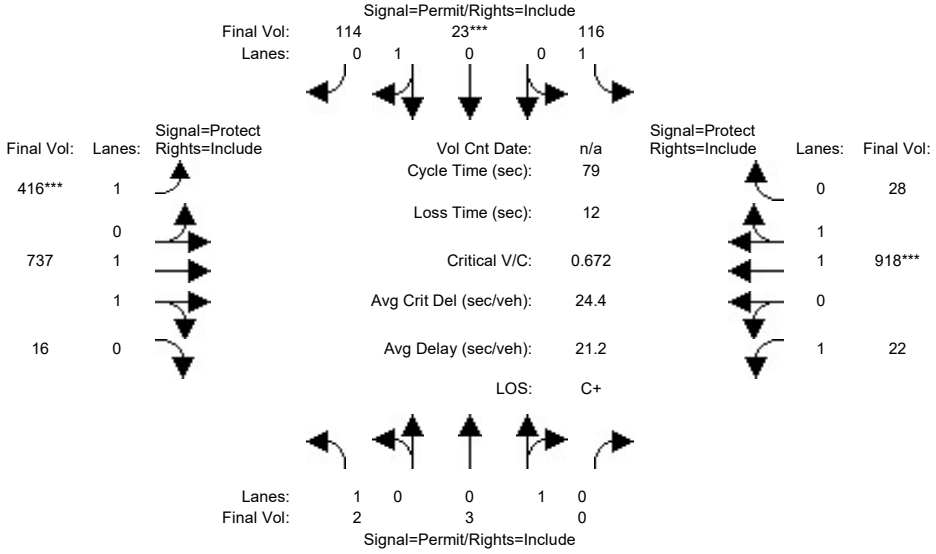
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	3	0	116	23	114	416	704	16	22	890	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	116	23	114	416	704	16	22	890	28
Added Vol:	0	0	0	0	0	0	0	33	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	0	116	23	114	416	737	16	22	918	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	116	23	114	416	737	16	22	918	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	114	416	737	16	22	918	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:	2	3	0	116	23	114	416	737	16	22	918	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.17	0.83	1.00	1.96	0.04	1.00	1.94	0.06
Final Sat.:	1750	1800	0	1750	302	1498	1750	3621	79	1750	3590	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.08	0.08	0.24	0.20	0.20	0.01	0.26	0.26
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	0.0	10.0	10.0	10.0	27.5	39.7	39.7	17.3	29.5	29.5
Volume/Cap:	0.01	0.01	0.00	0.52	0.60	0.60	0.68	0.40	0.40	0.06	0.68	0.68
Delay/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	25.3	12.4	12.4	24.5	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	25.3	12.4	12.4	24.5	22.2	22.2
LOS by Move:	C	C	A	C-	D+	D+	C	B	B	C	C+	C+
HCM2k95thQ:	0	0	0	7	9	9	17	11	11	1	18	18

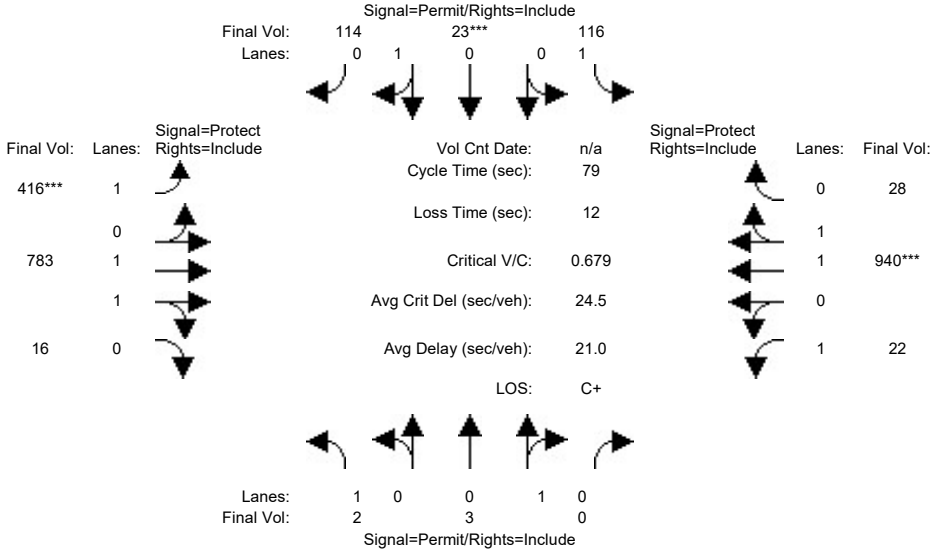
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	3	0	116	23	114	416	704	16	22	890	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	116	23	114	416	704	16	22	890	28
Added Vol:	0	0	0	0	0	0	0	79	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	0	116	23	114	416	783	16	22	940	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	116	23	114	416	783	16	22	940	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	114	416	783	16	22	940	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:	2	3	0	116	23	114	416	783	16	22	940	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.17	0.83	1.00	1.96	0.04	1.00	1.94	0.06
Final Sat.:	1750	1800	0	1750	302	1498	1750	3626	74	1750	3593	107
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.08	0.08	0.24	0.22	0.22	0.01	0.26	0.26
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	0.0	10.0	10.0	10.0	27.1	40.4	40.4	16.6	29.9	29.9
Volume/Cap:	0.01	0.01	0.00	0.52	0.60	0.60	0.69	0.42	0.42	0.06	0.69	0.69
Delay/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	25.8	12.2	12.2	25.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	25.8	12.2	12.2	25.0	22.2	22.2
LOS by Move:	C	C	A	C-	D+	D+	C	B	B	C	C+	C+
HCM2k95thQ:	0	0	0	7	9	9	17	11	11	1	18	18

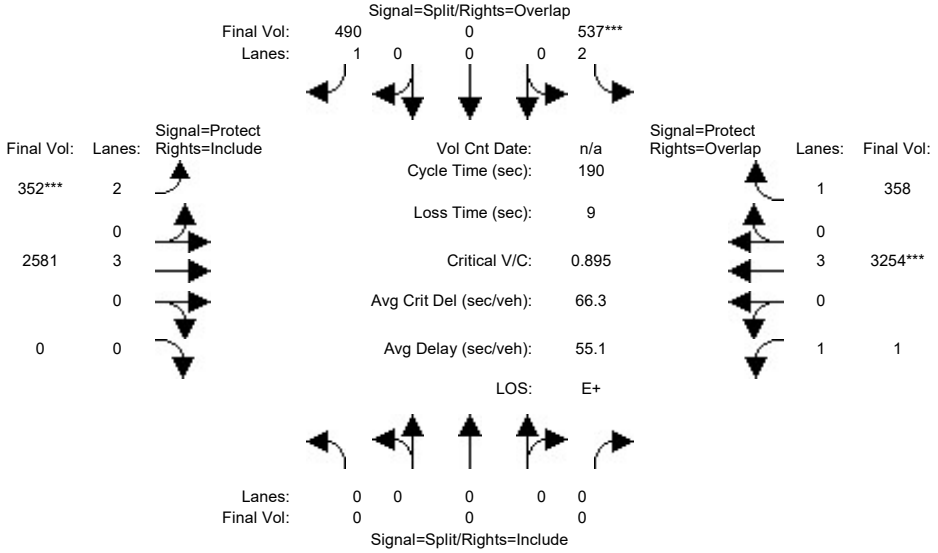
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	534	0	490	350	2966	0	1	3735	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	534	0	490	350	2966	0	1	3735	351
Added Vol:	0	0	0	3	0	0	2	1	0	0	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	537	0	490	352	2967	0	1	3740	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	537	0	490	352	2581	0	1	3254	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	537	0	490	352	2581	0	1	3254	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	537	0	490	352	2581	0	1	3254	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.11	0.45	0.00	0.00	0.57	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.28	0.00	1.26	1.26	0.64	0.00	0.01	0.83	0.25
Delay/Veh:	0.0	0.0	0.0	223.5	0.0	209.2	227.9	14.9	0.0	84.8	22.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	223.5	0.0	209.2	227.9	14.9	0.0	84.8	22.9	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C+	A
HCM2k95thQ:	0	0	0	45	0	68	34	42	0	0	71	10

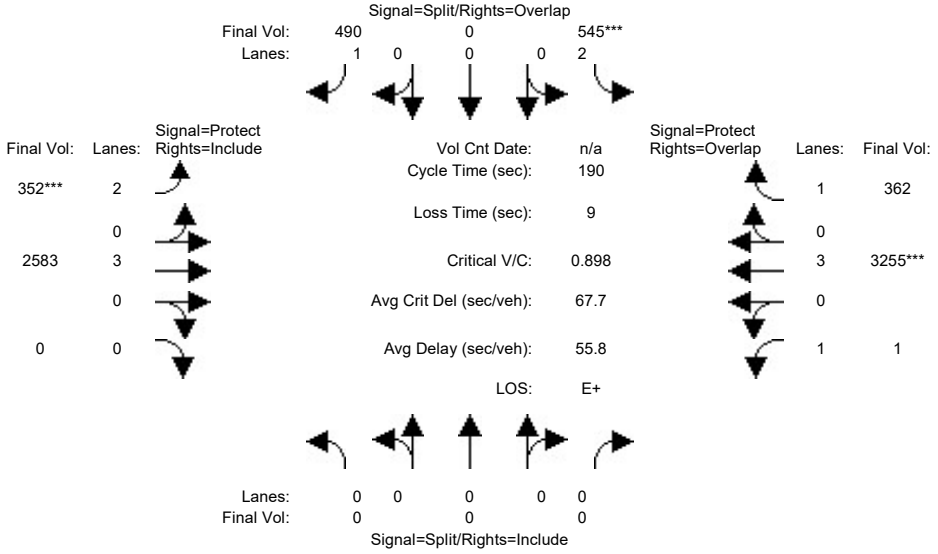
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	534	0	490	350	2966	0	1	3735	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	534	0	490	350	2966	0	1	3735	351
Added Vol:	0	0	0	11	0	0	2	3	0	0	6	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	545	0	490	352	2969	0	1	3741	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	545	0	490	352	2583	0	1	3255	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	545	0	490	352	2583	0	1	3255	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	545	0	490	352	2583	0	1	3255	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.11	0.45	0.00	0.00	0.57	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.29	0.00	1.26	1.26	0.64	0.00	0.01	0.83	0.25
Delay/Veh:	0.0	0.0	0.0	231.3	0.0	209.2	227.9	14.9	0.0	84.8	22.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	231.3	0.0	209.2	227.9	14.9	0.0	84.8	22.9	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C+	A
HCM2k95thQ:	0	0	0	46	0	68	34	42	0	0	71	10

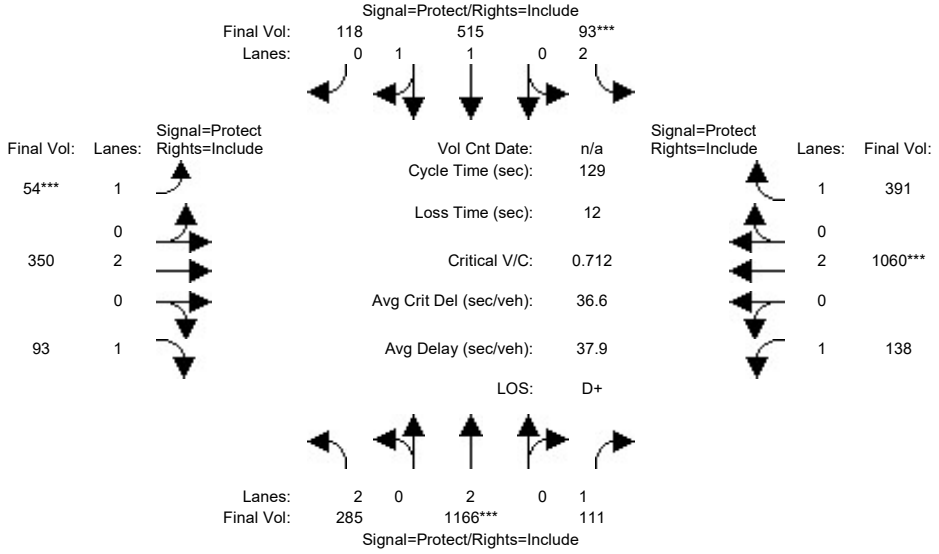
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	278	1166	111	93	515	118	54	319	91	138	1039	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1166	111	93	515	118	54	319	91	138	1039	391
Added Vol:	7	0	0	0	0	0	0	31	2	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1166	111	93	515	118	54	350	93	138	1060	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1166	111	93	515	118	54	350	93	138	1060	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1166	111	93	515	118	54	350	93	138	1060	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	1166	111	93	515	118	54	350	93	138	1060	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3010	690	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.06	0.03	0.17	0.17	0.03	0.09	0.05	0.08	0.28	0.22
Crit Moves:		****		****			****				****	
Green Time:	21.1	54.0	54.0	7.0	39.9	39.9	7.0	30.2	30.2	25.9	49.0	49.0
Volume/Cap:	0.55	0.73	0.15	0.54	0.55	0.55	0.57	0.39	0.23	0.39	0.73	0.59
Delay/Veh:	50.9	33.3	23.4	63.0	37.7	37.7	67.4	42.0	40.2	45.5	36.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	33.3	23.4	63.0	37.7	37.7	67.4	42.0	40.2	45.5	36.3	33.3
LOS by Move:	D	C-	C	E	D+	D+	E	D	D	D	D+	C-
HCM2k95thQ:	13	34	6	6	20	20	5	11	6	10	32	24

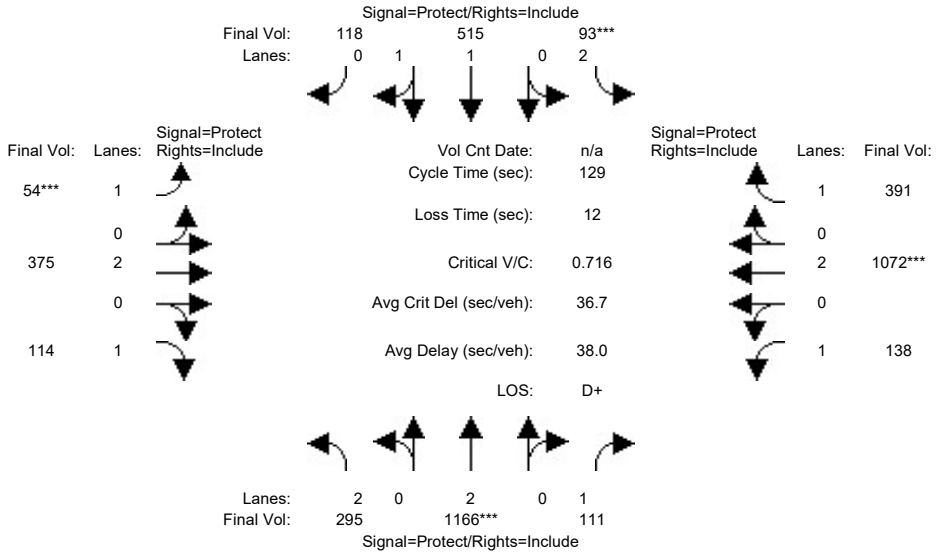
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	278	1166	111	93	515	118	54	319	91	138	1039	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1166	111	93	515	118	54	319	91	138	1039	391
Added Vol:	17	0	0	0	0	0	0	56	23	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	1166	111	93	515	118	54	375	114	138	1072	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	1166	111	93	515	118	54	375	114	138	1072	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1166	111	93	515	118	54	375	114	138	1072	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1166	111	93	515	118	54	375	114	138	1072	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3010	690	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.06	0.03	0.17	0.17	0.03	0.10	0.07	0.08	0.28	0.22
Crit Moves:		****		****			****				****	
Green Time:	21.5	53.7	53.7	7.0	39.2	39.2	7.0	31.3	31.3	25.0	49.3	49.3
Volume/Cap:	0.56	0.74	0.15	0.54	0.56	0.56	0.57	0.41	0.27	0.41	0.74	0.58
Delay/Veh:	50.9	33.6	23.6	63.0	38.4	38.4	67.4	41.3	39.9	46.3	36.3	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	33.6	23.6	63.0	38.4	38.4	67.4	41.3	39.9	46.3	36.3	33.0
LOS by Move:	D	C-	C	E	D+	D+	E	D	D	D	D+	C-
HCM2k95thQ:	13	34	6	6	20	20	5	12	7	10	33	24

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

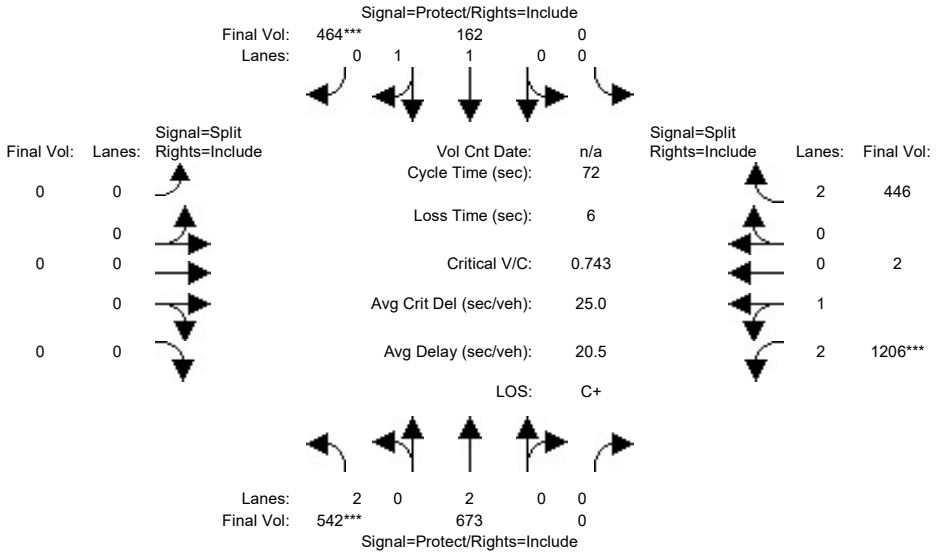
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	413	673	0	0	162	464	0	0	0	1056	2	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	673	0	0	162	464	0	0	0	1056	2	446
Added Vol:	129	0	0	0	0	0	0	0	0	150	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	542	673	0	0	162	464	0	0	0	1206	2	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	542	673	0	0	162	464	0	0	0	1206	2	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	673	0	0	162	464	0	0	0	1206	2	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	673	0	0	162	464	0	0	0	1206	2	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4942	8	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.24	0.24	0.14
Crit Moves:	****					****				****		
Green Time:	16.7	42.4	0.0	0.0	25.7	25.7	0.0	0.0	0.0	23.6	23.6	23.6
Volume/Cap:	0.74	0.30	0.00	0.00	0.24	0.74	0.00	0.00	0.00	0.74	0.74	0.43
Delay/Veh:	29.8	7.5	0.0	0.0	16.3	23.9	0.0	0.0	0.0	23.4	23.4	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	7.5	0.0	0.0	16.3	23.9	0.0	0.0	0.0	23.4	23.4	19.2
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	B-
HCM2k95thQ:	13	7	0	0	5	21	0	0	0	20	20	10

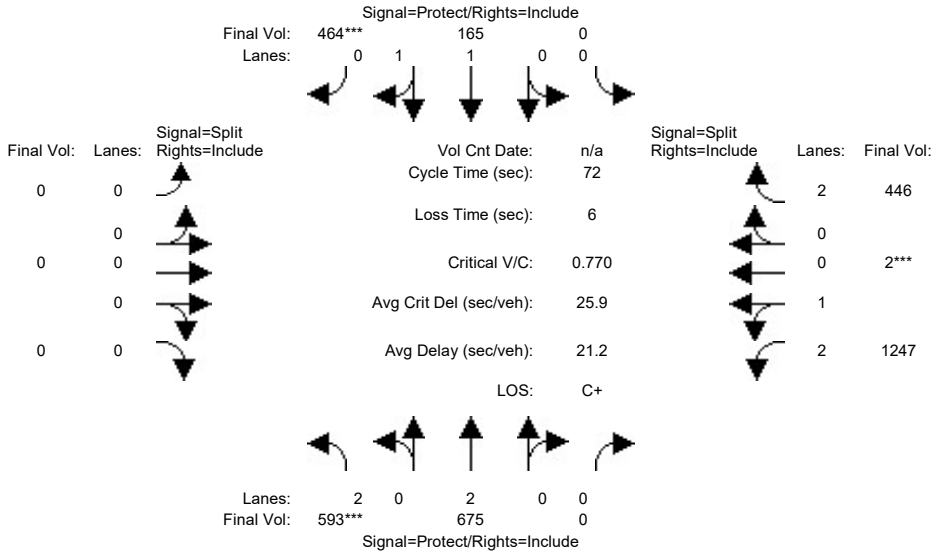
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	413	673	0	0	162	464	0	0	0	1056	2	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	673	0	0	162	464	0	0	0	1056	2	446
Added Vol:	180	2	0	0	3	0	0	0	0	191	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	675	0	0	165	464	0	0	0	1247	2	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	593	675	0	0	165	464	0	0	0	1247	2	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	593	675	0	0	165	464	0	0	0	1247	2	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	593	675	0	0	165	464	0	0	0	1247	2	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4942	8	3150
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.25	0.25	0.14
Crit Moves:	****					****					****	
Green Time:	17.6	42.4	0.0	0.0	24.8	24.8	0.0	0.0	0.0	23.6	23.6	23.6
Volume/Cap:	0.77	0.30	0.00	0.00	0.25	0.77	0.00	0.00	0.00	0.77	0.77	0.43
Delay/Veh:	30.1	7.5	0.0	0.0	17.0	25.6	0.0	0.0	0.0	24.1	24.1	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	7.5	0.0	0.0	17.0	25.6	0.0	0.0	0.0	24.1	24.1	19.2
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	B-
HCM2k95thQ:	15	7	0	0	5	22	0	0	0	21	21	10

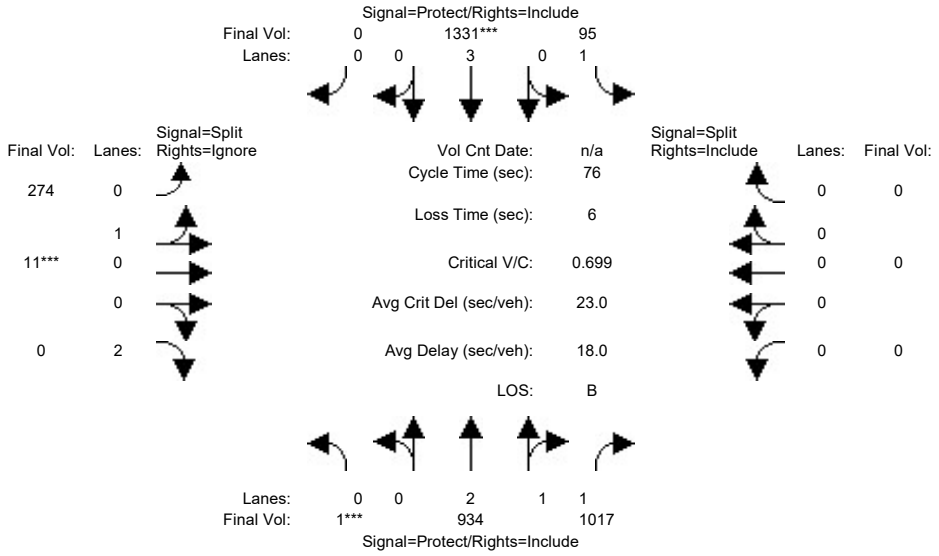
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	805	883	95	1181	0	274	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	805	883	95	1181	0	274	11	271	0	0	0
Added Vol:	0	129	134	0	150	0	0	0	146	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	934	1017	95	1331	0	274	11	417	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1	934	1017	95	1331	0	274	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	934	1017	95	1331	0	274	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1	934	1017	95	1331	0	274	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.93	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.01	1.99	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	4	3700	3552	1750	5700	0	1731	69	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.29	0.05	0.23	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	27.4	39.9	39.9	12.9	25.4	0.0	17.2	17.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.48	0.54	0.32	0.70	0.00	0.70	0.70	0.00	0.00	0.00	0.00
Delay/Veh:	21.6	11.5	12.2	28.4	23.2	0.0	32.4	32.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	11.5	12.2	28.4	23.2	0.0	32.4	32.4	0.0	0.0	0.0	0.0
LOS by Move:	C+	B+	B	C	C	A	C-	C-	A	A	A	A
HCM2k95thQ:	17	13	15	4	17	0	15	15	0	0	0	0

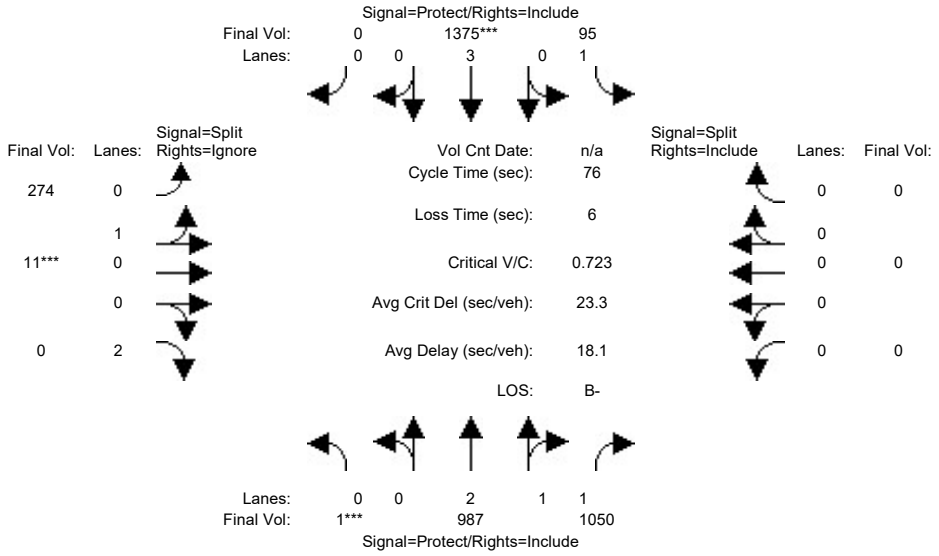
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	805	883	95	1181	0	274	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	805	883	95	1181	0	274	11	271	0	0	0
Added Vol:	0	182	167	0	194	0	0	0	209	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	987	1050	95	1375	0	274	11	480	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1	987	1050	95	1375	0	274	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	987	1050	95	1375	0	274	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1	987	1050	95	1375	0	274	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.93	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.01	1.99	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	4	3699	3551	1750	5700	0	1731	69	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.30	0.05	0.24	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:	****			****				****				
Green Time:	28.0	40.7	40.7	12.7	25.3	0.0	16.6	16.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.72	0.50	0.55	0.33	0.72	0.00	0.72	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	21.6	11.3	11.8	28.5	23.7	0.0	34.1	34.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	11.3	11.8	28.5	23.7	0.0	34.1	34.1	0.0	0.0	0.0	0.0
LOS by Move:	C+	B+	B+	C	C	A	C-	C-	A	A	A	A
HCM2k95thQ:	19	14	16	4	18	0	15	15	0	0	0	0

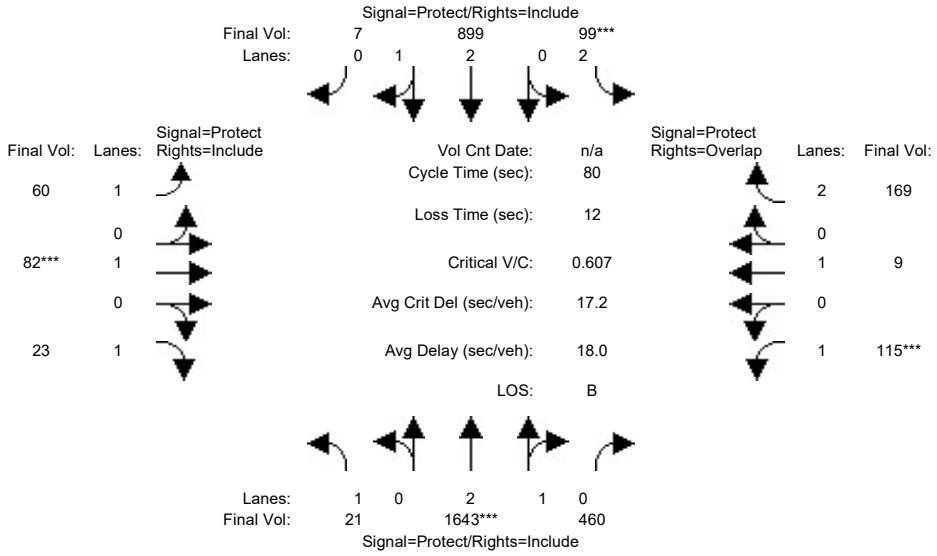
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	1380	460	99	603	7	60	82	23	115	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1380	460	99	603	7	60	82	23	115	9	169
Added Vol:	0	263	0	0	296	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1643	460	99	899	7	60	82	23	115	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1643	460	99	899	7	60	82	23	115	9	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1643	460	99	899	7	60	82	23	115	9	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1643	460	99	899	7	60	82	23	115	9	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.32	0.68	2.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4373	1224	3150	5557	43	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.03	0.16	0.16	0.03	0.04	0.01	0.07	0.00	0.05
Crit Moves:		****		****				****		****		
Green Time:	17.7	43.4	43.4	7.0	32.7	32.7	7.2	10.0	10.0	7.6	10.3	17.3
Volume/Cap:	0.05	0.69	0.69	0.36	0.40	0.40	0.38	0.35	0.11	0.69	0.04	0.25
Delay/Veh:	24.6	14.1	14.1	35.2	16.8	16.8	35.8	32.9	31.2	46.9	30.5	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	14.1	14.1	35.2	16.8	16.8	35.8	32.9	31.2	46.9	30.5	26.1
LOS by Move:	C	B	B	D+	B	B	D+	C-	C	D	C	C
HCM2k95thQ:	1	24	24	3	10	10	4	4	1	9	0	4

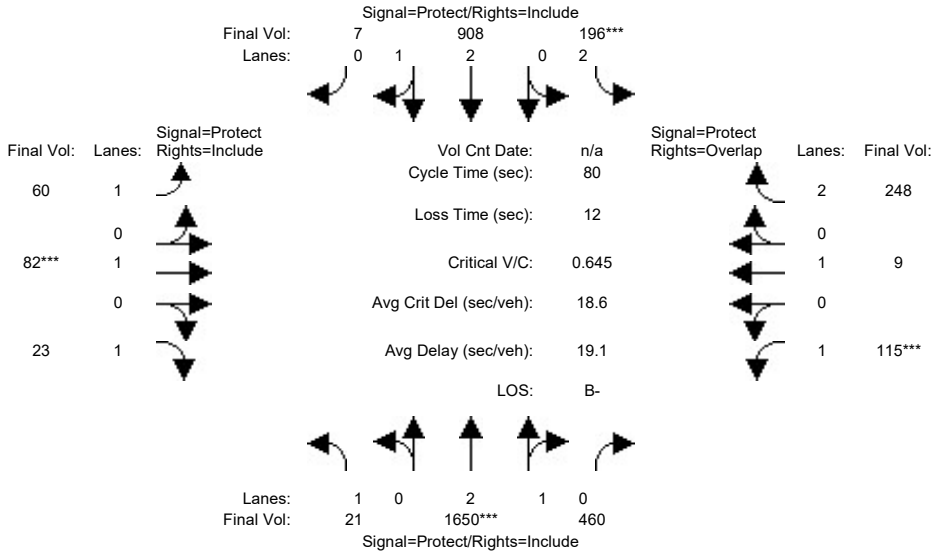
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	1380	460	99	603	7	60	82	23	115	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1380	460	99	603	7	60	82	23	115	9	169
Added Vol:	0	270	0	97	305	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1650	460	196	908	7	60	82	23	115	9	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1650	460	196	908	7	60	82	23	115	9	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1650	460	196	908	7	60	82	23	115	9	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1650	460	196	908	7	60	82	23	115	9	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.32	0.68	2.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4378	1220	3150	5557	43	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.06	0.16	0.16	0.03	0.04	0.01	0.07	0.00	0.08
Crit Moves:		****		****				****		****		
Green Time:	17.6	43.3	43.3	7.1	32.9	32.9	7.2	10.0	10.0	7.5	10.3	17.5
Volume/Cap:	0.05	0.70	0.70	0.70	0.40	0.40	0.38	0.35	0.11	0.70	0.04	0.36
Delay/Veh:	24.7	14.2	14.2	42.8	16.7	16.7	35.8	32.9	31.2	47.4	30.5	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	14.2	14.2	42.8	16.7	16.7	35.8	32.9	31.2	47.4	30.5	26.8
LOS by Move:	C	B	B	D	B	B	D+	C-	C	D	C	C
HCM2k95thQ:	1	25	25	6	10	10	4	4	1	9	0	7

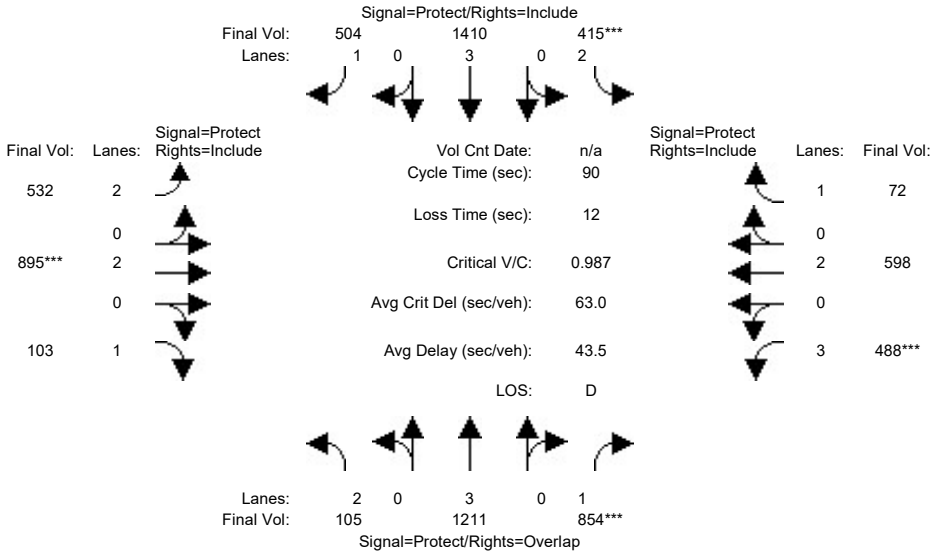
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: Great America Parkway/Tasman Drive



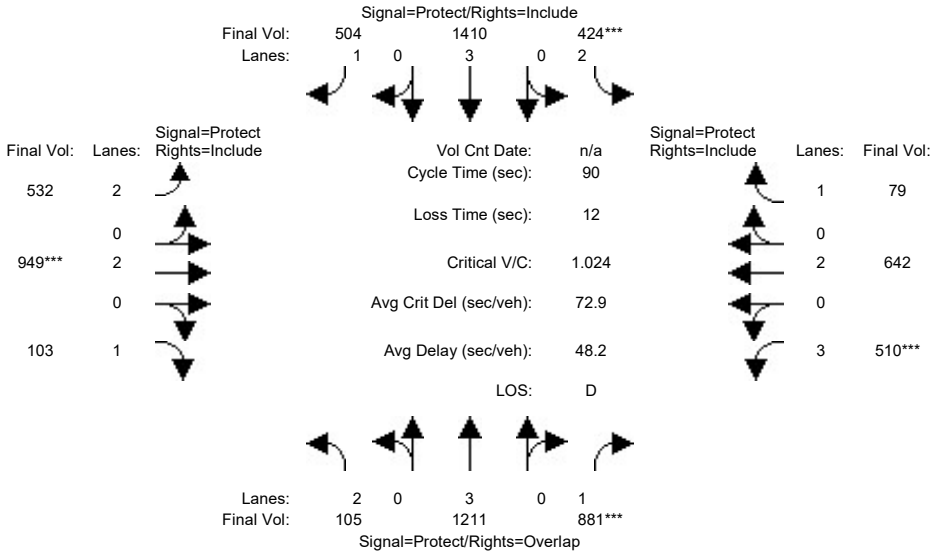

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Street Name:      Great America Parkway              Tasman Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      84 1096  773   377 1235  363   418  794   54   396  491   57
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   84 1096  773   377 1235  363   418  794   54   396  491   57
Added Vol:     21  115   81    38  175  141   114  101   49    92  107   15
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  105 1211  854   415 1410  504   532  895  103   488  598   72
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   105 1211  854   415 1410  504   532  895  103   488  598   72
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  105 1211  854   415 1410  504   532  895  103   488  598   72
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  105 1211  854   415 1410  504   532  895  103   488  598   72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.83 1.00 0.92  0.80 1.00 0.92
Lanes:       2.00 3.00 1.00  2.00 3.00 1.00  2.00 2.00 1.00  3.00 2.00 1.00
Final Sat.:  3150 5700 1750  3150 5700 1750  3150 3800 1750  4551 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.21 0.49  0.13 0.25 0.29  0.17 0.24 0.06  0.11 0.16 0.04
Crit Moves:           ****  ****            ****       ****
Green Time:   9.9 34.7 44.5  12.0 36.8 36.8  16.2 21.5 21.5   9.8 15.1 15.1
Volume/Cap:  0.30 0.55 0.99  0.99 0.60 0.70  0.94 0.99 0.25  0.99 0.94 0.25
Delay/Veh:   37.3 21.9 49.7  79.2 21.3 25.3  60.2 60.7 28.0  77.0 58.9 33.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  37.3 21.9 49.7  79.2 21.3 25.3  60.2 60.7 28.0  77.0 58.9 33.0
LOS by Move:   D+   C+    D    E-   C+    C    E    E    C    E-   E+   C-
HCM2k95thQ:     4   17   53    21   20   24    23   31    5    18   22    4
Note: Queue reported is the number of cars per lane.
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Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1096	773	377	1235	363	418	794	54	396	491	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1096	773	377	1235	363	418	794	54	396	491	57
Added Vol:	21	115	108	47	175	141	114	155	49	114	151	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1211	881	424	1410	504	532	949	103	510	642	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:	105	1211	881	424	1410	504	532	949	103	510	642	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1211	881	424	1410	504	532	949	103	510	642	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1211	881	424	1410	504	532	949	103	510	642	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.50	0.13	0.25	0.29	0.17	0.25	0.06	0.11	0.17	0.05
Crit Moves:			****	****				****		****		
Green Time:	9.8	34.4	44.2	11.8	36.4	36.4	15.9	21.9	21.9	9.8	15.9	15.9
Volume/Cap:	0.31	0.56	1.02	1.02	0.61	0.71	0.96	1.02	0.24	1.02	0.96	0.26
Delay/Veh:	37.4	22.1	59.9	89.7	21.7	25.9	64.2	69.9	27.6	86.7	61.1	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	22.1	59.9	89.7	21.7	25.9	64.2	69.9	27.6	86.7	61.1	32.4
LOS by Move:	D+	C+	E+	F	C+	C	E	E	C	F	E	C-
HCM2k95thQ:	4	17	57	22	20	24	24	34	5	20	24	4

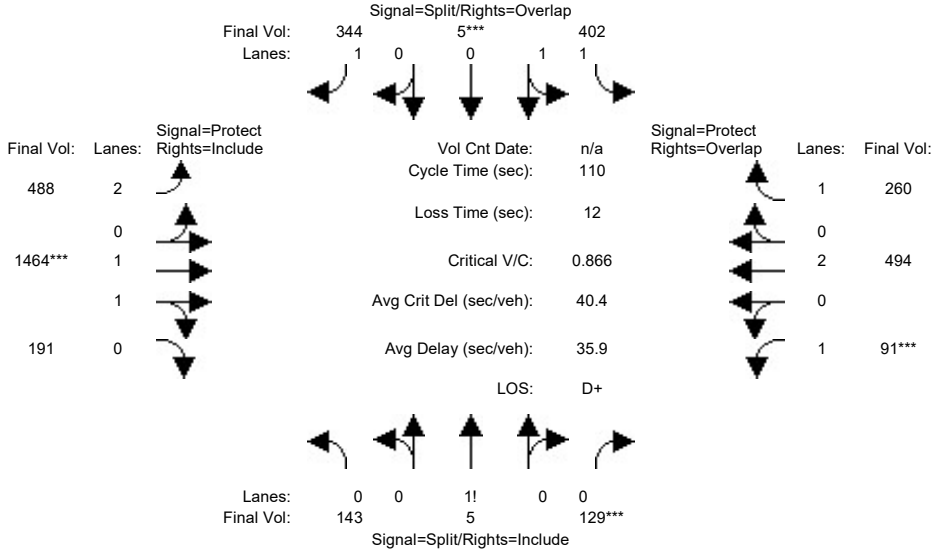
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	5	124	386	5	330	468	1200	183	87	241	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	5	124	386	5	330	468	1200	183	87	241	250
Added Vol:	0	0	0	0	0	0	0	205	0	0	233	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	5	124	386	5	330	468	1405	183	87	474	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	143	5	129	402	5	344	488	1464	191	91	494	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	5	129	402	5	344	488	1464	191	91	494	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	5	129	402	5	344	488	1464	191	91	494	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.51	0.02	0.47	1.97	0.03	1.00	2.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	901	33	816	3505	45	1750	3150	3273	426	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.20	0.15	0.45	0.45	0.05	0.13	0.15
Crit Moves:			****		****			****			****	
Green Time:	20.0	20.0	20.0	14.5	14.5	49.0	34.5	56.5	56.5	7.0	29.0	43.5
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.44	0.49	0.87	0.87	0.81	0.49	0.38
Delay/Veh:	65.6	65.6	65.6	62.9	62.9	21.4	31.0	28.2	28.2	85.8	34.7	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	65.6	65.6	62.9	62.9	21.4	31.0	28.2	28.2	85.8	34.7	24.0
LOS by Move:	E	E	E	E	E	C+	C	C	C	F	C-	C
HCM2k95thQ:	23	23	23	19	19	16	15	45	45	7	13	12

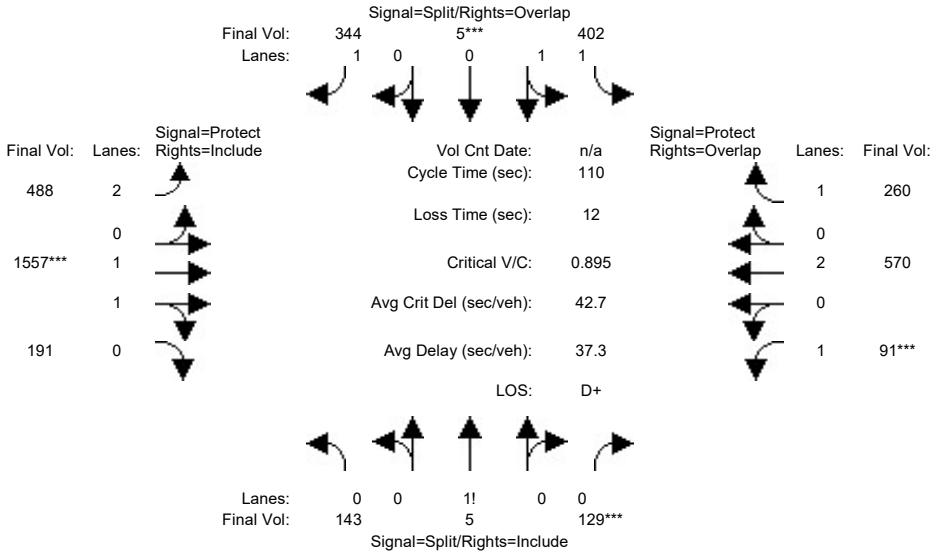
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	5	124	386	5	330	468	1200	183	87	241	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	5	124	386	5	330	468	1200	183	87	241	250
Added Vol:	0	0	0	0	0	0	0	295	0	0	306	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	5	124	386	5	330	468	1495	183	87	547	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	143	5	129	402	5	344	488	1557	191	91	570	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	5	129	402	5	344	488	1557	191	91	570	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	5	129	402	5	344	488	1557	191	91	570	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.51	0.02	0.47	1.97	0.03	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	901	33	816	3505	45	1750	3150	3296	403	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.20	0.15	0.47	0.47	0.05	0.15	0.15
Crit Moves:			****		****			****			****	
Green Time:	19.3	19.3	19.3	14.0	14.0	46.8	32.8	57.7	57.7	7.0	31.8	45.8
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.46	0.52	0.90	0.90	0.81	0.52	0.36
Delay/Veh:	72.1	72.1	72.1	68.1	68.1	23.0	32.5	29.8	29.8	85.8	33.1	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:	72.1	72.1	72.1	68.1	68.1	23.0	32.5	29.8	29.8	85.8	33.1	22.3
LOS by Move:	E	E	E	E	E	C	C-	C	C	F	C-	C+
HCM2k95thQ:	24	24	24	19	19	17	16	50	50	7	14	12

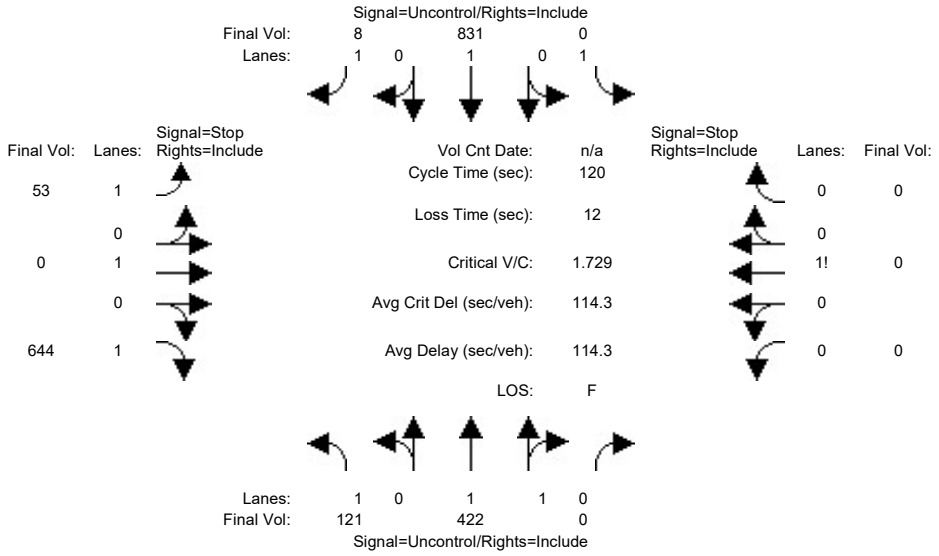
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  301     0     0  678     8    53    0   644     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  301     0     0  678     8    53    0   644     0    0     0
Added Vol:      0  121     0     0  153     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  121  422     0     0  831     8    53    0   644     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   121  422     0     0  831     8    53    0   644     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  121  422     0     0  831     8    53    0   644     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2   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:  839 xxxx xxxxx  xxxx xxxx xxxxx  1284 1495   831  1821 1503   211
Potent Cap.:  804 xxxx xxxxx  xxxx xxxx xxxxx   184  124   373    60  123   834
Move Cap.:    804 xxxx xxxxx  xxxx xxxx xxxxx   162  105   373     0  104   834
Volume/Cap:  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.33 0.00  1.73  xxxx 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx   1.3 xxxx  40.0  xxxx xxxx xxxxx
Control Del: 10.3 xxxx xxxxx xxxxx xxxx xxxxx  37.5 xxxx 364.0 xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     E    *     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    0 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           339.2           xxxxxx
ApproachLOS:         *                *               F                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:           0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 839 xxxxx xxxxx    0 xxxxx xxxxx 1284  1495   831 1821  1503   211
AdjCnflVol:  839 xxxxx xxxxx    0 xxxxx xxxxx 1284  1495   831 1821  1503   211
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 839 xxxxx xxxxx    0 xxxxx xxxxx 1284  1495   831 1821  1503   211
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  804 xxxxx xxxxx 1636 xxxxx xxxxx  184   124   373   60   123   834
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 804 xxxxx xxxxx 1636 xxxxx xxxxx  184   124   373   60   123   834
                      Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  1  0  1    0  0  1! 0  0
Initial Vol:  121  422     0     0  831     8    53    0   644     0    0     0
ApproachDel:    xxxxxx           xxxxxx            339.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=65.7]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=697]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2079]
   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 #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  1  0  1    0  0  1! 0  0
Initial Vol:  121  422     0     0  831     8    53    0   644     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1382
Minor Approach Volume:           697
Minor Approach Volume Threshold: 235
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

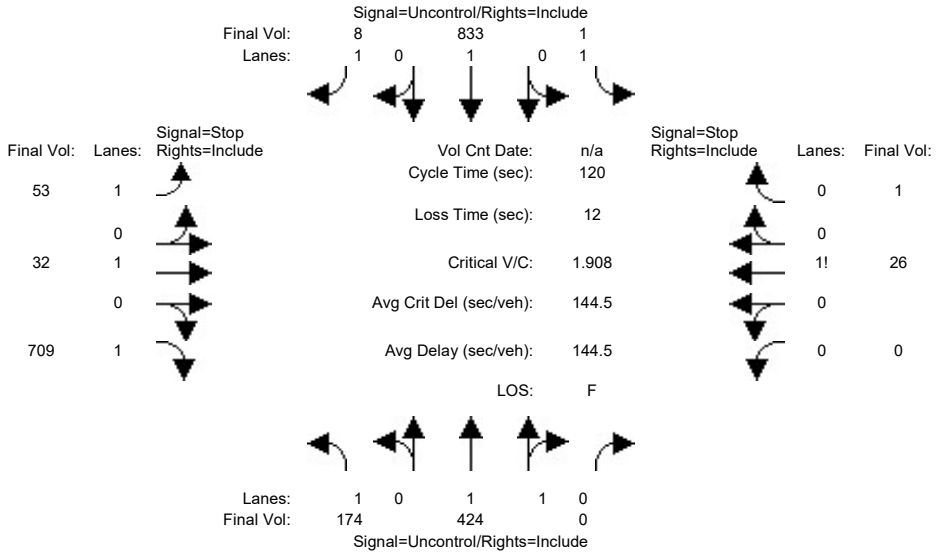
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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way




```
Street Name:         Lafayette Street              Great America Way
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  301     0     0  678     8    53    0   644     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  301     0     0  678     8    53    0   644     0    0     0
Added Vol:     53  123     0     1  155     0     0   32    65     0   26     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174  424     0     1  833     8    53   32   709     0   26     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:   174  424     0     1  833     8    53   32   709     0   26     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  174  424     0     1  833     8    53   32   709     0   26     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2 xxxxx  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  841 xxxx xxxxx   424 xxxx xxxxx  1408 1607   833  xxxx 1615   212
Potent Cap.:  803 xxxx xxxxx  1146 xxxx xxxxx   118  106   372  xxxx  105   833
Move Cap.:    803 xxxx xxxxx  1146 xxxx xxxxx    75   83   372  xxxx   82   833
Volume/Cap:  0.22 xxxx  xxxx  0.00 xxxx  xxxx  0.71 0.39  1.91  xxxx 0.32  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx   0.0 xxxx xxxxx   3.3  1.5  47.7  xxxx xxxx xxxxx
Control Del: 10.7 xxxx xxxxx   8.1 xxxx xxxxx 128.6 73.3 442.7 xxxxx xxxx xxxxx
LOS by Move:    B     *      *     A     *      *     F     F     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     85
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.2
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  66.0
Shared LOS:     *     *      *     *     *      *     *      *     *     *     F
ApproachDel:    xxxxxx           xxxxxx            406.9            66.0
ApproachLOS:         *              *                F               F
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:           0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 841 xxxxx xxxxx  424 xxxxx xxxxx 1408  1607   833 1982  1615   212
AdjCnflVol:  841 xxxxx xxxxx  424 xxxxx xxxxx 1408  1607   833 1982  1615   212
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 841 xxxxx xxxxx  424 xxxxx xxxxx 1408  1607   833 1982  1615   212
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  803 xxxxx xxxxx 1146 xxxxx xxxxx  118   106   372   47   105   833
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 803 xxxxx xxxxx 1146 xxxxx xxxxx  118   106   372   47   105   833
                      Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0     1  0  1  0  1     1  0  1  0  1     0  0  0  1  0
Initial Vol:  174  424     0     1  833     8     53   32   709     0   26     1
ApproachDel:    xxxxxx            xxxxxx            406.9             66.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=89.7]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=794]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2261]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2261]
   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 #6 Lafayette Street/Great America Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0     1  0  1  0  1     1  0  1  0  1     0  0  0  1  0
Initial Vol:  174  424     0     1  833     8     53   32   709     0   26     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1440
Minor Approach Volume:           794
Minor Approach Volume Threshold: 217
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

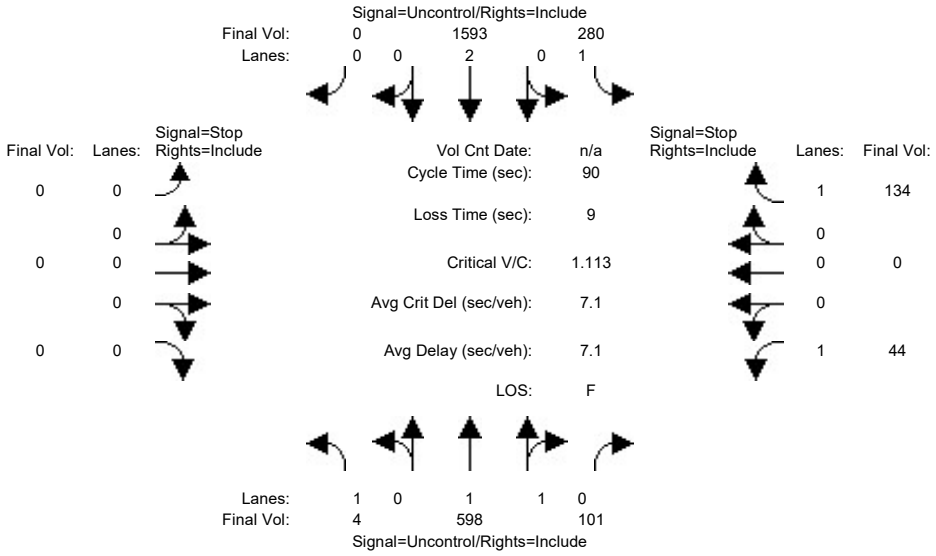
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  525   101   219 1501     0     0    0     0    44    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4  525   101   219 1501     0     0    0     0    44    0    86
Added Vol:      0   73     0    61   92     0     0    0     0     0    0    48
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4  598   101   280 1593     0     0    0     0    44    0   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  598   101   280 1593     0     0    0     0    44    0   134
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  598   101   280 1593     0     0    0     0    44    0   134
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1593 xxxx xxxxx   699 xxxx xxxxx  xxxx xxxx xxxxx  2013 xxxx   350
Potent Cap.:  417 xxxx xxxxx   907 xxxx xxxxx  xxxx xxxx xxxxx    52 xxxx   652
Move Cap.:    417 xxxx xxxxx   907 xxxx xxxxx  xxxx xxxx xxxxx    40 xxxx   652
Volume/Cap:  0.01 xxxx  xxxx  0.31 xxxx  xxxx  xxxx xxxx  xxxx  1.11 xxxx  0.21
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   1.3 xxxx xxxxx  xxxx xxxx xxxxx   4.4 xxxx   0.8
Control Del: 13.7 xxxx xxxxx  10.7 xxxx xxxxx xxxxx xxxx xxxxx 336.5 xxxx  11.9
LOS by Move:    B     *      *     B     *      *      *     *      *     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             92.2
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:           0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1593 xxxxx xxxxx  699 xxxxx xxxxx 2460  2860   797 2013  2810   350
AdjCnflVol: 1593 xxxxx xxxxx  699 xxxxx xxxxx 2460  2860   797 2013  2810   350
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:1593 xxxxx xxxxx  699 xxxxx xxxxx 2460  2860   797 2013  2810   350
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  417 xxxxx xxxxx  907 xxxxx xxxxx   16    17   334   52    18   652
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 417 xxxxx xxxxx  907 xxxxx xxxxx   16    17   334   52    18   652
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    4  598   101   280 1593     0     0    0     0    44    0   134
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             92.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=178]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2754]
   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 #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    4  598   101   280 1593     0     0    0     0    44    0   134
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2576
Minor Approach Volume:           178
Minor Approach Volume Threshold: -33 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

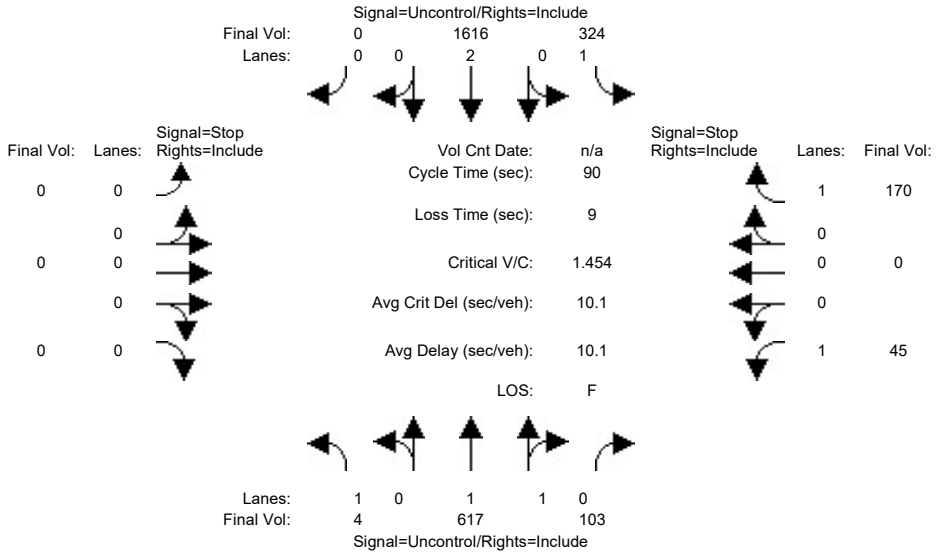
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo




```
Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  525   101   219 1501     0     0    0     0    44    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4  525   101   219 1501     0     0    0     0    44    0    86
Added Vol:      0   92     2   105  115     0     0    0     0     1    0    84
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4  617   103   324 1616     0     0    0     0    45    0   170
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  617   103   324 1616     0     0    0     0    45    0   170
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  617   103   324 1616     0     0    0     0    45    0   170
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1616 xxxx xxxxx   720 xxxx xxxxx  xxxx xxxx xxxxx  2133 xxxx   360
Potent Cap.:  409 xxxx xxxxx   891 xxxx xxxxx  xxxx xxxx xxxxx    43 xxxx   642
Move Cap.:    409 xxxx xxxxx   891 xxxx xxxxx  xxxx xxxx xxxxx    31 xxxx   642
Volume/Cap:  0.01 xxxx  xxxx  0.36 xxxx  xxxx  xxxx xxxx  xxxx  1.45 xxxx  0.26
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   1.7 xxxx xxxxx  xxxx xxxx xxxxx   5.1 xxxx   1.1
Control Del: 13.9 xxxx xxxxx  11.3 xxxx xxxxx xxxxx xxxx xxxxx 517.9 xxxx  12.6
LOS by Move:    B     *     *     B     *     *     *     *     *     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           118.4
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
-----------|----------------|----------------|----------------|----------------|
HevVeh:              0%               0%               0%               0%
Grade:               0%               0%               0%               0%
Peds/Hour:           0                0                0                0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #10
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #8
Cycle Time:           0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000
beta:            0.000
ta (secs):       0.000
F:               0.000
f:          0.000 0.000
vcmax:           0     0
vcg:             0     0
vcmin:           0     0
tp:           0.0   0.0
p:               0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1616 xxxxx xxxxx  720 xxxxx xxxxx 2581  2992   808 2133  2941   360
AdjCnflVol: 1616 xxxxx xxxxx  720 xxxxx xxxxx 2581  2992   808 2133  2941   360
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:1616 xxxxx xxxxx  720 xxxxx xxxxx 2581  2992   808 2133  2941   360
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  409 xxxxx xxxxx  891 xxxxx xxxxx   13    14   328   43    15   642
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 409 xxxxx xxxxx  891 xxxxx xxxxx   13    14   328   43    15   642
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    4  617   103   324 1616     0     0    0     0    45    0   170
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            118.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=215]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2879]
   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 #7 Lafayette Street/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    4  617   103   324 1616     0     0    0     0    45    0   170
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              2664
Minor Approach Volume:            215
Minor Approach Volume Threshold: -47 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

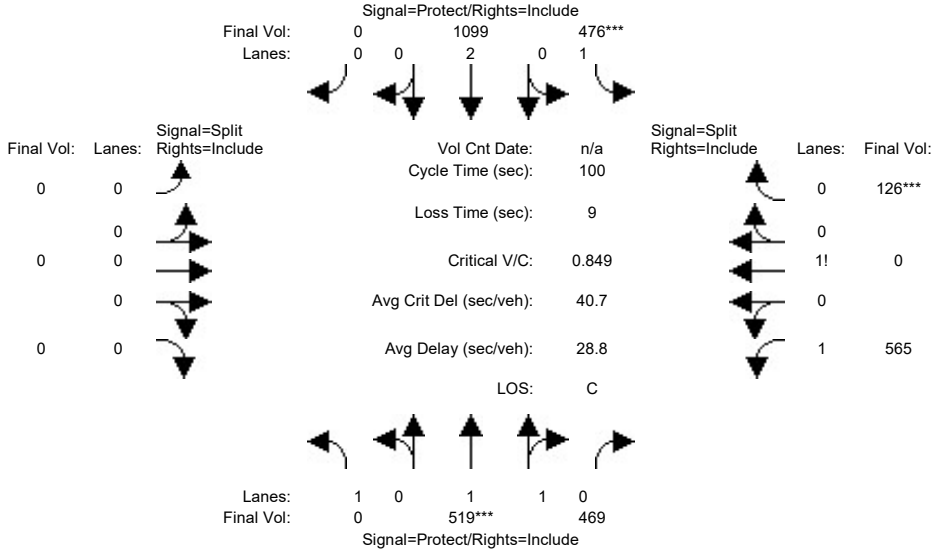
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	519	449	384	1099	0	0	0	0	538	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	449	384	1099	0	0	0	0	538	0	53
Added Vol:	0	0	20	92	0	0	0	0	0	27	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	469	476	1099	0	0	0	0	565	0	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	469	476	1099	0	0	0	0	565	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	469	476	1099	0	0	0	0	565	0	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	469	476	1099	0	0	0	0	565	0	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.02	0.98	1.00	2.00	0.00	0.00	0.00	0.00	1.69	0.00	0.31
Final Sat.:	1750	1942	1755	1750	3800	0	0	0	0	2960	0	540
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.27	0.29	0.00	0.00	0.00	0.00	0.19	0.00	0.23
Crit Moves:		****		****								****
Green Time:	0.0	31.5	31.5	32.0	63.5	0.0	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.00	0.85	0.85	0.85	0.46	0.00	0.00	0.00	0.00	0.69	0.00	0.85
Delay/Veh:	0.0	38.1	38.1	43.4	9.5	0.0	0.0	0.0	0.0	34.6	0.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.1	38.1	43.4	9.5	0.0	0.0	0.0	0.0	34.6	0.0	42.7
LOS by Move:	A	D+	D+	D	A	A	A	A	A	C-	A	D
HCM2k95thQ:	0	27	27	30	16	0	0	0	0	20	0	27

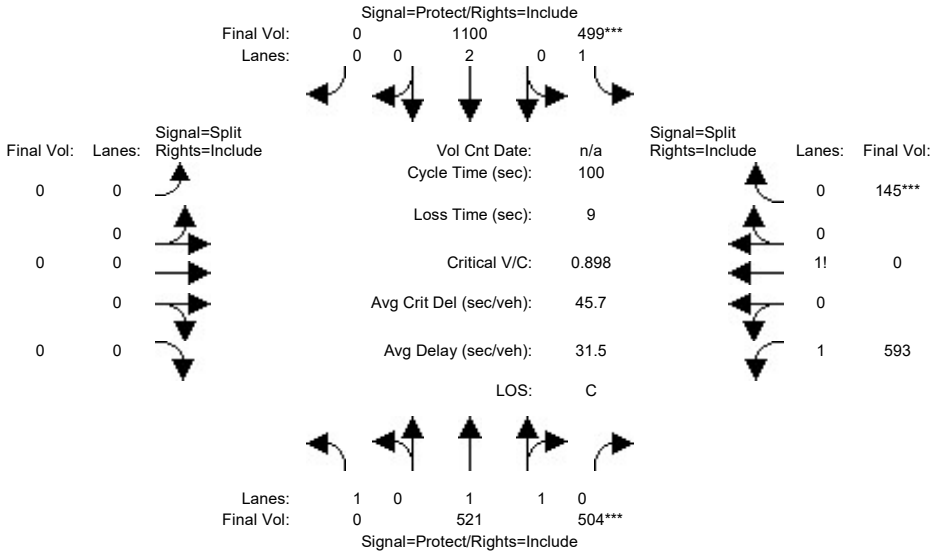
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	519	449	384	1099	0	0	0	0	538	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	449	384	1099	0	0	0	0	538	0	53
Added Vol:	0	2	55	115	1	0	0	0	0	55	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	521	504	499	1100	0	0	0	0	593	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	521	504	499	1100	0	0	0	0	593	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	521	504	499	1100	0	0	0	0	593	0	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	521	504	499	1100	0	0	0	0	593	0	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.67	0.00	0.33
Final Sat.:	1750	1898	1800	1750	3800	0	0	0	0	2925	0	575
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.28	0.29	0.29	0.00	0.00	0.00	0.00	0.20	0.00	0.25
Crit Moves:			****	****								****
Green Time:	0.0	31.2	31.2	31.7	62.9	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.88	0.90	0.90	0.46	0.00	0.00	0.00	0.00	0.72	0.00	0.90
Delay/Veh:	0.0	40.7	42.5	50.0	9.8	0.0	0.0	0.0	0.0	35.0	0.0	47.3
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	40.7	42.5	50.0	9.8	0.0	0.0	0.0	0.0	35.0	0.0	47.3
LOS by Move:	A	D	D	D	A	A	A	A	A	C-	A	D
HCM2k95thQ:	0	29	30	33	16	0	0	0	0	22	0	31

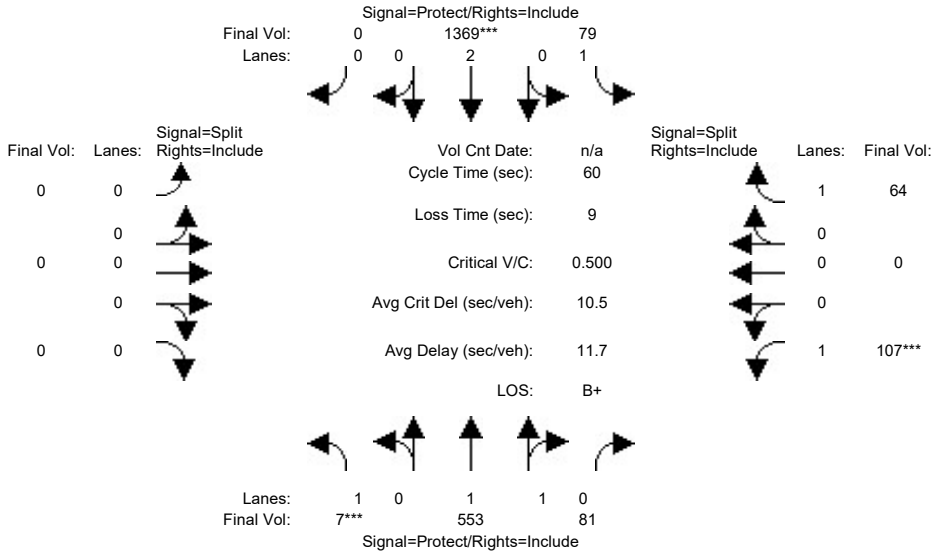
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	533	81	79	1342	0	0	0	0	107	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	533	81	79	1342	0	0	0	0	107	0	64
Added Vol:	0	20	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	553	81	79	1369	0	0	0	0	107	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	553	81	79	1369	0	0	0	0	107	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	553	81	79	1369	0	0	0	0	107	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	553	81	79	1369	0	0	0	0	107	0	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3227	473	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.36	0.00	0.00	0.00	0.00	0.06	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	24.4	24.4	16.6	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.42	0.42	0.16	0.64	0.00	0.00	0.00	0.00	0.37	0.00	0.22
Delay/Veh:	23.6	12.9	12.9	16.6	9.4	0.0	0.0	0.0	0.0	23.0	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	12.9	12.9	16.6	9.4	0.0	0.0	0.0	0.0	23.0	0.0	22.0
LOS by Move:	C	B	B	B	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	8	8	2	16	0	0	0	0	4	0	2

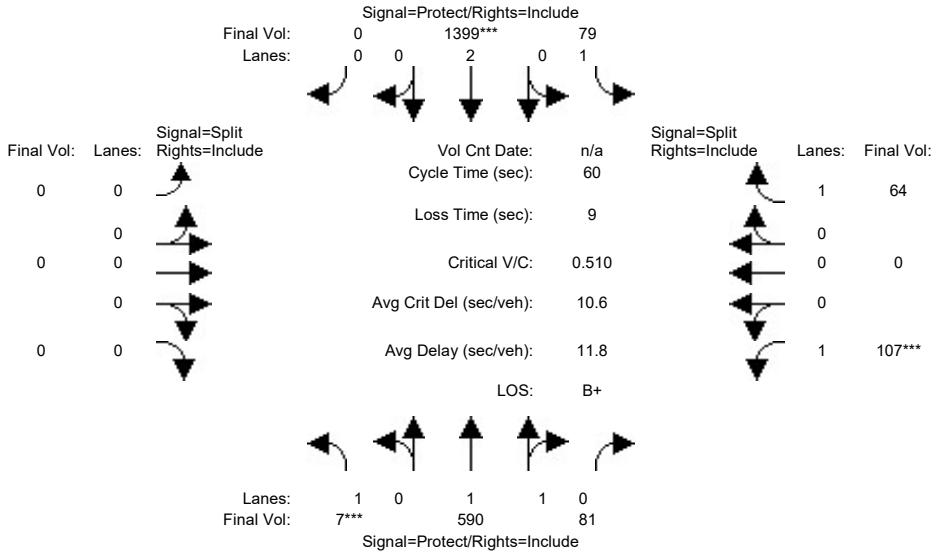
Note: Queue reported is the number of cars per lane.

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Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	533	81	79	1342	0	0	0	0	107	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	533	81	79	1342	0	0	0	0	107	0	64
Added Vol:	0	57	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	590	81	79	1399	0	0	0	0	107	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	590	81	79	1399	0	0	0	0	107	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	590	81	79	1399	0	0	0	0	107	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	590	81	79	1399	0	0	0	0	107	0	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3253	447	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.37	0.00	0.00	0.00	0.00	0.06	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	25.0	25.0	16.0	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.44	0.44	0.17	0.65	0.00	0.00	0.00	0.00	0.37	0.00	0.22
Delay/Veh:	23.6	12.7	12.7	17.0	9.6	0.0	0.0	0.0	0.0	23.0	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	12.7	12.7	17.0	9.6	0.0	0.0	0.0	0.0	23.0	0.0	22.0
LOS by Move:	C	B	B	B	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	9	8	2	17	0	0	0	0	4	0	2

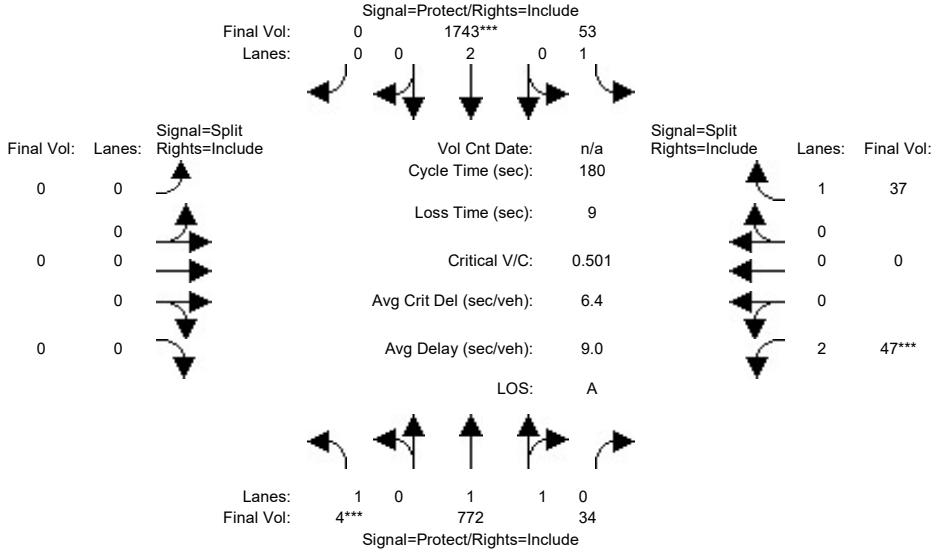
Note: Queue reported is the number of cars per lane.

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Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	752	34	53	1716	0	0	0	0	47	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	752	34	53	1716	0	0	0	0	47	0	37
Added Vol:	0	20	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	772	34	53	1743	0	0	0	0	47	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	772	34	53	1743	0	0	0	0	47	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	772	34	53	1743	0	0	0	0	47	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	772	34	53	1743	0	0	0	0	47	0	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3544	156	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.03	0.46	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	137	136.6	24.4	154	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.06	0.29	0.29	0.22	0.54	0.00	0.00	0.00	0.00	0.27	0.00	0.38
Delay/Veh:	85.0	6.9	6.9	71.5	4.1	0.0	0.0	0.0	0.0	85.2	0.0	93.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	6.9	6.9	71.5	4.1	0.0	0.0	0.0	0.0	85.2	0.0	93.0
LOS by Move:	F	A	A	E	A	A	A	A	A	F	A	F
HCM2k95thQ:	1	29	29	6	62	0	0	0	0	4	0	6

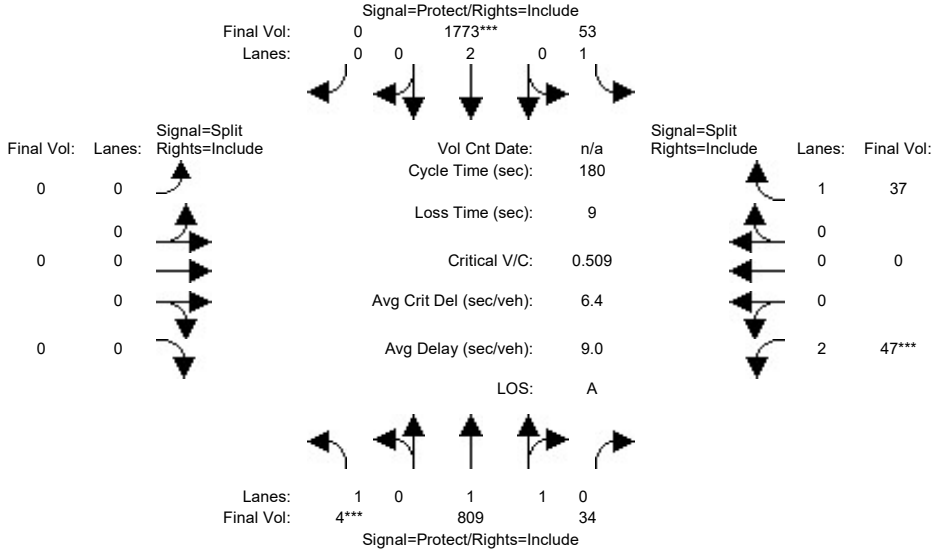
Note: Queue reported is the number of cars per lane.

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Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	752	34	53	1716	0	0	0	0	47	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	752	34	53	1716	0	0	0	0	47	0	37
Added Vol:	0	57	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	809	34	53	1773	0	0	0	0	47	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	809	34	53	1773	0	0	0	0	47	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	809	34	53	1773	0	0	0	0	47	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	809	34	53	1773	0	0	0	0	47	0	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3551	149	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.47	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	138	137.5	23.5	154	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.06	0.30	0.30	0.23	0.55	0.00	0.00	0.00	0.00	0.27	0.00	0.38
Delay/Veh:	85.0	6.8	6.8	72.6	4.2	0.0	0.0	0.0	0.0	85.2	0.0	93.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	6.8	6.8	72.6	4.2	0.0	0.0	0.0	0.0	85.2	0.0	93.0
LOS by Move:	F	A	A	E	A	A	A	A	A	F	A	F
HCM2k95thQ:	1	30	30	6	64	0	0	0	0	4	0	6

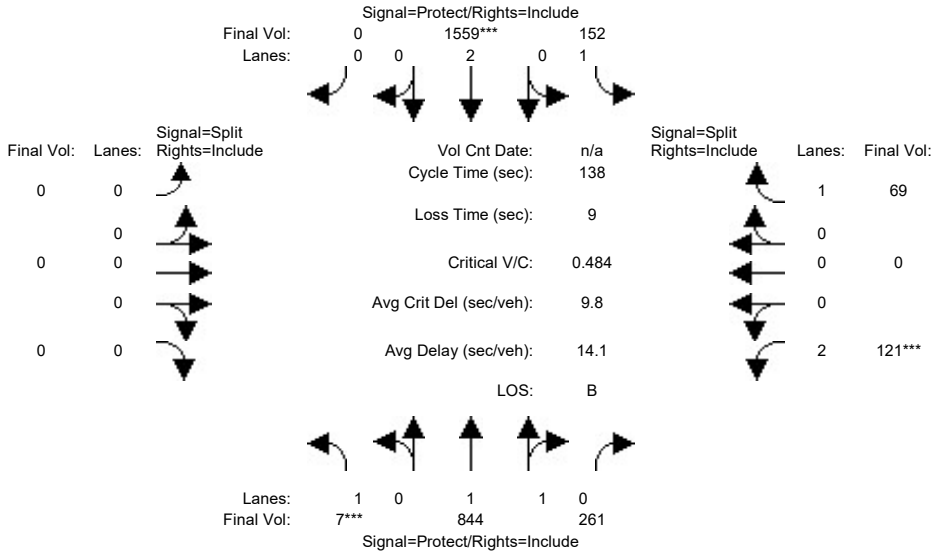
Note: Queue reported is the number of cars per lane.

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Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	828	251	144	1540	0	0	0	0	112	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	828	251	144	1540	0	0	0	0	112	0	64
Added Vol:	0	16	10	8	19	0	0	0	0	9	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	844	261	152	1559	0	0	0	0	121	0	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	844	261	152	1559	0	0	0	0	121	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	844	261	152	1559	0	0	0	0	121	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	844	261	152	1559	0	0	0	0	121	0	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.51	0.49	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2825	874	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.09	0.41	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	91.7	91.7	26.6	111	0.0	0.0	0.0	0.0	10.7	0.0	10.7
Volume/Cap:	0.08	0.45	0.45	0.45	0.51	0.00	0.00	0.00	0.00	0.50	0.00	0.51
Delay/Veh:	64.2	11.7	11.7	53.5	5.0	0.0	0.0	0.0	0.0	68.1	0.0	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	11.7	11.7	53.5	5.0	0.0	0.0	0.0	0.0	68.1	0.0	74.1
LOS by Move:	E	B+	B+	D-	A	A	A	A	A	E	A	E
HCM2k95thQ:	1	19	19	12	20	0	0	0	0	7	0	8

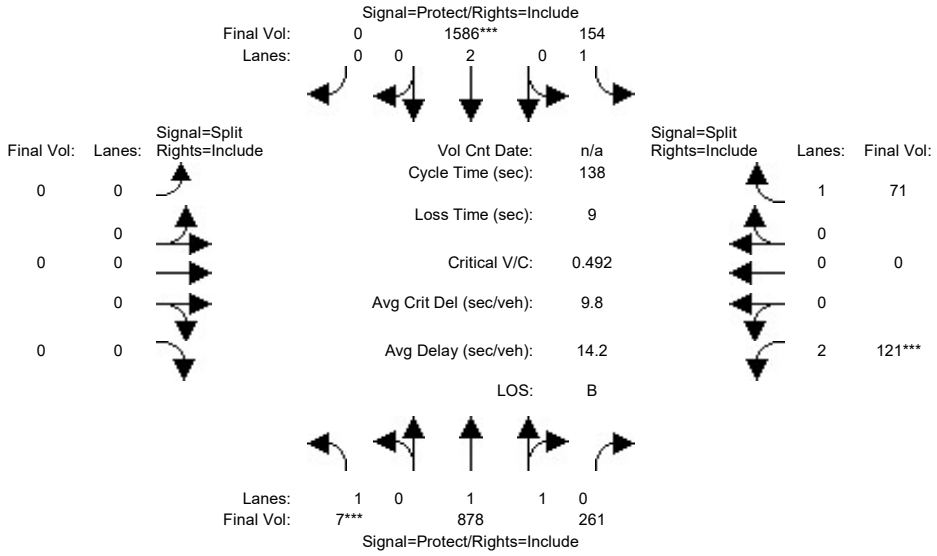
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Plus Project

Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	828	251	144	1540	0	0	0	0	112	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	828	251	144	1540	0	0	0	0	112	0	64
Added Vol:	0	50	10	10	46	0	0	0	0	9	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	878	261	154	1586	0	0	0	0	121	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:	7	878	261	154	1586	0	0	0	0	121	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	878	261	154	1586	0	0	0	0	121	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	878	261	154	1586	0	0	0	0	121	0	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2852	848	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.09	0.42	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	91.9	91.9	26.3	111	0.0	0.0	0.0	0.0	10.8	0.0	10.8
Volume/Cap:	0.08	0.46	0.46	0.46	0.52	0.00	0.00	0.00	0.00	0.49	0.00	0.52
Delay/Veh:	64.2	11.7	11.7	54.2	5.1	0.0	0.0	0.0	0.0	67.8	0.0	74.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	11.7	11.7	54.2	5.1	0.0	0.0	0.0	0.0	67.8	0.0	74.4
LOS by Move:	E	B+	B+	D-	A	A	A	A	A	E	A	E
HCM2k95thQ:	1	20	20	12	20	0	0	0	0	7	0	8

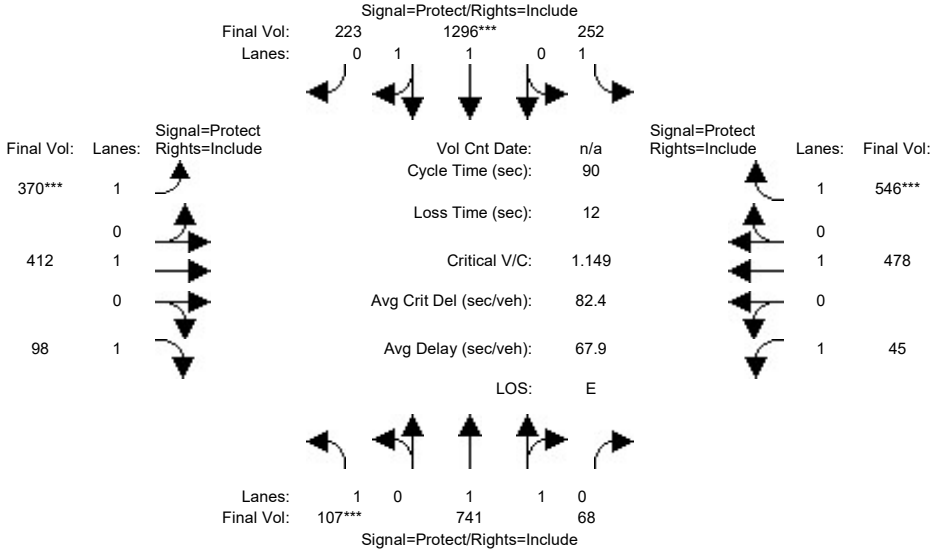
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	67	704	67	247	1243	218	359	388	50	44	449	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	704	67	247	1243	218	359	388	50	44	449	535
Added Vol:	38	22	0	0	27	1	4	16	46	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	726	67	247	1270	219	363	404	96	44	468	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	741	68	252	1296	223	370	412	98	45	478	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	741	68	252	1296	223	370	412	98	45	478	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	741	68	252	1296	223	370	412	98	45	478	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3387	313	1750	3155	544	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.14	0.41	0.41	0.21	0.22	0.06	0.03	0.25	0.31
Crit Moves:	****				****		****					****
Green Time:	8.0	25.7	25.7	16.6	34.3	34.3	14.7	29.6	37.6	6.1	21.0	37.6
Volume/Cap:	0.69	0.77	0.77	0.78	1.08	1.08	1.30	0.66	0.13	0.38	1.08	0.75
Delay/Veh:	61.9	34.7	34.7	51.9	75.7	75.7	194.4	31.3	16.5	49.1	99.6	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	34.7	34.7	51.9	75.7	75.7	194.4	31.3	16.5	49.1	99.6	29.0
LOS by Move:	E	C-	C-	D-	E-	E-	F	C	B	D	F	C
HCM2k95thQ:	7	19	19	14	52	52	40	18	4	4	36	25

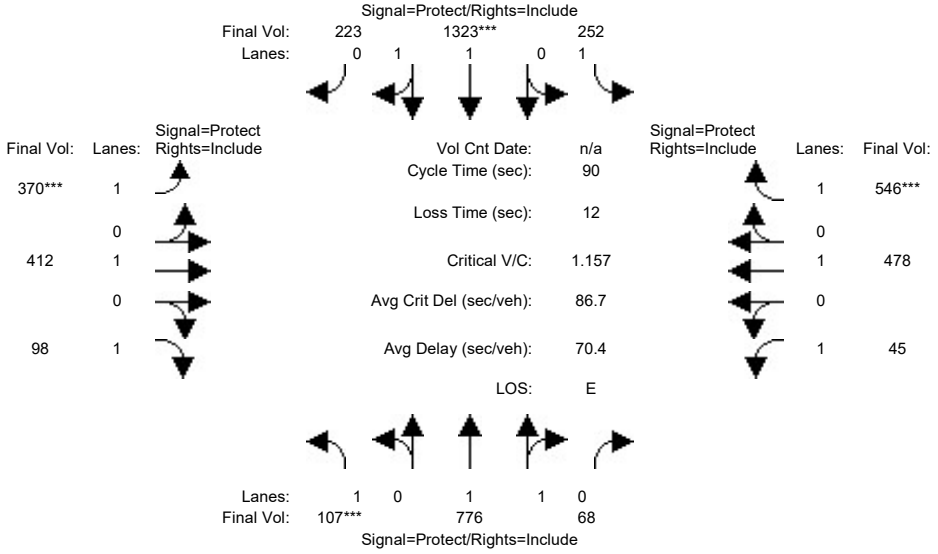
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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2000 HCM Operations (Future Volume Alternative)
Background PM Plus Project

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	67	704	67	247	1243	218	359	388	50	44	449	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	704	67	247	1243	218	359	388	50	44	449	535
Added Vol:	38	56	0	0	54	1	4	16	46	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	760	67	247	1297	219	363	404	96	44	468	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	776	68	252	1323	223	370	412	98	45	478	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	776	68	252	1323	223	370	412	98	45	478	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	776	68	252	1323	223	370	412	98	45	478	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3400	300	1750	3165	534	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.14	0.42	0.42	0.21	0.22	0.06	0.03	0.25	0.31
Crit Moves:	****				****		****					****
Green Time:	8.0	25.7	25.7	16.6	34.3	34.3	14.7	29.6	37.6	6.1	21.0	37.6
Volume/Cap:	0.69	0.80	0.80	0.78	1.10	1.10	1.30	0.66	0.13	0.38	1.08	0.75
Delay/Veh:	61.9	36.1	36.1	51.9	83.0	83.0	194.4	31.3	16.5	49.1	99.6	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	36.1	36.1	51.9	83.0	83.0	194.4	31.3	16.5	49.1	99.6	29.0
LOS by Move:	E	D+	D+	D-	F	F	F	C	B	D	F	C
HCM2k95thQ:	7	21	21	14	55	55	40	18	4	4	36	25

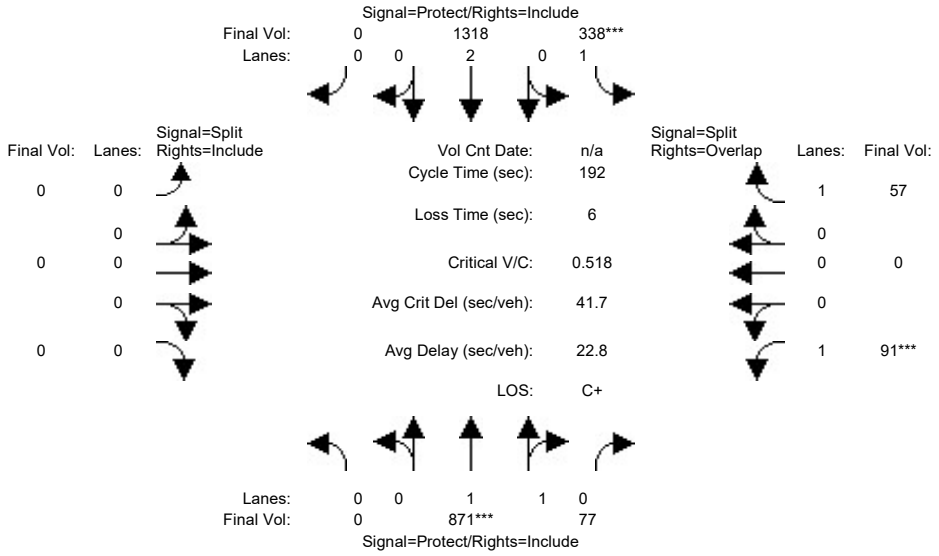
Note: Queue reported is the number of cars per lane.

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Background PM

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	824	77	322	1261	0	0	0	0	91	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	77	322	1261	0	0	0	0	91	0	45
Added Vol:	0	47	0	16	57	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	871	77	338	1318	0	0	0	0	91	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	871	77	338	1318	0	0	0	0	91	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	871	77	338	1318	0	0	0	0	91	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	871	77	338	1318	0	0	0	0	91	0	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3399	301	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.19	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	95.1	95.1	71.7	167	0.0	0.0	0.0	0.0	19.3	0.0	90.9
Volume/Cap:	0.00	0.52	0.52	0.52	0.40	0.00	0.00	0.00	0.00	0.52	0.00	0.07
Delay/Veh:	0.0	34.0	34.0	49.7	2.9	0.0	0.0	0.0	0.0	92.4	0.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	34.0	49.7	2.9	0.0	0.0	0.0	0.0	92.4	0.0	27.7
LOS by Move:	A	C-	C-	D	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	30	30	25	13	0	0	0	0	11	0	4

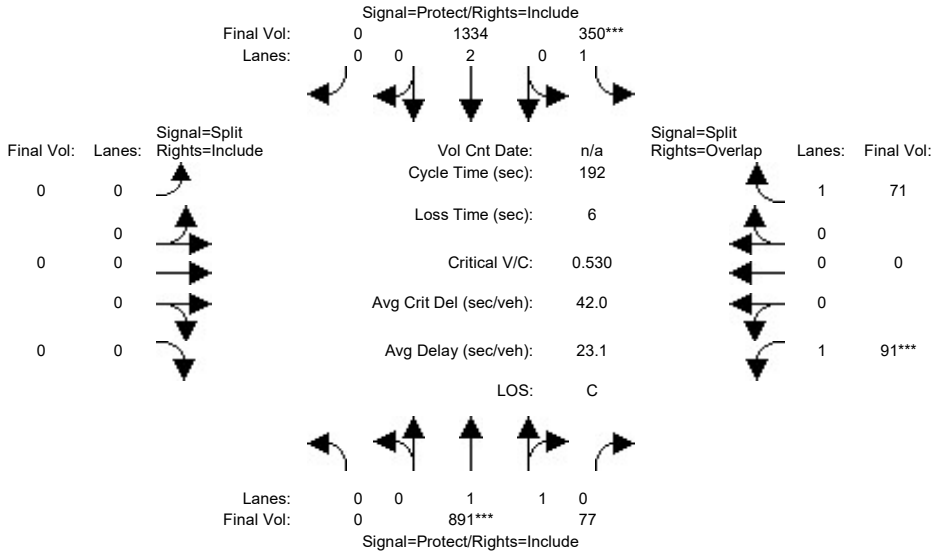
Note: Queue reported is the number of cars per lane.

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SJ16-1669

Level Of Service Computation Report
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Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	824	77	322	1261	0	0	0	0	91	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	77	322	1261	0	0	0	0	91	0	45
Added Vol:	0	67	0	28	73	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	891	77	350	1334	0	0	0	0	91	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	891	77	350	1334	0	0	0	0	91	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	891	77	350	1334	0	0	0	0	91	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	891	77	350	1334	0	0	0	0	91	0	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3405	294	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.20	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	94.7	94.7	72.4	167	0.0	0.0	0.0	0.0	18.8	0.0	91.3
Volume/Cap:	0.00	0.53	0.53	0.53	0.40	0.00	0.00	0.00	0.00	0.53	0.00	0.09
Delay/Veh:	0.0	34.5	34.5	49.6	2.8	0.0	0.0	0.0	0.0	93.6	0.0	27.8
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	34.5	34.5	49.6	2.8	0.0	0.0	0.0	0.0	93.6	0.0	27.8
LOS by Move:	A	C-	C-	D	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	31	31	26	13	0	0	0	0	11	0	5

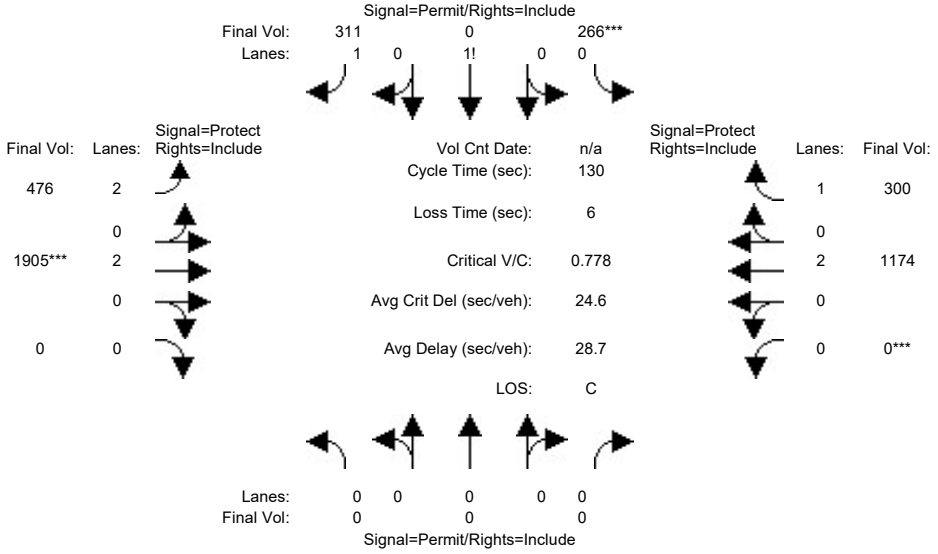
Note: Queue reported is the number of cars per lane.

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	266	0	199	376	1800	0	0	1053	300
Growth Adj:	1.00	1.00	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	266	0	199	376	1800	0	0	1053	300
Added Vol:	0	0	0	0	0	112	100	105	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	266	0	311	476	1905	0	0	1174	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	266	0	311	476	1905	0	0	1174	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	311	476	1905	0	0	1174	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	266	0	311	476	1905	0	0	1174	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	1.37	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1104	0	2396	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.13	0.15	0.50	0.00	0.00	0.31	0.17
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.2	0.0	40.2	27.5	83.8	0.0	0.0	56.2	56.2
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.42	0.71	0.78	0.00	0.00	0.71	0.40
Delay/Veh:	0.0	0.0	0.0	46.1	0.0	35.8	51.3	18.1	0.0	0.0	31.8	25.6
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	46.1	0.0	35.8	51.3	18.1	0.0	0.0	31.8	25.6
LOS by Move:	A	A	A	D	A	D+	D-	B-	A	A	C	C
HCM2k95thQ:	0	0	0	29	0	14	19	42	0	0	32	16

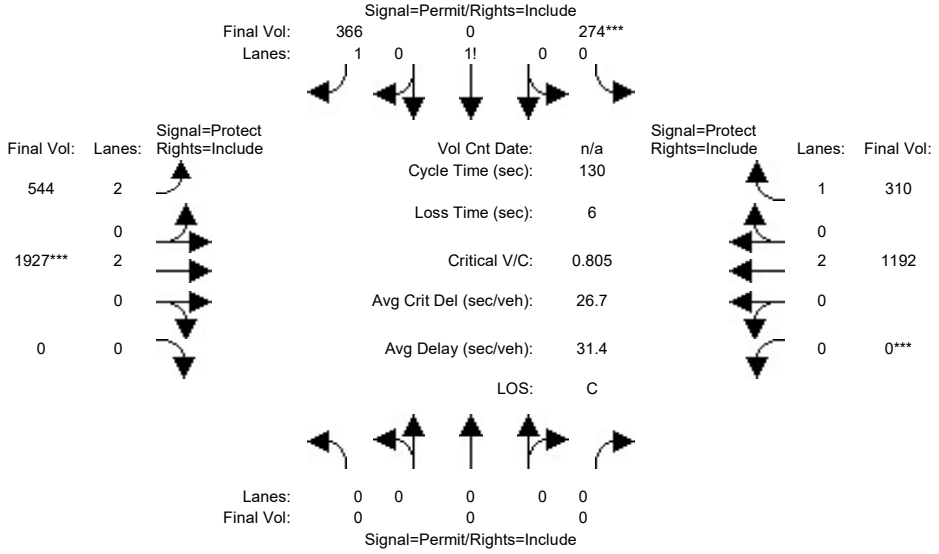
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	266	0	199	376	1800	0	0	1053	300
Growth Adj:	1.00	1.00	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	266	0	199	376	1800	0	0	1053	300
Added Vol:	0	0	0	8	0	167	168	127	0	0	139	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	274	0	366	544	1927	0	0	1192	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	274	0	366	544	1927	0	0	1192	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	274	0	366	544	1927	0	0	1192	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	274	0	366	544	1927	0	0	1192	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.60	0.00	1.40	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1049	0	2451	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.15	0.17	0.51	0.00	0.00	0.31	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	42.2	0.0	42.2	29.1	81.8	0.0	0.0	52.8	52.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.46	0.77	0.81	0.00	0.00	0.77	0.44
Delay/Veh:	0.0	0.0	0.0	46.2	0.0	35.1	52.7	20.2	0.0	0.0	35.9	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.2	0.0	35.1	52.7	20.2	0.0	0.0	35.9	28.3
LOS by Move:	A	A	A	D	A	D+	D-	C+	A	A	D+	C
HCM2k95thQ:	0	0	0	29	0	15	21	45	0	0	34	17

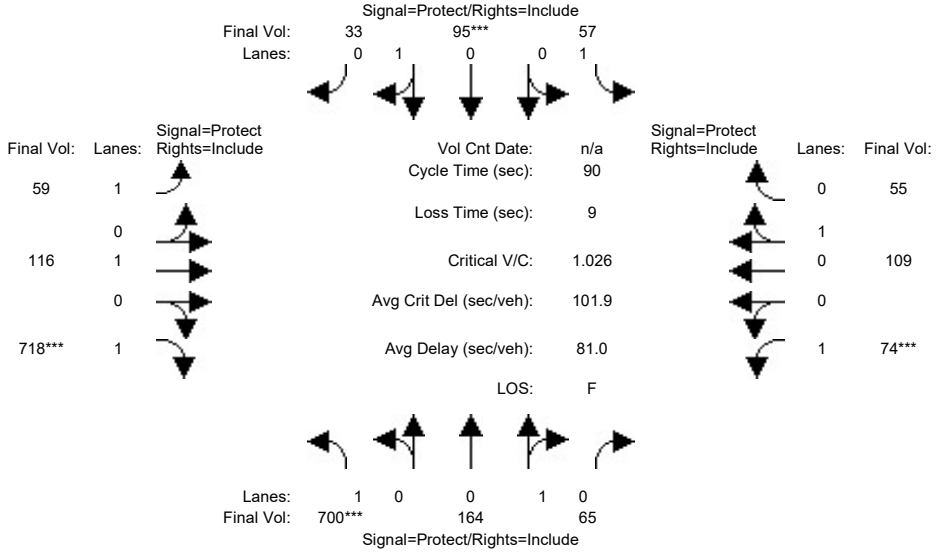
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	164	65	57	95	33	59	116	606	74	109	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	164	65	57	95	33	59	116	606	74	109	55
Added Vol:	100	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	164	65	57	95	33	59	116	718	74	109	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	164	65	57	95	33	59	116	718	74	109	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	164	65	57	95	33	59	116	718	74	109	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	700	164	65	57	95	33	59	116	718	74	109	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.72	0.28	1.00	0.74	0.26	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	1289	511	1750	1336	464	1750	1900	1750	1750	1196	604
Capacity Analysis Module:												
Vol/Sat:	0.40	0.13	0.13	0.03	0.07	0.07	0.03	0.06	0.41	0.04	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	31.6	25.8	25.8	15.8	10.0	10.0	16.2	32.4	32.4	7.0	23.2	23.2
Volume/Cap:	1.14	0.44	0.44	0.19	0.64	0.64	0.19	0.17	1.14	0.54	0.35	0.35
Delay/Veh:	110.5	26.8	26.8	31.9	45.1	45.1	31.6	19.7	109.7	44.4	27.8	27.8
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:	110.5	26.8	26.8	31.9	45.1	45.1	31.6	19.7	109.7	44.4	27.8	27.8
LOS by Move:	F	C	C	C	D	D	C	B-	F	D	C	C
HCM2k95thQ:	54	10	10	3	9	9	3	4	58	6	8	8

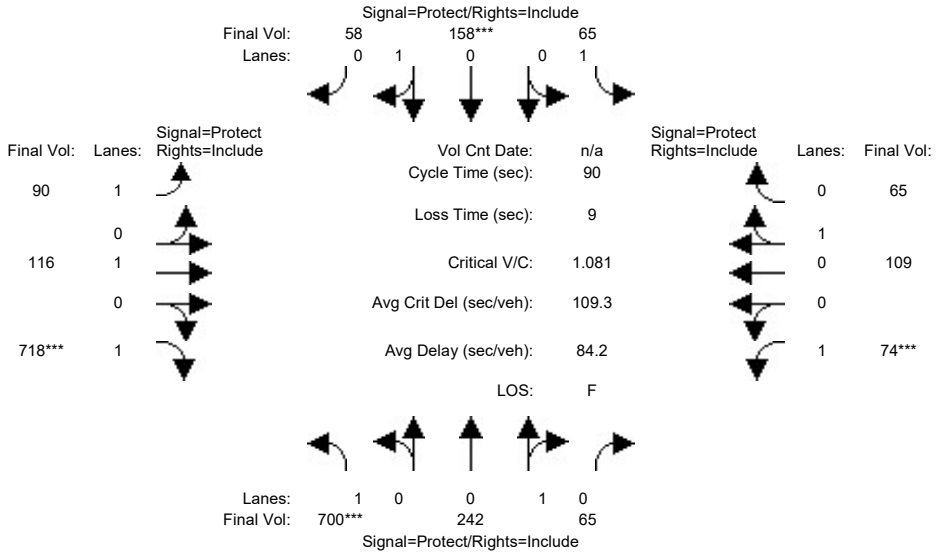
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	164	65	57	95	33	59	116	606	74	109	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	164	65	57	95	33	59	116	606	74	109	55
Added Vol:	100	78	0	8	63	25	31	0	112	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	242	65	65	158	58	90	116	718	74	109	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	242	65	65	158	58	90	116	718	74	109	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	242	65	65	158	58	90	116	718	74	109	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	700	242	65	65	158	58	90	116	718	74	109	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.79	0.21	1.00	0.73	0.27	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1750	1419	381	1750	1317	483	1750	1900	1750	1750	1128	672
Capacity Analysis Module:												
Vol/Sat:	0.40	0.17	0.17	0.04	0.12	0.12	0.05	0.06	0.41	0.04	0.10	0.10
Crit Moves:	****				****				****	****		
Green Time:	31.6	28.6	28.6	13.0	10.0	10.0	16.2	32.4	32.4	7.0	23.2	23.2
Volume/Cap:	1.14	0.54	0.54	0.26	1.08	1.08	0.29	0.17	1.14	0.54	0.38	0.38
Delay/Veh:	110.5	26.3	26.3	34.7	127	126.5	32.4	19.7	109.7	44.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.5	26.3	26.3	34.7	127	126.5	32.4	19.7	109.7	44.4	28.0	28.0
LOS by Move:	F	C	C	C-	F	F	C-	B-	F	D	C	C
HCM2k95thQ:	54	14	14	4	22	22	5	4	58	6	9	9

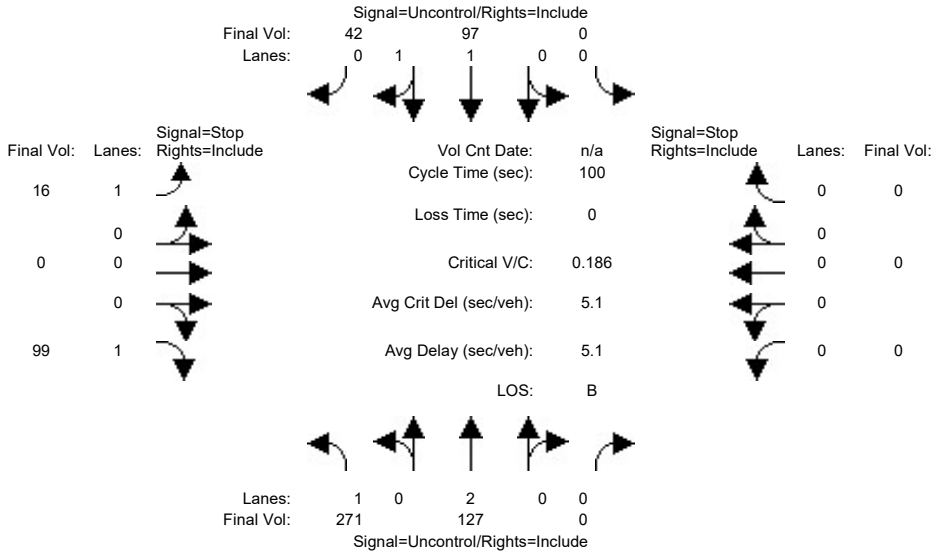
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     271   79     0     0   36    42    16    0    99     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  271   79     0     0   36    42    16    0    99     0    0     0
Added Vol:      0   48     0     0   61     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  271  127     0     0   97    42    16    0    99     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   271  127     0     0   97    42    16    0    99     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  271  127     0     0   97    42    16    0    99     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  139 xxxx xxxxx  xxxx xxxx xxxxx   724 xxxx    70  xxxx xxxx xxxxx
Potent Cap.: 1457 xxxx xxxxx  xxxx xxxx xxxxx   365 xxxx   986  xxxx xxxx xxxxx
Move Cap.:   1457 xxxx xxxxx  xxxx xxxx xxxxx   313 xxxx   986  xxxx xxxx xxxxx
Volume/Cap:  0.19 xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  0.10  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.3  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx  17.1 xxxx   9.1 xxxxx xxxx xxxxx
LOS by Move:    A     *     *     *     *     *     C     *     A     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:    xxxxxx           xxxxxx            10.2           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 139 xxxxx xxxxx    0 xxxxx xxxxx  724   787    70  718   808    64
AdjCnflVol:  139 xxxxx xxxxx    0 xxxxx xxxxx  724   787    70  718   808    64
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 139 xxxxx xxxxx    0 xxxxx xxxxx  724   787    70  718   808    64
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1457 xxxxx xxxxx 1636 xxxxx xxxxx  365   326   986  320   317   994
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1457 xxxxx xxxxx 1636 xxxxx xxxxx  365   326   986  320   317   994
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  271  127     0     0   97    42    16    0    99     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=115]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=652]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  271  127     0     0   97    42    16    0    99     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             537
Minor Approach Volume:           115
Minor Approach Volume Threshold: 641
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

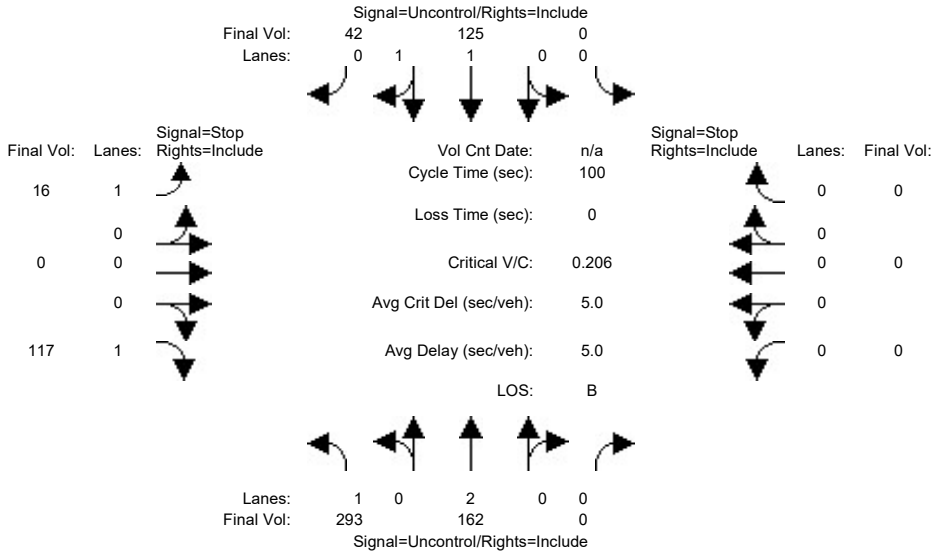
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     271   79     0     0   36    42    16    0    99     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  271   79     0     0   36    42    16    0    99     0    0     0
Added Vol:     22   83     0     0   89     0     0    0    18     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  293  162     0     0  125    42    16    0   117     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:   293  162     0     0  125    42    16    0   117     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  293  162     0     0  125    42    16    0   117     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  167 xxxx xxxxx  xxxx xxxx xxxxx   813 xxxx    84  xxxx xxxx xxxxx
Potent Cap.: 1423 xxxx xxxxx  xxxx xxxx xxxxx   320 xxxx   966  xxxx xxxx xxxxx
Move Cap.:   1423 xxxx xxxxx  xxxx xxxx xxxxx   270 xxxx   966  xxxx xxxx xxxxx
Volume/Cap:  0.21 xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  0.12  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx xxxx xxxxx  19.2 xxxx   9.2 xxxxx xxxx xxxxx
LOS by Move:    A     *     *     *     *     *     C     *     A     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:    xxxxxx           xxxxxx            10.4           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 167 xxxxx xxxxx    0 xxxxx xxxxx  813   894    84  811   915    81
AdjCnflVol:  167 xxxxx xxxxx    0 xxxxx xxxxx  813   894    84  811   915    81
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 167 xxxxx xxxxx    0 xxxxx xxxxx  813   894    84  811   915    81
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1423 xxxxx xxxxx 1636 xxxxx xxxxx  320   283   966  275   275   969
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1423 xxxxx xxxxx 1636 xxxxx xxxxx  320   283   966  275   275   969
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  293  162     0     0  125    42    16    0   117     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.4           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=133]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=755]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  293  162     0     0  125    42    16    0   117     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             622
Minor Approach Volume:           133
Minor Approach Volume Threshold: 578
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

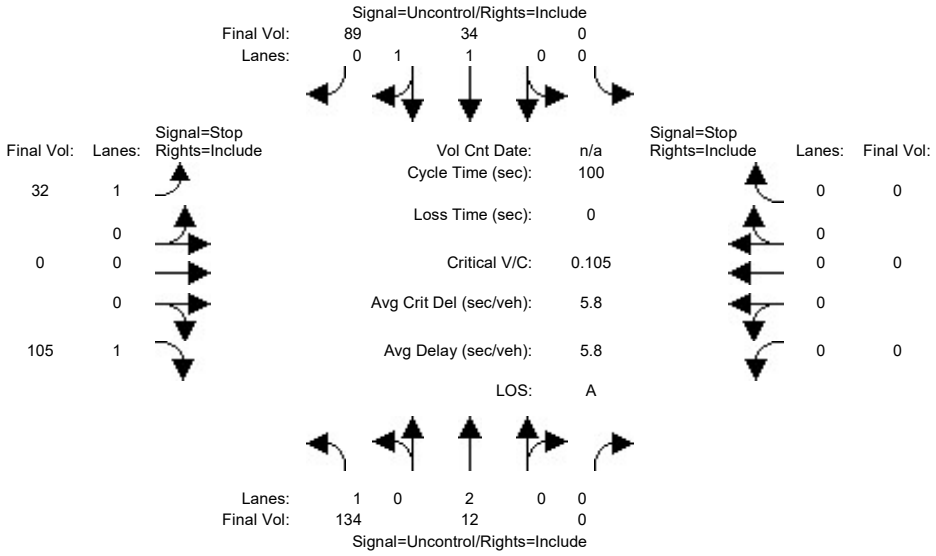
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```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86   12     0     0   34    89    32    0    44     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   86   12     0     0   34    89    32    0    44     0    0     0
Added Vol:     48    0     0     0    0     0     0    0    61     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  134   12     0     0   34    89    32    0   105     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:   134   12     0     0   34    89    32    0   105     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  134   12     0     0   34    89    32    0   105     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  123 xxxx xxxxx  xxxx xxxx xxxxx   353 xxxx    62  xxxx xxxx xxxxx
Potent Cap.: 1477 xxxx xxxxx  xxxx xxxx xxxxx   624 xxxx   997  xxxx xxxx xxxxx
Move Cap.:   1477 xxxx xxxxx  xxxx xxxx xxxxx   581 xxxx   997  xxxx xxxx xxxxx
Volume/Cap:  0.09 xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  0.11  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx  11.6 xxxx   9.0 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              9.6           xxxxxx
ApproachLOS:         *            *                  A                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 123 xxxxx xxxxx    0 xxxxx xxxxx  353   359    62  297   403     6
AdjCnflVol:  123 xxxxx xxxxx    0 xxxxx xxxxx  353   359    62  297   403     6
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 123 xxxxx xxxxx    0 xxxxx xxxxx  353   359    62  297   403     6
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1477 xxxxx xxxxx 1636 xxxxx xxxxx  624   571   997  638   539  1081
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1477 xxxxx xxxxx 1636 xxxxx xxxxx  624   571   997  638   539  1081
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  134   12     0     0   34    89    32    0   105     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=137]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=406]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  134   12     0     0   34    89    32    0   105     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             269
Minor Approach Volume:           137
Minor Approach Volume Threshold: 939
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

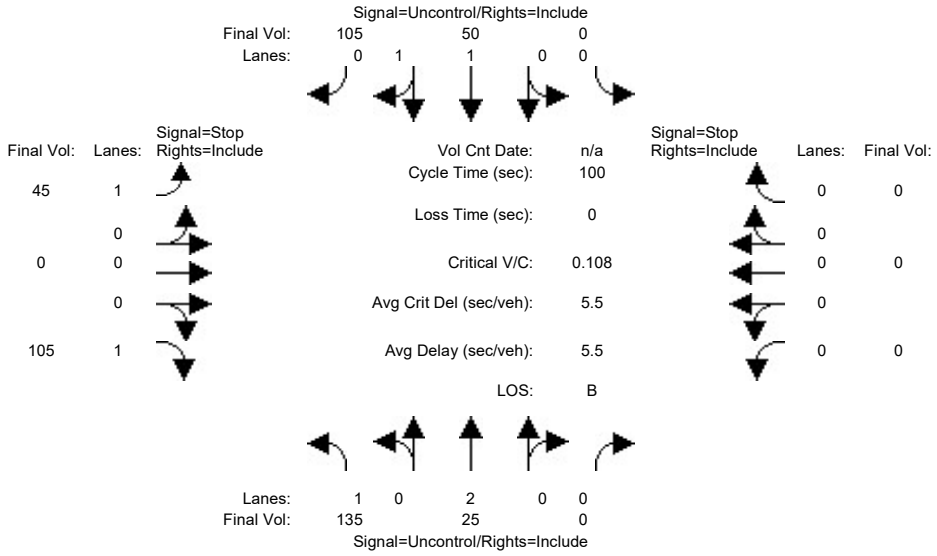
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```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86   12    0     0   34   89    32    0   44     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   86   12    0     0   34   89    32    0   44     0    0     0
Added Vol:     49   13    0     0   16   16    13    0   61     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:  135   25    0     0   50  105    45    0  105     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:   135   25    0     0   50  105    45    0  105     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:  135   25    0     0   50  105    45    0  105     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  155 xxxx xxxxx  xxxx xxxx xxxxx   385 xxxx    78  xxxx xxxx xxxxx
Potent Cap.: 1438 xxxx xxxxx  xxxx xxxx xxxxx   596 xxxx   974  xxxx xxxx xxxxx
Move Cap.:   1438 xxxx xxxxx  xxxx xxxx xxxxx   553 xxxx   974  xxxx xxxx xxxxx
Volume/Cap:  0.09 xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.11  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx  12.1 xxxx   9.1 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            10.0           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 155 xxxxx xxxxx    0 xxxxx xxxxx  385   398    78  320   450    13
AdjCnflVol:  155 xxxxx xxxxx    0 xxxxx xxxxx  385   398    78  320   450    13
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 155 xxxxx xxxxx    0 xxxxx xxxxx  385   398    78  320   450    13
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1438 xxxxx xxxxx 1636 xxxxx xxxxx  596   543   974  614   508  1071
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1438 xxxxx xxxxx 1636 xxxxx xxxxx  596   543   974  614   508  1071
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  135   25     0     0   50   105    45    0   105     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.0           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=150]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=465]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  135   25     0     0   50   105    45    0   105     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             315
Minor Approach Volume:           150
Minor Approach Volume Threshold: 871
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

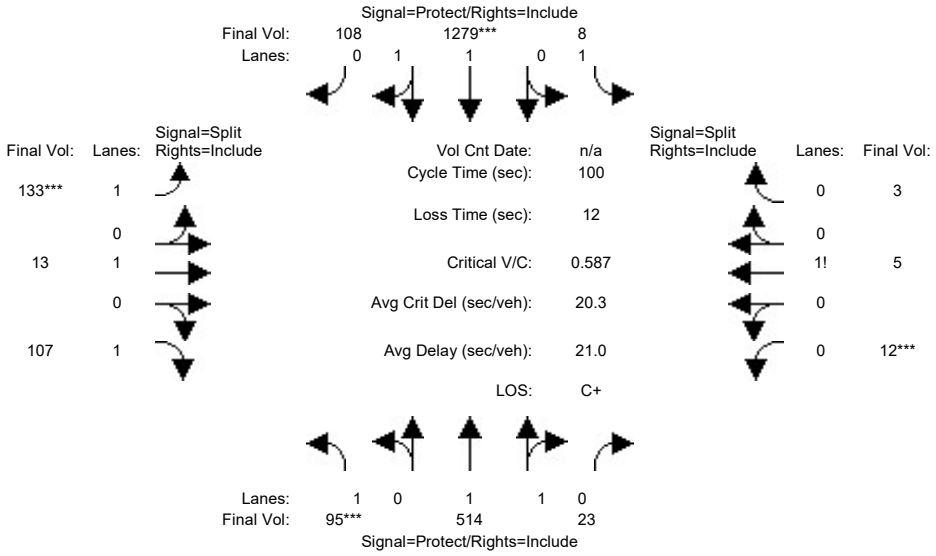
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	506	23	8	1272	98	123	13	105	12	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	506	23	8	1272	98	123	13	105	12	5	3
Added Vol:	1	8	0	0	7	10	10	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	514	23	8	1279	108	133	13	107	12	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	514	23	8	1279	108	133	13	107	12	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	514	23	8	1279	108	133	13	107	12	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	514	23	8	1279	108	133	13	107	12	5	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.84	0.16	1.00	1.00	1.00	0.60	0.25	0.15
Final Sat.:	1750	3541	158	1750	3412	288	1750	1900	1750	1050	438	263
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.00	0.37	0.37	0.08	0.01	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****			****		
Green Time:	8.4	44.7	44.7	21.6	57.9	57.9	11.7	11.7	11.7	10.0	10.0	10.0
Volume/Cap:	0.65	0.32	0.32	0.02	0.65	0.65	0.65	0.06	0.52	0.11	0.11	0.11
Delay/Veh:	54.1	18.0	18.0	30.9	14.9	14.9	49.2	39.3	43.9	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	18.0	18.0	30.9	14.9	14.9	49.2	39.3	43.9	41.3	41.3	41.3
LOS by Move:	D-	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	10	10	0	25	25	11	1	8	1	1	1

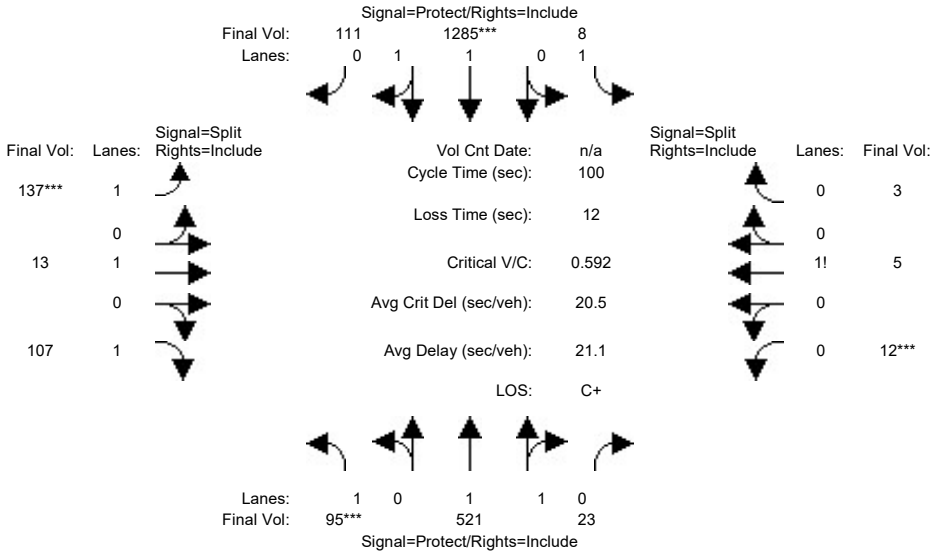
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	506	23	8	1272	98	123	13	105	12	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	506	23	8	1272	98	123	13	105	12	5	3
Added Vol:	1	15	0	0	13	13	14	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	521	23	8	1285	111	137	13	107	12	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	521	23	8	1285	111	137	13	107	12	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	521	23	8	1285	111	137	13	107	12	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	521	23	8	1285	111	137	13	107	12	5	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.84	0.16	1.00	1.00	1.00	0.60	0.25	0.15
Final Sat.:	1750	3543	156	1750	3406	294	1750	1900	1750	1050	438	263
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.00	0.38	0.38	0.08	0.01	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****			****		
Green Time:	8.3	44.7	44.7	21.3	57.7	57.7	12.0	12.0	12.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.33	0.33	0.02	0.65	0.65	0.65	0.06	0.51	0.11	0.11	0.11
Delay/Veh:	54.7	18.0	18.0	31.1	15.1	15.1	49.3	39.1	43.4	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	18.0	18.0	31.1	15.1	15.1	49.3	39.1	43.4	41.3	41.3	41.3
LOS by Move:	D-	B-	B-	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	10	10	0	25	25	11	1	8	1	1	1

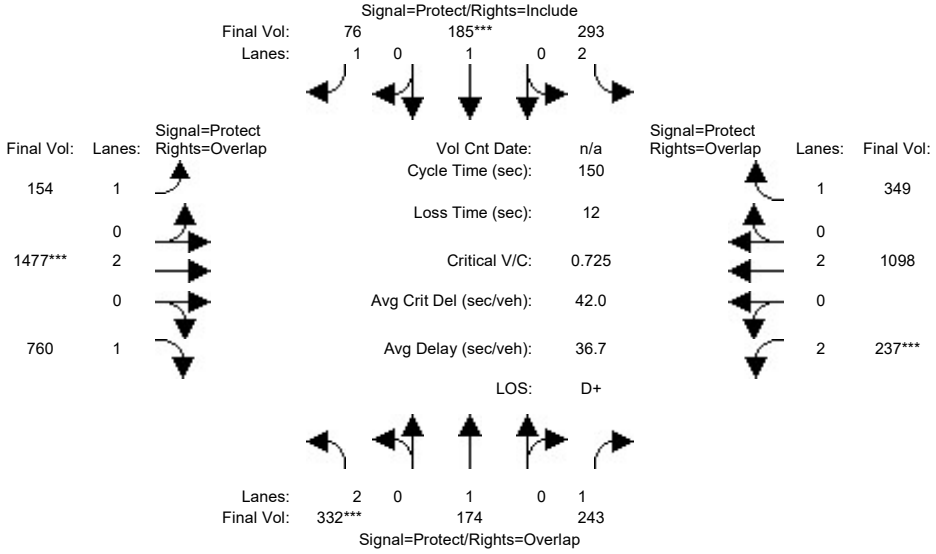
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	313	174	243	293	185	15	106	1438	742	237	1056	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	174	243	293	185	15	106	1438	742	237	1056	349
Added Vol:	19	0	0	0	0	61	48	39	18	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	174	243	293	185	76	154	1477	760	237	1098	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	174	243	293	185	76	154	1477	760	237	1098	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	174	243	293	185	76	154	1477	760	237	1098	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	174	243	293	185	76	154	1477	760	237	1098	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.14	0.09	0.10	0.04	0.09	0.39	0.43	0.08	0.29	0.20
Crit Moves:	****				****			****			****	
Green Time:	21.8	20.8	36.4	21.1	20.2	20.2	22.4	80.5	102.3	15.6	73.6	94.8
Volume/Cap:	0.72	0.66	0.57	0.66	0.72	0.32	0.59	0.72	0.64	0.72	0.59	0.32
Delay/Veh:	66.9	67.3	51.8	64.7	72.1	59.6	63.0	27.7	14.6	73.0	27.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	67.3	51.8	64.7	72.1	59.6	63.0	27.7	14.6	73.0	27.9	12.9
LOS by Move:	E	E	D-	E	E	E+	E	C	B	E	C	B
HCM2k95thQ:	17	14	19	16	18	7	13	41	34	12	29	14

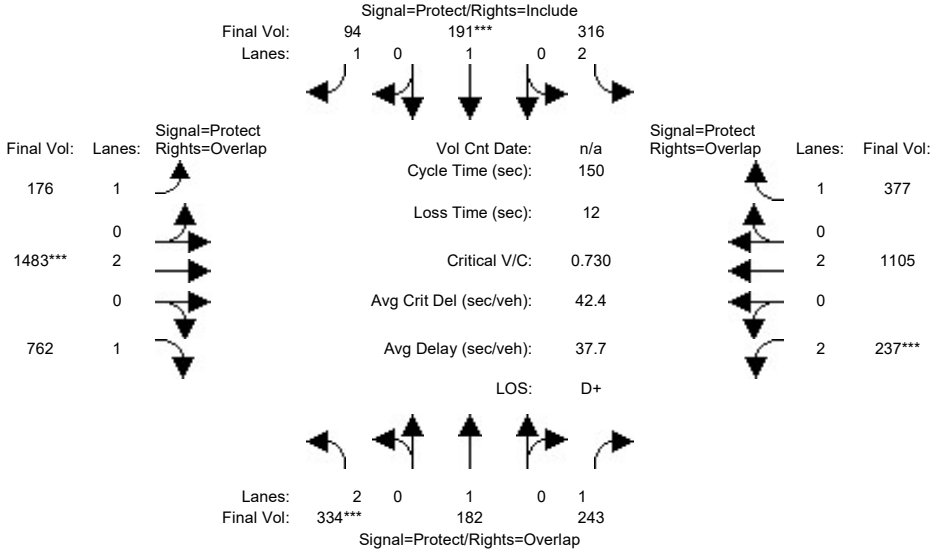
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	313	174	243	293	185	15	106	1438	742	237	1056	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	174	243	293	185	15	106	1438	742	237	1056	349
Added Vol:	21	8	0	23	6	79	70	45	20	0	49	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	182	243	316	191	94	176	1483	762	237	1105	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	182	243	316	191	94	176	1483	762	237	1105	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	182	243	316	191	94	176	1483	762	237	1105	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	182	243	316	191	94	176	1483	762	237	1105	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.14	0.10	0.10	0.05	0.10	0.39	0.44	0.08	0.29	0.22
Crit Moves:	****				****			****			****	
Green Time:	21.8	20.7	36.2	21.7	20.6	20.6	24.6	80.1	101.9	15.4	71.0	92.7
Volume/Cap:	0.73	0.69	0.58	0.69	0.73	0.39	0.61	0.73	0.64	0.73	0.61	0.35
Delay/Veh:	67.2	69.4	52.1	65.6	72.1	60.0	62.2	28.1	14.8	73.5	30.0	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	69.4	52.1	65.6	72.1	60.0	62.2	28.1	14.8	73.5	30.0	14.1
LOS by Move:	E	E	D-	E	E	E+	E	C	B	E	C	B
HCM2k95thQ:	17	15	19	18	18	9	15	41	35	12	31	16

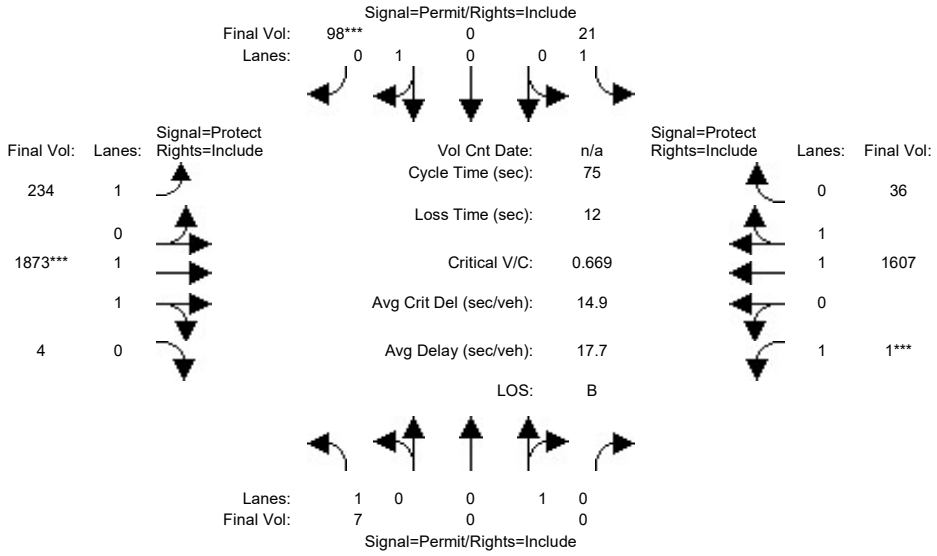
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	0	21	0	98	234	1834	4	1	1565	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	0	21	0	98	234	1834	4	1	1565	36
Added Vol:	0	0	0	0	0	0	0	39	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	0	21	0	98	234	1873	4	1	1607	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	0	21	0	98	234	1873	4	1	1607	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	21	0	98	234	1873	4	1	1607	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:	7	0	0	21	0	98	234	1873	4	1	1607	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3692	8	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.13	0.51	0.51	0.00	0.44	0.44
Crit Moves:						****		****			****	
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	12.3	46.0	46.0	7.0	40.7	40.7
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.41	0.82	0.83	0.83	0.01	0.82	0.82
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	46.9	14.0	14.0	30.9	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	46.9	14.0	14.0	30.9	16.8	16.8
LOS by Move:	C	A	A	C	A	C	D	B	B	C	B	B
HCM2k95thQ:	0	0	0	1	0	5	11	30	30	0	26	26

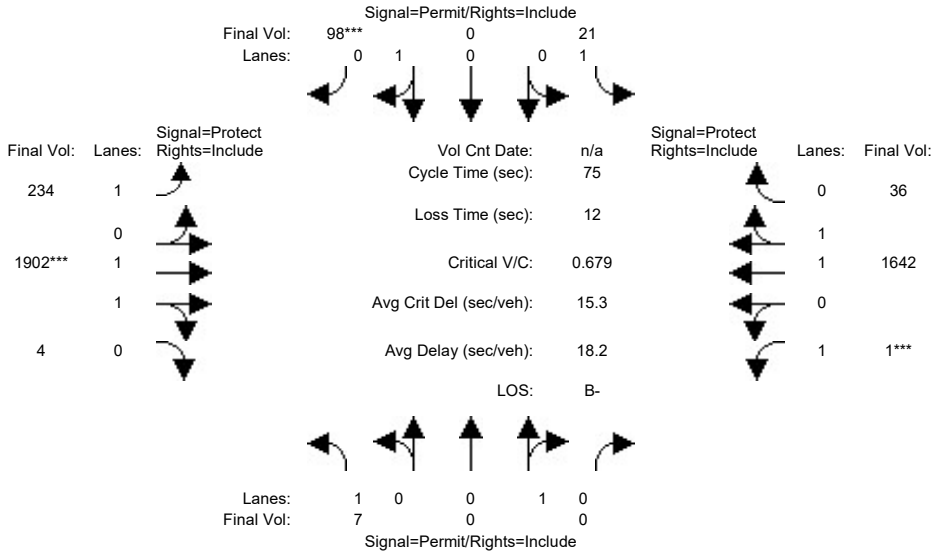
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	0	21	0	98	234	1834	4	1	1565	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	0	21	0	98	234	1834	4	1	1565	36
Added Vol:	0	0	0	0	0	0	0	68	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	0	21	0	98	234	1902	4	1	1642	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	0	21	0	98	234	1902	4	1	1642	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	21	0	98	234	1902	4	1	1642	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:	7	0	0	21	0	98	234	1902	4	1	1642	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	1750	1900	0	1750	0	1800	1750	3692	8	1750	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.13	0.52	0.52	0.00	0.45	0.45
Crit Moves:						****		****			****	
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	12.1	46.0	46.0	7.0	40.9	40.9
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.41	0.83	0.84	0.84	0.01	0.83	0.83
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	48.9	14.5	14.5	30.9	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	48.9	14.5	14.5	30.9	17.2	17.2
LOS by Move:	C	A	A	C	A	C	D	B	B	C	B	B
HCM2k95thQ:	0	0	0	1	0	5	11	31	31	0	27	27

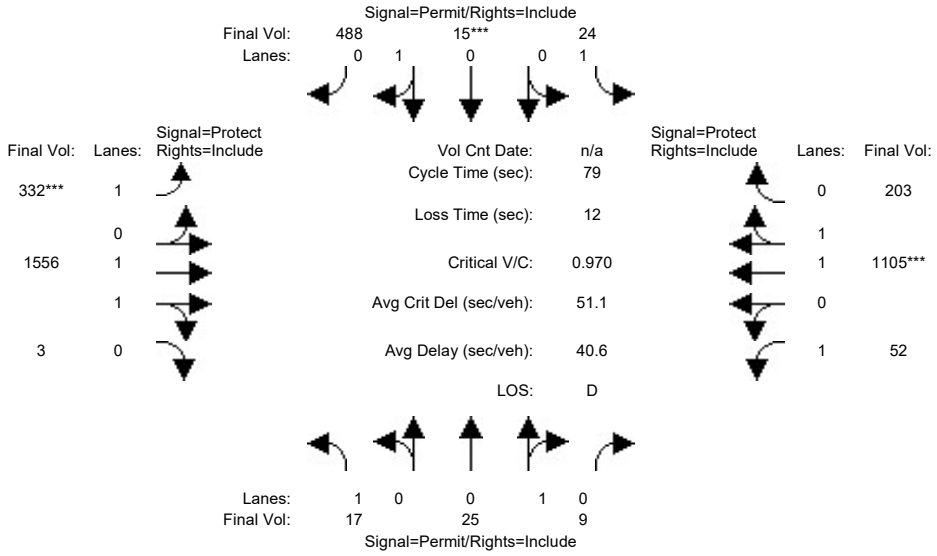
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	25	9	24	15	488	332	1517	3	52	1063	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	24	15	488	332	1517	3	52	1063	203
Added Vol:	0	0	0	0	0	0	0	39	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	24	15	488	332	1556	3	52	1105	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	24	15	488	332	1556	3	52	1105	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	24	15	488	332	1556	3	52	1105	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	24	15	488	332	1556	3	52	1105	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.03	0.97	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	1750	1324	476	1750	54	1746	1750	3693	7	1750	3125	574
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.28	0.28	0.19	0.42	0.42	0.03	0.35	0.35
Crit Moves:					****		****				****	
Green Time:	22.8	22.8	22.8	22.8	22.8	22.8	15.4	36.6	36.6	7.7	28.8	28.8
Volume/Cap:	0.03	0.07	0.07	0.05	0.97	0.97	0.97	0.91	0.91	0.31	0.97	0.97
Delay/Veh:	20.2	20.5	20.5	20.3	59.6	59.6	72.0	27.4	27.4	34.2	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.5	20.5	20.3	59.6	59.6	72.0	27.4	27.4	34.2	42.4	42.4
LOS by Move:	C+	C+	C+	C+	E+	E+	E	C	C	C-	D	D
HCM2k95thQ:	1	1	1	1	32	32	18	32	32	3	33	33

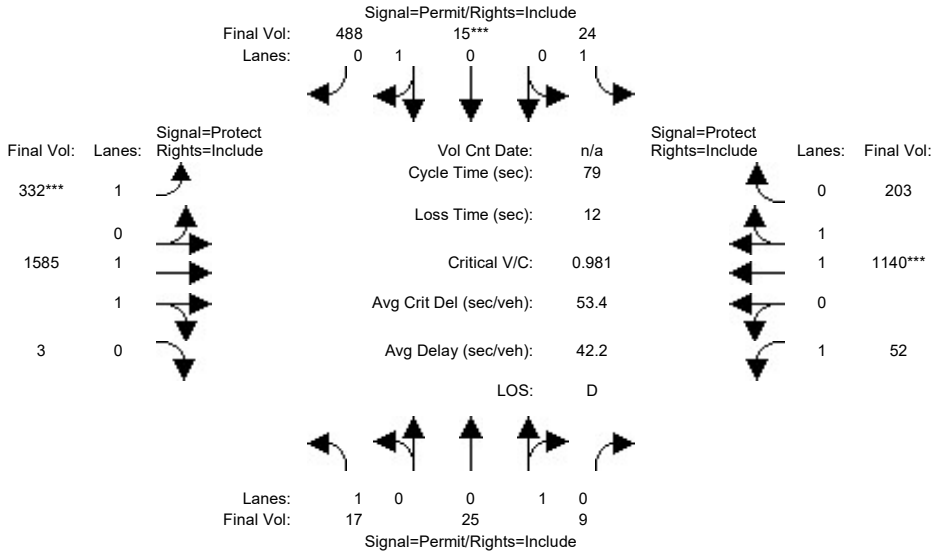
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	25	9	24	15	488	332	1517	3	52	1063	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	24	15	488	332	1517	3	52	1063	203
Added Vol:	0	0	0	0	0	0	0	68	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	24	15	488	332	1585	3	52	1140	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	24	15	488	332	1585	3	52	1140	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	24	15	488	332	1585	3	52	1140	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	24	15	488	332	1585	3	52	1140	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.03	0.97	1.00	1.99	0.01	1.00	1.69	0.31
Final Sat.:	1750	1324	476	1750	54	1746	1750	3693	7	1750	3140	559
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.28	0.28	0.19	0.43	0.43	0.03	0.36	0.36
Crit Moves:					****		****				****	
Green Time:	22.5	22.5	22.5	22.5	22.5	22.5	15.3	36.9	36.9	7.6	29.2	29.2
Volume/Cap:	0.03	0.07	0.07	0.05	0.98	0.98	0.98	0.92	0.92	0.31	0.98	0.98
Delay/Veh:	20.4	20.6	20.6	20.5	62.8	62.8	75.4	28.1	28.1	34.3	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.6	20.6	20.5	62.8	62.8	75.4	28.1	28.1	34.3	44.5	44.5
LOS by Move:	C+	C+	C+	C+	E	E	E-	C	C	C-	D	D
HCM2k95thQ:	1	1	1	1	33	33	19	32	32	3	35	35

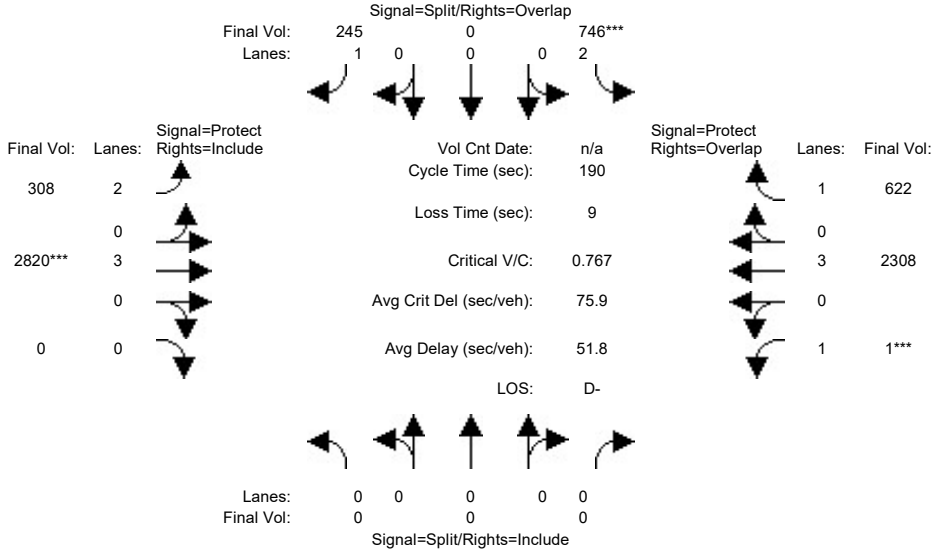
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	3521	0	1	3393	613
Growth Adj:	1.00	1.00	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	738	0	243	308	3521	0	1	3393	613
Added Vol:	0	0	0	8	0	2	0	4	0	0	1	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	746	0	245	308	3525	0	1	3394	622
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	746	0	245	308	2820	0	1	2308	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	746	0	245	308	2820	0	1	2308	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	746	0	245	308	2820	0	1	2308	622
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.10	0.49	0.00	0.00	0.40	0.36
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	1.52	0.00	0.55	0.97	0.63	0.00	0.06	0.58	0.42
Delay/Veh:	0.0	0.0	0.0	328.4	0.0	65.4	132.3	9.1	0.0	98.9	15.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	328.4	0.0	65.4	132.3	9.1	0.0	98.9	15.4	3.5
LOS by Move:	A	A	A	F	A	E	F	A	A	F	B	A
HCM2k95thQ:	0	0	0	70	0	24	26	39	0	0	38	17

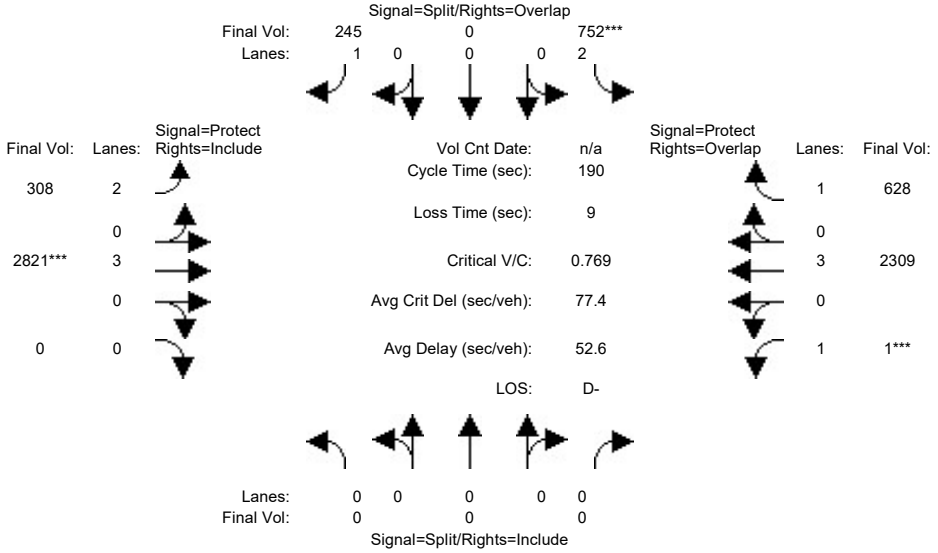
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	3521	0	1	3393	613
Growth Adj:	1.00	1.00	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	738	0	243	308	3521	0	1	3393	613
Added Vol:	0	0	0	14	0	2	0	5	0	0	2	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	752	0	245	308	3526	0	1	3395	628
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	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	752	0	245	308	2821	0	1	2309	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	752	0	245	308	2821	0	1	2309	628
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	752	0	245	308	2821	0	1	2309	628
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.10	0.49	0.00	0.00	0.41	0.36
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	1.53	0.00	0.55	0.97	0.63	0.00	0.06	0.58	0.42
Delay/Veh:	0.0	0.0	0.0	333.8	0.0	65.4	132.3	9.1	0.0	98.9	15.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	333.8	0.0	65.4	132.3	9.1	0.0	98.9	15.4	3.5
LOS by Move:	A	A	A	F	A	E	F	A	A	F	B	A
HCM2k95thQ:	0	0	0	71	0	24	26	39	0	0	38	17

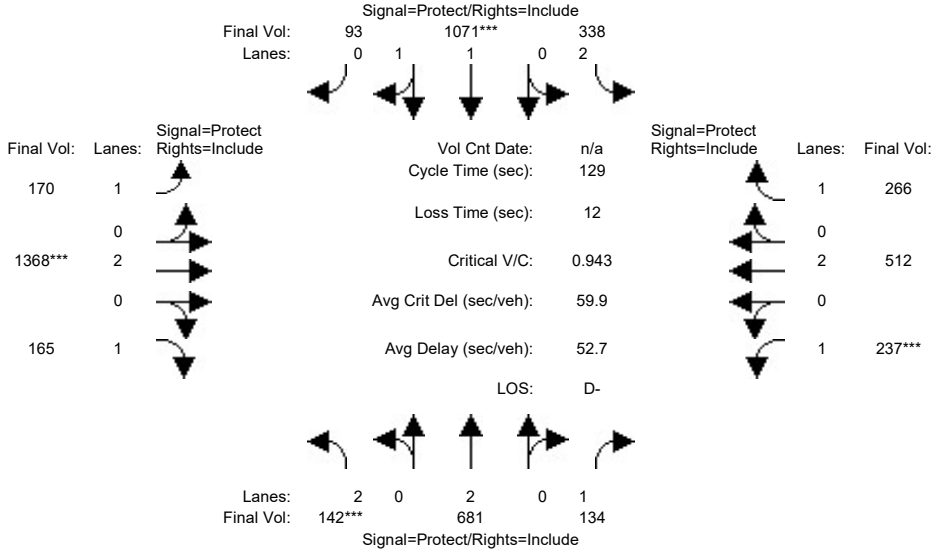
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	136	681	134	338	1071	93	170	1336	158	237	476	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	681	134	338	1071	93	170	1336	158	237	476	266
Added Vol:	6	0	0	0	0	0	0	32	7	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	681	134	338	1071	93	170	1368	165	237	512	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	681	134	338	1071	93	170	1368	165	237	512	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	681	134	338	1071	93	170	1368	165	237	512	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	681	134	338	1071	93	170	1368	165	237	512	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3404	296	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.08	0.11	0.31	0.31	0.10	0.36	0.09	0.14	0.13	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.1	31.1	18.6	42.7	42.7	26.2	48.9	48.9	18.4	41.0	41.0
Volume/Cap:	0.83	0.74	0.32	0.74	0.95	0.95	0.48	0.95	0.25	0.95	0.42	0.48
Delay/Veh:	88.1	48.6	40.7	59.4	57.4	57.4	46.4	52.5	27.7	98.0	34.9	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	48.6	40.7	59.4	57.4	57.4	46.4	52.5	27.7	98.0	34.9	36.0
LOS by Move:	F	D	D	E+	E+	E+	D	D-	C	F	C-	D+
HCM2k95thQ:	10	24	9	17	45	45	12	43	9	25	15	17

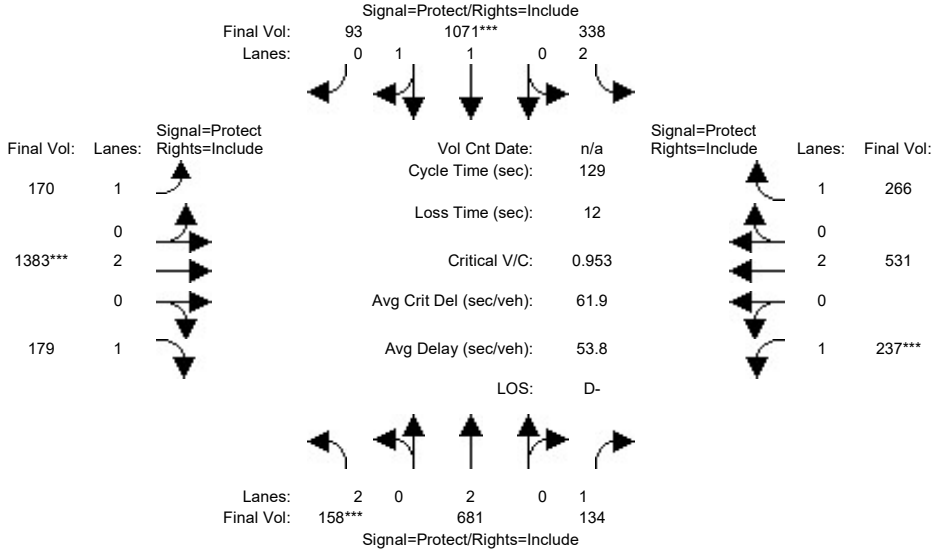
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	136	681	134	338	1071	93	170	1336	158	237	476	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	681	134	338	1071	93	170	1336	158	237	476	266
Added Vol:	22	0	0	0	0	0	0	47	21	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	681	134	338	1071	93	170	1383	179	237	531	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	681	134	338	1071	93	170	1383	179	237	531	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	681	134	338	1071	93	170	1383	179	237	531	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	681	134	338	1071	93	170	1383	179	237	531	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3404	296	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.08	0.11	0.31	0.31	0.10	0.36	0.10	0.14	0.14	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.0	31.0	18.5	42.5	42.5	26.3	49.2	49.2	18.3	41.2	41.2
Volume/Cap:	0.92	0.75	0.32	0.75	0.95	0.95	0.48	0.95	0.27	0.95	0.44	0.48
Delay/Veh:	108.1	48.8	40.8	59.7	58.4	58.4	46.3	53.1	27.7	99.4	35.0	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.1	48.8	40.8	59.7	58.4	58.4	46.3	53.1	27.7	99.4	35.0	35.9
LOS by Move:	F	D	D	E+	E+	E+	D	D-	C	F	D+	D+
HCM2k95thQ:	12	25	9	17	46	46	11	44	10	25	16	17

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

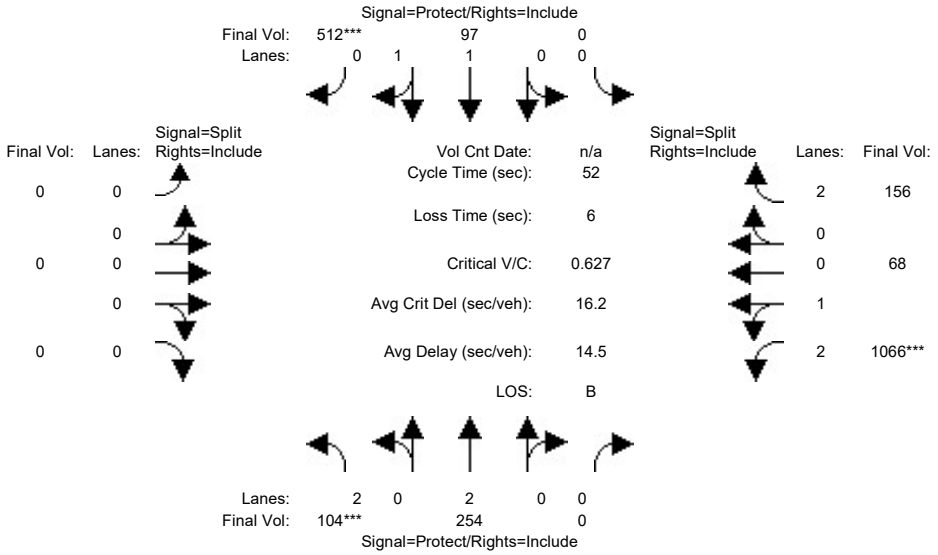
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	258	0	0	99	512	0	0	0	1091	68	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	258	0	0	99	512	0	0	0	1091	68	156
Added Vol:	-82	-4	0	0	-2	0	0	0	0	-25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	254	0	0	97	512	0	0	0	1066	68	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	254	0	0	97	512	0	0	0	1066	68	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	254	0	0	97	512	0	0	0	1066	68	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	254	0	0	97	512	0	0	0	1066	68	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.84	0.16	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4651	297	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.00	0.00	0.05	0.29	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****					****				****		
Green Time:	7.0	28.9	0.0	0.0	21.9	21.9	0.0	0.0	0.0	17.1	17.1	17.1
Volume/Cap:	0.25	0.12	0.00	0.00	0.12	0.70	0.00	0.00	0.00	0.70	0.70	0.15
Delay/Veh:	20.4	5.5	0.0	0.0	9.2	14.8	0.0	0.0	0.0	16.5	16.5	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	5.5	0.0	0.0	9.2	14.8	0.0	0.0	0.0	16.5	16.5	12.4
LOS by Move:	C+	A	A	A	A	B	A	A	A	B	B	B
HCM2k95thQ:	2	2	0	0	2	16	0	0	0	14	14	2

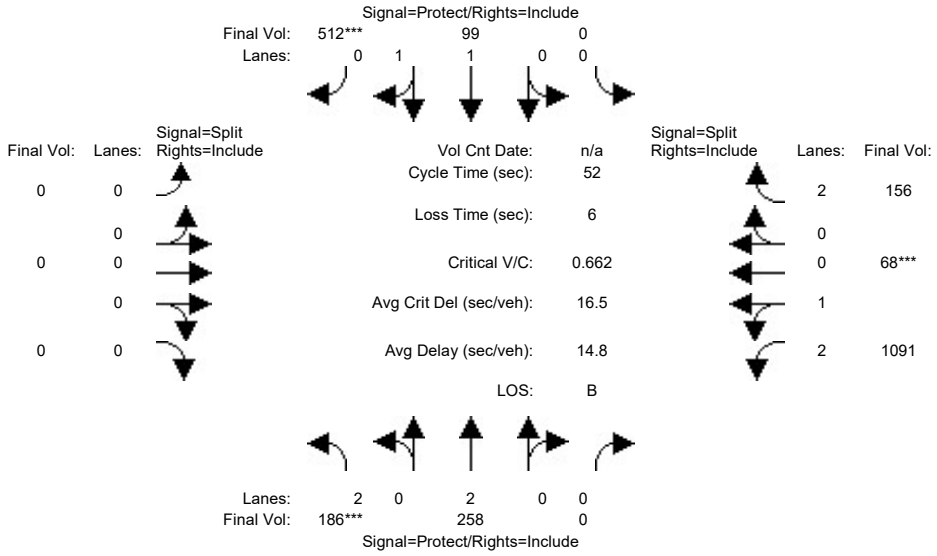
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	258	0	0	99	512	0	0	0	1091	68	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	258	0	0	99	512	0	0	0	1091	68	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	258	0	0	99	512	0	0	0	1091	68	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	258	0	0	99	512	0	0	0	1091	68	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	258	0	0	99	512	0	0	0	1091	68	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	258	0	0	99	512	0	0	0	1091	68	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.84	0.16	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4657	290	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.00	0.00	0.05	0.29	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****					****					****	
Green Time:	7.0	28.7	0.0	0.0	21.7	21.7	0.0	0.0	0.0	17.3	17.3	17.3
Volume/Cap:	0.44	0.12	0.00	0.00	0.13	0.70	0.00	0.00	0.00	0.70	0.70	0.15
Delay/Veh:	21.4	5.6	0.0	0.0	9.4	15.1	0.0	0.0	0.0	16.5	16.5	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	5.6	0.0	0.0	9.4	15.1	0.0	0.0	0.0	16.5	16.5	12.2
LOS by Move:	C+	A	A	A	A	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	2	16	0	0	0	15	15	2

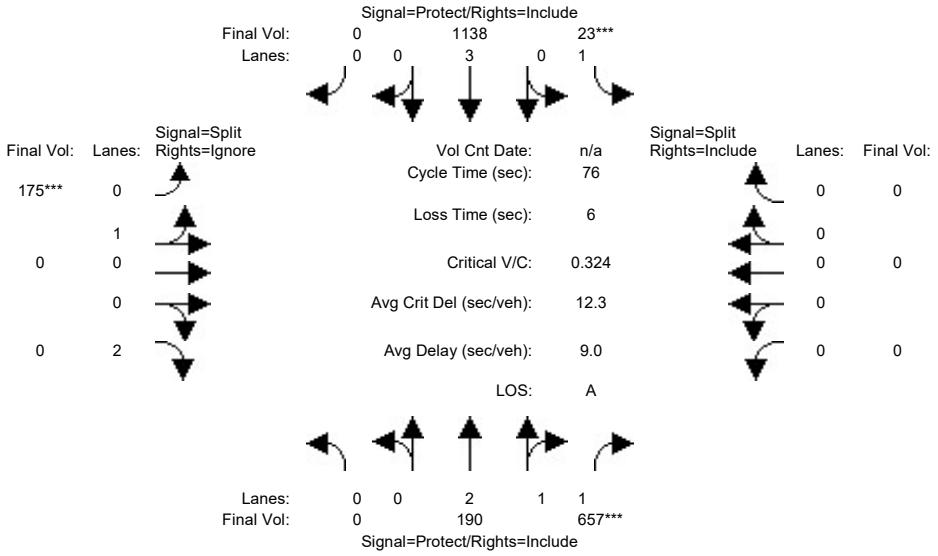
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	275	710	23	1165	0	175	0	1840	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	710	23	1165	0	175	0	1840	0	0	0
Added Vol:	0	-85	-53	0	-27	0	0	0	-39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	190	657	23	1138	0	175	0	1801	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	190	657	23	1138	0	175	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	190	657	23	1138	0	175	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	190	657	23	1138	0	175	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.19	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	41.5	41.5	7.0	48.5	0.0	21.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.34	0.14	0.31	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.2	9.7	32.1	6.3	0.0	22.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	9.7	32.1	6.3	0.0	22.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C-	A	A	C+	A	A	A	A	A
HCM2k95thQ:	0	2	8	1	8	0	7	0	0	0	0	0

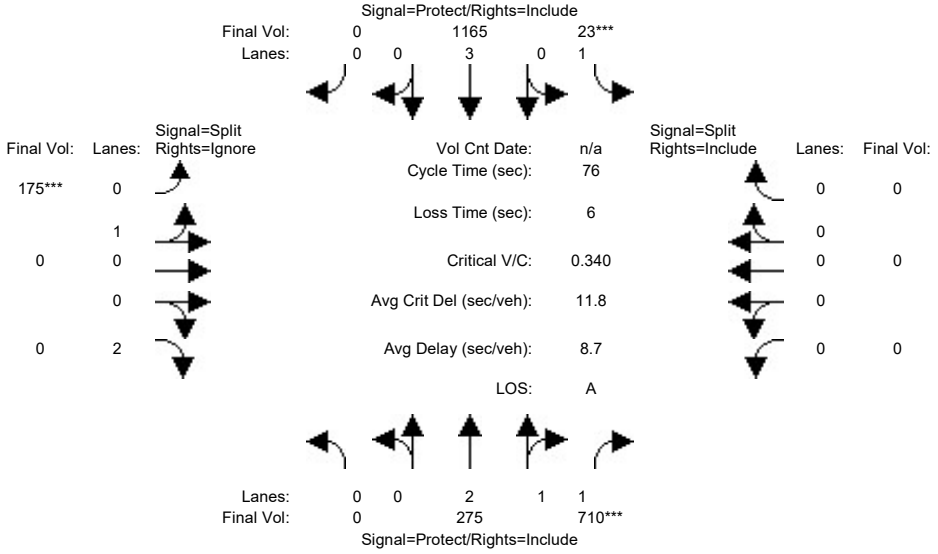
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	275	710	23	1165	0	175	0	1840	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	710	23	1165	0	175	0	1840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	710	23	1165	0	175	0	1840	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	275	710	23	1165	0	175	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	710	23	1165	0	175	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	275	710	23	1165	0	175	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.20	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	42.6	42.6	7.0	49.6	0.0	20.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.13	0.36	0.14	0.31	0.00	0.36	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.9	9.3	32.1	5.8	0.0	23.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	9.3	32.1	5.8	0.0	23.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C-	A	A	C+	A	A	A	A	A
HCM2k95thQ:	0	3	9	1	8	0	7	0	0	0	0	0

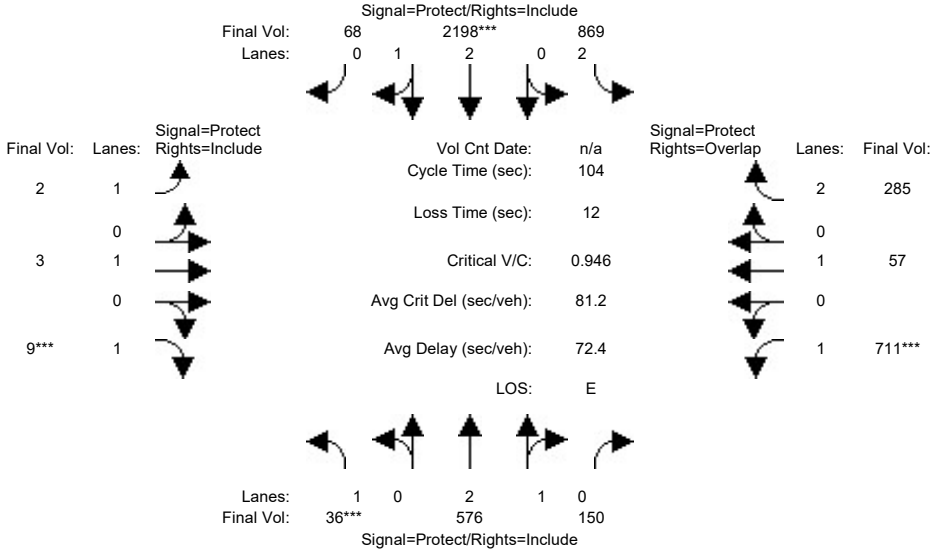
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	588	150	929	2203	68	2	3	9	711	57	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	588	150	929	2203	68	2	3	9	711	57	412
Added Vol:	0	-12	0	-60	-5	0	0	0	0	0	0	-127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	576	150	869	2198	68	2	3	9	711	57	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	576	150	869	2198	68	2	3	9	711	57	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	576	150	869	2198	68	2	3	9	711	57	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	576	150	869	2198	68	2	3	9	711	57	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.36	0.64	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4441	1157	3150	5432	168	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.28	0.40	0.40	0.00	0.00	0.01	0.41	0.03	0.09
Crit Moves:	****				****				****	****		
Green Time:	4.0	13.7	13.7	29.2	38.9	38.9	21.8	10.0	14.0	39.1	27.3	56.5
Volume/Cap:	0.53	0.98	0.98	0.98	1.08	1.08	0.01	0.02	0.04	1.08	0.11	0.17
Delay/Veh:	57.2	74.3	74.3	63.0	78.5	78.5	32.5	42.6	39.2	91.3	29.3	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	74.3	74.3	63.0	78.5	78.5	32.5	42.6	39.2	91.3	29.3	12.0
LOS by Move:	E+	E	E	E	E-	E-	C-	D	D	F	C	B+
HCM2k95thQ:	4	22	22	34	54	54	0	0	1	54	3	5

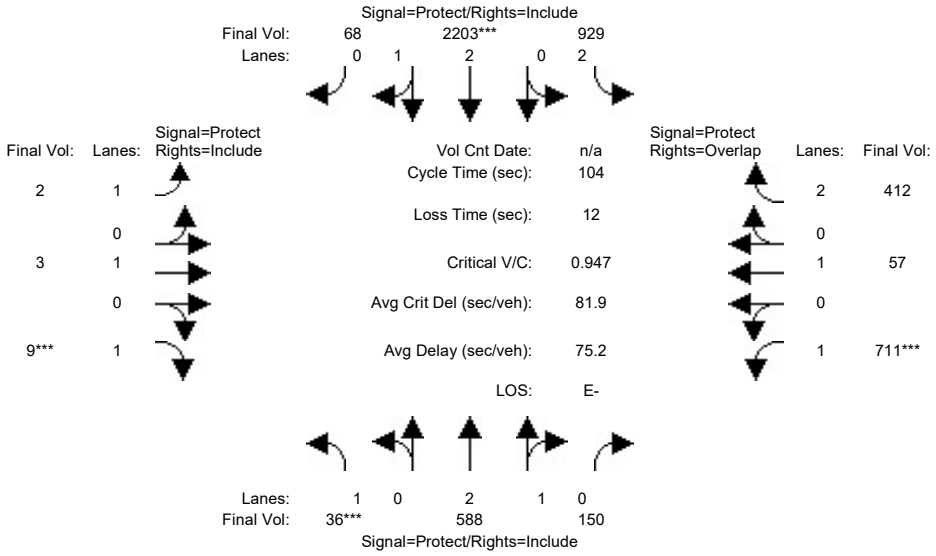
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	588	150	929	2203	68	2	3	9	711	57	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	588	150	929	2203	68	2	3	9	711	57	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	588	150	929	2203	68	2	3	9	711	57	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	588	150	929	2203	68	2	3	9	711	57	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	588	150	929	2203	68	2	3	9	711	57	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	588	150	929	2203	68	2	3	9	711	57	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.37	0.63	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4460	1138	3150	5432	168	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.29	0.41	0.41	0.00	0.00	0.01	0.41	0.03	0.13
Crit Moves:	****				****				****	****		
Green Time:	4.0	13.7	13.7	29.2	38.9	38.9	21.8	10.0	14.0	39.1	27.3	56.5
Volume/Cap:	0.53	1.00	1.00	1.05	1.08	1.08	0.01	0.02	0.04	1.08	0.11	0.24
Delay/Veh:	57.2	78.5	78.5	81.7	79.5	79.5	32.5	42.6	39.2	91.3	29.3	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	78.5	78.5	81.7	79.5	79.5	32.5	42.6	39.2	91.3	29.3	12.6
LOS by Move:	E+	E-	E-	F	E-	E-	C-	D	D	F	C	B
HCM2k95thQ:	4	23	23	40	55	55	0	0	1	54	3	8

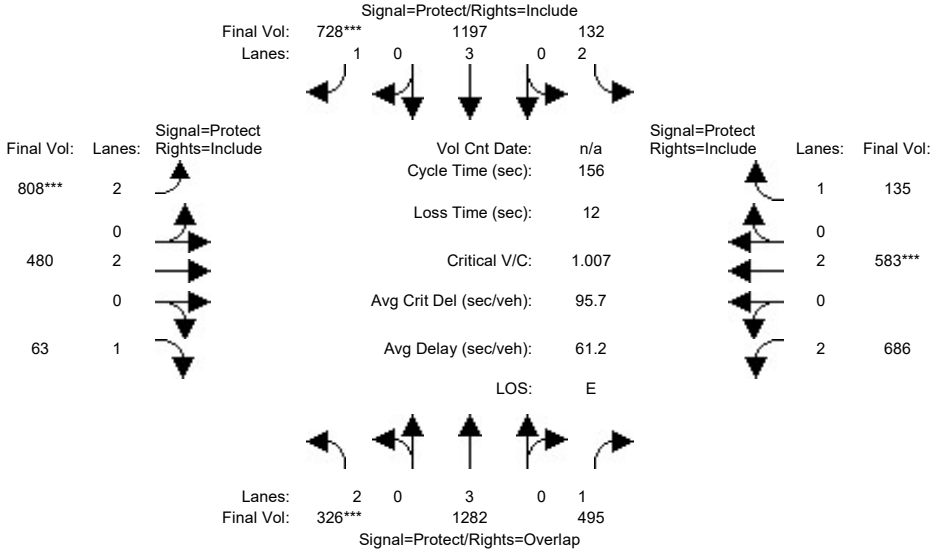
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	326	1282	512	137	1197	728	808	514	63	722	654	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	512	137	1197	728	808	514	63	722	654	147
Added Vol:	0	0	-17	-5	0	0	0	-34	0	-36	-71	-12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1282	495	132	1197	728	808	480	63	686	583	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1282	495	132	1197	728	808	480	63	686	583	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1282	495	132	1197	728	808	480	63	686	583	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:	326	1282	495	132	1197	728	808	480	63	686	583	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.28	0.04	0.21	0.42	0.26	0.13	0.04	0.22	0.15	0.08
Crit Moves:	****					****	****				****	
Green Time:	16.0	67.1	107.3	13.4	64.5	64.5	39.7	23.3	23.3	40.2	23.8	23.8
Volume/Cap:	1.01	0.52	0.41	0.49	0.51	1.01	1.01	0.85	0.24	0.85	1.01	0.51
Delay/Veh:	121.7	32.9	10.8	69.4	34.2	80.9	91.6	75.8	59.0	63.1	105	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.7	32.9	10.8	69.4	34.2	80.9	91.6	75.8	59.0	63.1	105	62.3
LOS by Move:	F	C-	B+	E	C-	F	F	E-	E+	E	F	E
HCM2k95thQ:	24	26	20	8	25	69	47	24	6	35	32	13

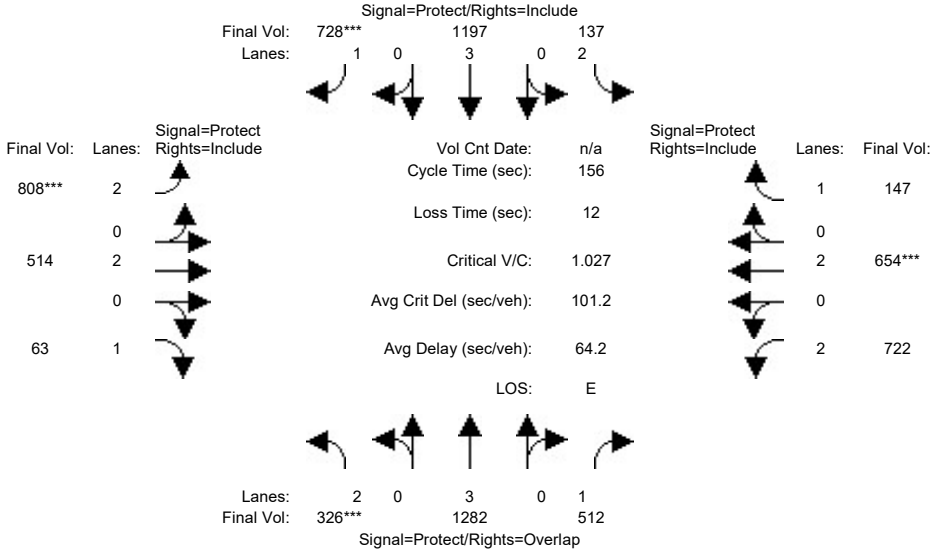
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	326	1282	512	137	1197	728	808	514	63	722	654	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	512	137	1197	728	808	514	63	722	654	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1282	512	137	1197	728	808	514	63	722	654	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1282	512	137	1197	728	808	514	63	722	654	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1282	512	137	1197	728	808	514	63	722	654	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1282	512	137	1197	728	808	514	63	722	654	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.29	0.04	0.21	0.42	0.26	0.14	0.04	0.23	0.17	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.7	65.8	106.7	13.1	63.2	63.2	39.0	24.2	24.2	40.9	26.1	26.1
Volume/Cap:	1.03	0.53	0.43	0.52	0.52	1.03	1.03	0.87	0.23	0.87	1.03	0.50
Delay/Veh:	127.8	33.9	11.3	70.2	35.2	87.3	97.7	78.0	58.2	65.2	108	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.8	33.9	11.3	70.2	35.2	87.3	97.7	78.0	58.2	65.2	108	60.4
LOS by Move:	F	C-	B+	E	D+	F	F	E-	E+	E	F	E
HCM2k95thQ:	25	26	21	9	25	71	48	26	6	38	36	14

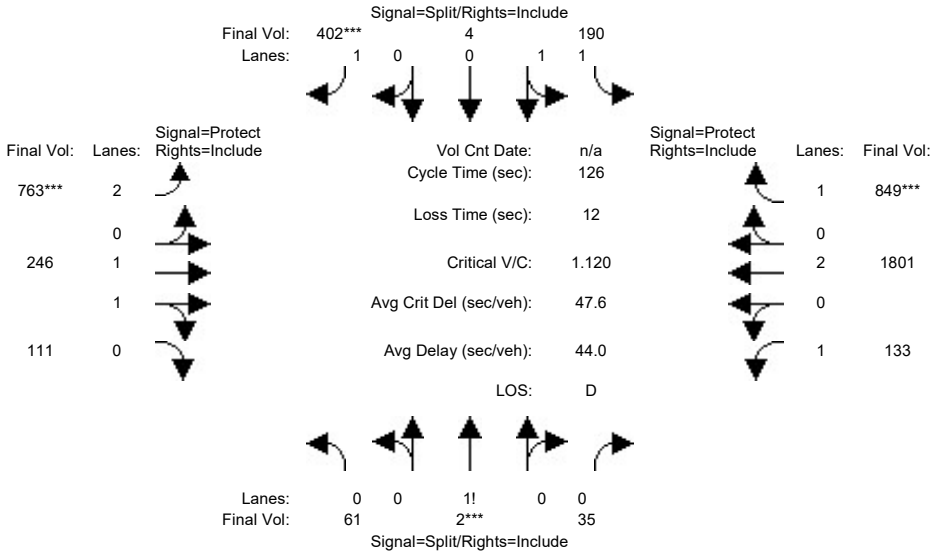
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	2	33	179	4	378	717	287	104	125	1811	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2	33	179	4	378	717	287	104	125	1811	798
Added Vol:	0	0	0	0	0	0	0	-56	0	0	-118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2	33	179	4	378	717	231	104	125	1693	798
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	61	2	35	190	4	402	763	246	111	133	1801	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2	35	190	4	402	763	246	111	133	1801	849
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2	35	190	4	402	763	246	111	133	1801	849
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	0.62	0.02	0.36	1.96	0.04	1.00	2.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1084	38	628	3472	78	1750	3150	2550	1148	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.23	0.24	0.10	0.10	0.08	0.47	0.49
Crit Moves:		****				****	****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	41.8	31.8	63.6	63.6	30.4	62.2	72.2
Volume/Cap:	0.70	0.70	0.70	0.69	0.69	0.69	0.96	0.19	0.19	0.31	0.96	0.85
Delay/Veh:	71.7	71.7	71.7	63.6	63.6	40.1	68.9	17.1	17.1	39.7	43.4	29.1
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:	71.7	71.7	71.7	63.6	63.6	40.1	68.9	17.1	17.1	39.7	43.4	29.1
LOS by Move:	E	E	E	E	E	D	E	B	B	D	D	C
HCM2k95thQ:	11	11	11	10	10	27	37	7	7	8	56	47

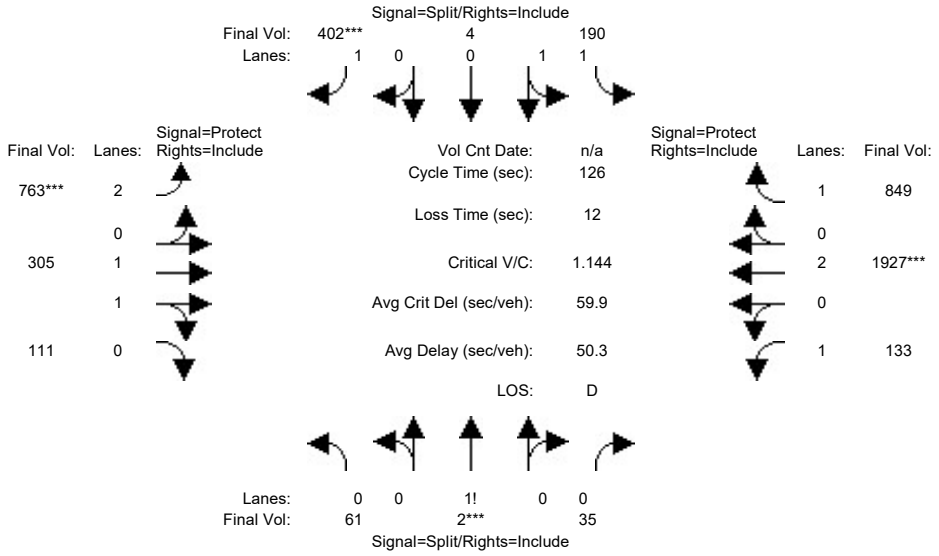
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	2	33	179	4	378	717	287	104	125	1811	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2	33	179	4	378	717	287	104	125	1811	798
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2	33	179	4	378	717	287	104	125	1811	798
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	61	2	35	190	4	402	763	305	111	133	1927	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2	35	190	4	402	763	305	111	133	1927	849
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2	35	190	4	402	763	305	111	133	1927	849
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.62	0.02	0.36	1.96	0.04	1.00	2.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1084	38	628	3472	78	1750	3150	2715	984	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.23	0.24	0.11	0.11	0.08	0.51	0.49
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	41.8	31.8	63.6	63.6	30.4	62.2	72.2
Volume/Cap:	0.70	0.70	0.70	0.69	0.69	0.69	0.96	0.22	0.22	0.31	1.03	0.85
Delay/Veh:	71.7	71.7	71.7	63.6	63.6	40.1	68.9	17.5	17.5	39.7	59.9	29.1
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:	71.7	71.7	71.7	63.6	63.6	40.1	68.9	17.5	17.5	39.7	59.9	29.1
LOS by Move:	E	E	E	E	E	D	E	B	B	D	E+	C
HCM2k95thQ:	11	11	11	10	10	27	37	9	9	8	65	46

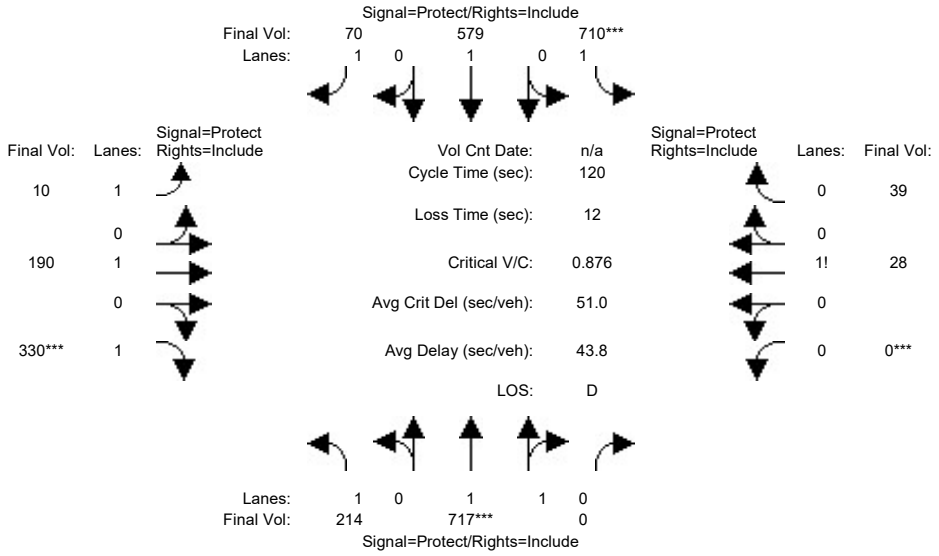
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #6: Lafayette Street/Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	720	0	710	580	70	10	210	370	0	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	720	0	710	580	70	10	210	370	0	70	40
Added Vol:	-86	-3	0	0	-1	0	0	-20	-40	0	-42	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	717	0	710	579	70	10	190	330	0	28	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:	214	717	0	710	579	70	10	190	330	0	28	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	717	0	710	579	70	10	190	330	0	28	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:	214	717	0	710	579	70	10	190	330	0	28	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.42	0.58
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	752	1048
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.41	0.30	0.04	0.01	0.10	0.19	0.00	0.04	0.04
Crit Moves:		****		****					****	****		
Green Time:	23.5	26.6	0.0	55.6	58.6	58.6	10.6	25.8	25.8	0.0	15.2	15.2
Volume/Cap:	0.62	0.88	0.00	0.88	0.62	0.08	0.06	0.46	0.88	0.00	0.29	0.29
Delay/Veh:	47.7	55.6	0.0	39.6	23.9	16.4	50.3	41.9	65.4	0.0	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	55.6	0.0	39.6	23.9	16.4	50.3	41.9	65.4	0.0	48.3	48.3
LOS by Move:	D	E+	A	D	C	B	D	D	E	A	D	D
HCM2k95thQ:	14	22	0	46	28	3	1	11	25	0	5	5

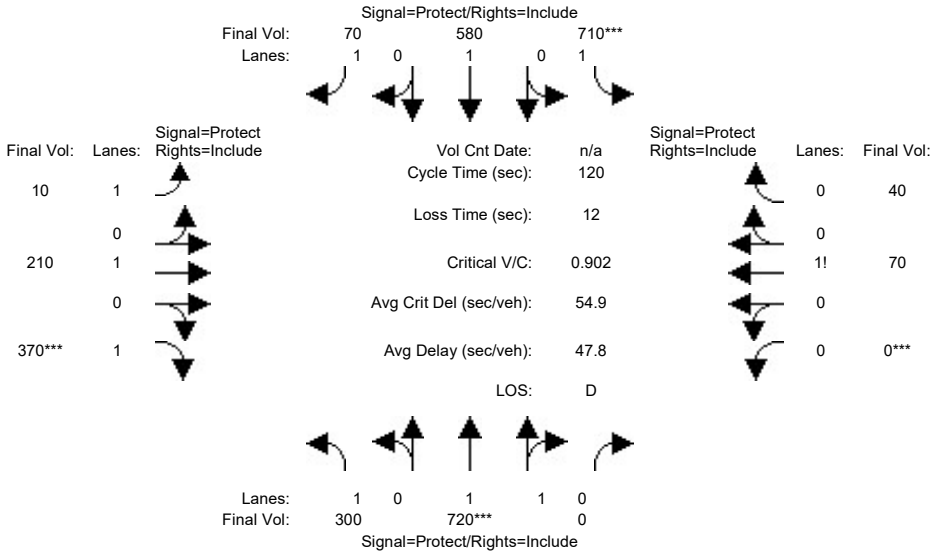
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM Plus Project

Intersection #6: Lafayette Street/Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	720	0	710	580	70	10	210	370	0	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	720	0	710	580	70	10	210	370	0	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	720	0	710	580	70	10	210	370	0	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	720	0	710	580	70	10	210	370	0	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	720	0	710	580	70	10	210	370	0	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	720	0	710	580	70	10	210	370	0	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.64	0.36
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1145	655
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.31	0.04	0.01	0.11	0.21	0.00	0.06	0.06
Crit Moves:		****		****					****	****		
Green Time:	28.7	25.9	0.0	54.0	51.1	51.1	11.6	28.1	28.1	0.0	16.5	16.5
Volume/Cap:	0.72	0.90	0.00	0.90	0.72	0.09	0.06	0.47	0.90	0.00	0.44	0.44
Delay/Veh:	47.7	59.2	0.0	44.1	31.5	20.6	49.4	40.3	67.1	0.0	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	59.2	0.0	44.1	31.5	20.6	49.4	40.3	67.1	0.0	48.8	48.8
LOS by Move:	D	E+	A	D	C	C+	D	D	E	A	D	D
HCM2k95thQ:	19	22	0	48	31	3	1	12	28	0	9	9

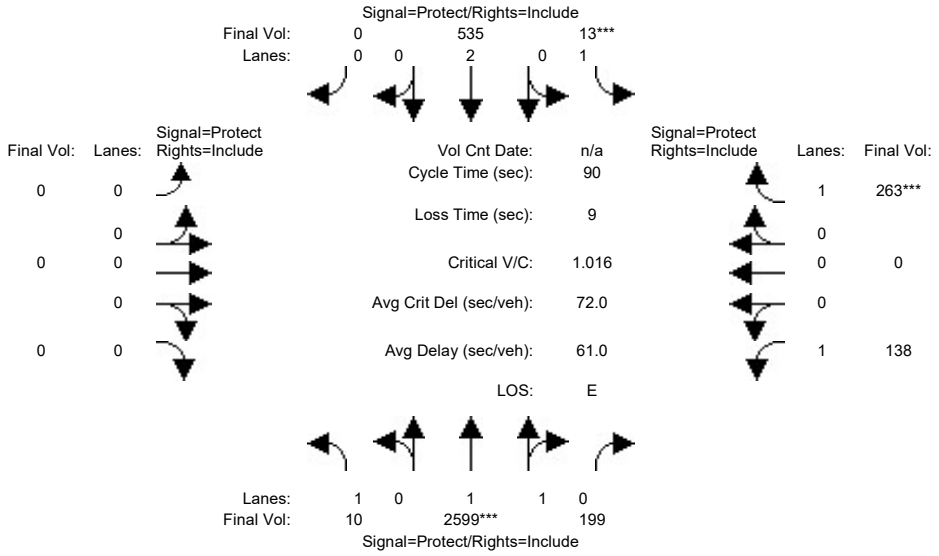
Note: Queue reported is the number of cars per lane.

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Intersection #7: Lafayette Street/Calle Del Mundo



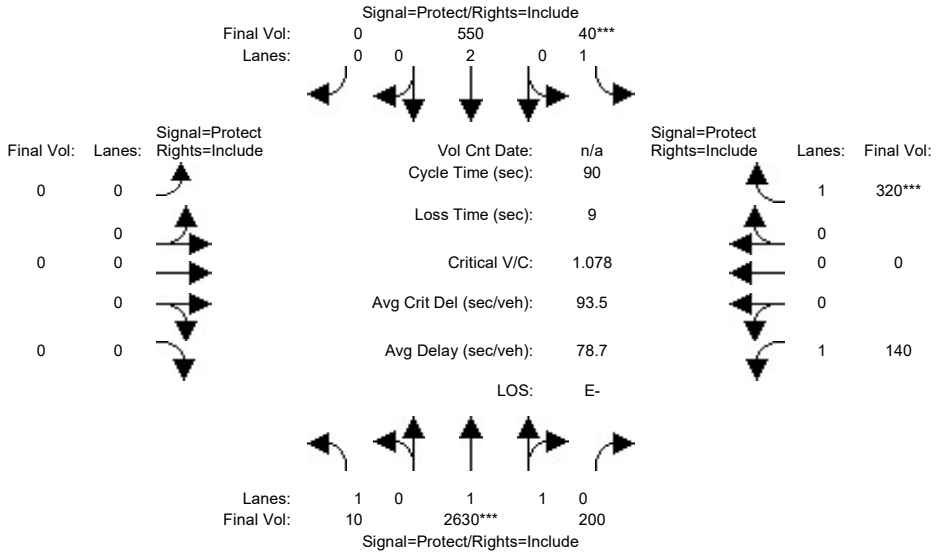

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Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10    0     0    0    0     10    0   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 2630  200    40  550    0     0    0    0    140    0  320
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   10 2630  200    40  550    0     0    0    0    140    0  320
Added Vol:      0  -31   -1   -27  -15    0     0    0    0     -2    0  -57
PasserByVol:    0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:   10 2599  199    13  535    0     0    0    0    138    0  263
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    10 2599  199    13  535    0     0    0    0    138    0  263
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:   10 2599  199    13  535    0     0    0    0    138    0  263
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   10 2599  199    13  535    0     0    0    0    138    0  263
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 1.00 0.92  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 1.85 0.15  1.00 2.00 0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:  1750 3437  263  1750 3800    0     0    0    0  1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.76 0.76  0.01 0.14 0.00  0.00 0.00 0.00  0.08 0.00 0.15
Crit Moves:       ****       ****                             ****
Green Time:   2.7 61.7 61.7   7.0 66.1  0.0   0.0  0.0  0.0  12.3  0.0 12.3
Volume/Cap:  0.19 1.10 1.10  0.10 0.19 0.00  0.00 0.00 0.00  0.58 0.00 1.10
Delay/Veh:   44.4 66.9 66.9  38.9  3.7  0.0   0.0  0.0  0.0  40.0  0.0 127.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  44.4 66.9 66.9  38.9  3.7  0.0   0.0  0.0  0.0  40.0  0.0 127.3
LOS by Move:    D    E    E    D+    A    A     A    A    A     D    A    F
HCM2k95thQ:     1   83   83     1    5    0     0    0    0     9    0   26
Note: Queue reported is the number of cars per lane.
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Cumulative AM Plus Project

Intersection #7: Lafayette Street/Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2630	200	40	550	0	0	0	0	140	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2630	200	40	550	0	0	0	0	140	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2630	200	40	550	0	0	0	0	140	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2630	200	40	550	0	0	0	0	140	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2630	200	40	550	0	0	0	0	140	0	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2630	200	40	550	0	0	0	0	140	0	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3438	261	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.76	0.76	0.02	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.18
Crit Moves:		****		****								****
Green Time:	2.5	59.7	59.7	7.0	64.2	0.0	0.0	0.0	0.0	14.3	0.0	14.3
Volume/Cap:	0.20	1.15	1.15	0.29	0.20	0.00	0.00	0.00	0.00	0.50	0.00	1.15
Delay/Veh:	44.8	89.0	89.0	40.4	4.4	0.0	0.0	0.0	0.0	36.1	0.0	139.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	89.0	89.0	40.4	4.4	0.0	0.0	0.0	0.0	36.1	0.0	139.6
LOS by Move:	D	F	F	D	A	A	A	A	A	D+	A	F
HCM2k95thQ:	1	93	93	2	5	0	0	0	0	9	0	32

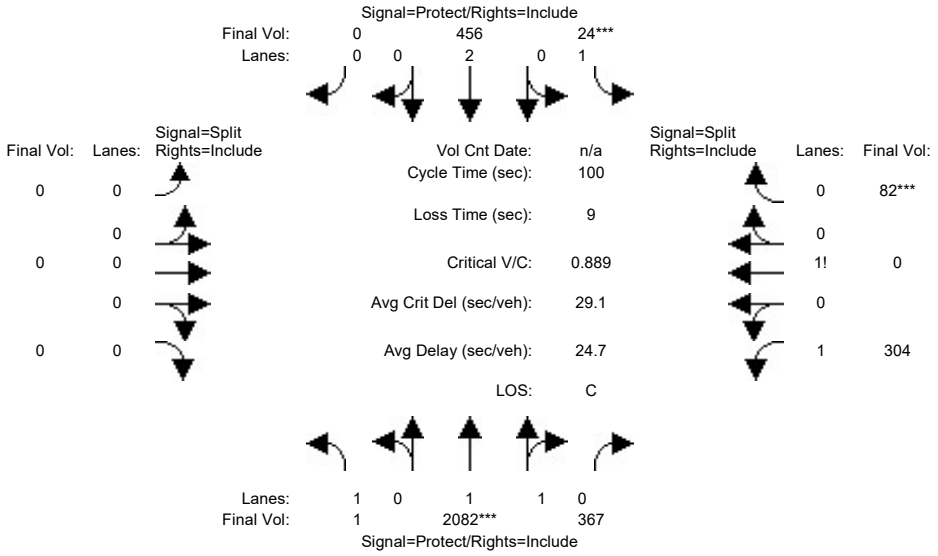
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	2083	388	39	458	0	0	0	0	349	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2083	388	39	458	0	0	0	0	349	0	113
Added Vol:	0	-1	-21	-15	-2	0	0	0	0	-45	0	-31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2082	367	24	456	0	0	0	0	304	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2082	367	24	456	0	0	0	0	304	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2082	367	24	456	0	0	0	0	304	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2082	367	24	456	0	0	0	0	304	0	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	1.00	2.00	0.00	0.00	0.00	0.00	1.65	0.00	0.35
Final Sat.:	1750	3145	554	1750	3800	0	0	0	0	2887	0	613
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.01	0.12	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:		****		****								****
Green Time:	28.3	69.9	69.9	7.0	48.6	0.0	0.0	0.0	0.0	14.1	0.0	14.1
Volume/Cap:	0.00	0.95	0.95	0.20	0.25	0.00	0.00	0.00	0.00	0.75	0.00	0.95
Delay/Veh:	25.7	21.9	21.9	44.6	15.1	0.0	0.0	0.0	0.0	47.1	0.0	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	21.9	21.9	44.6	15.1	0.0	0.0	0.0	0.0	47.1	0.0	73.9
LOS by Move:	C	C+	C+	D	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	52	52	2	8	0	0	0	0	14	0	21

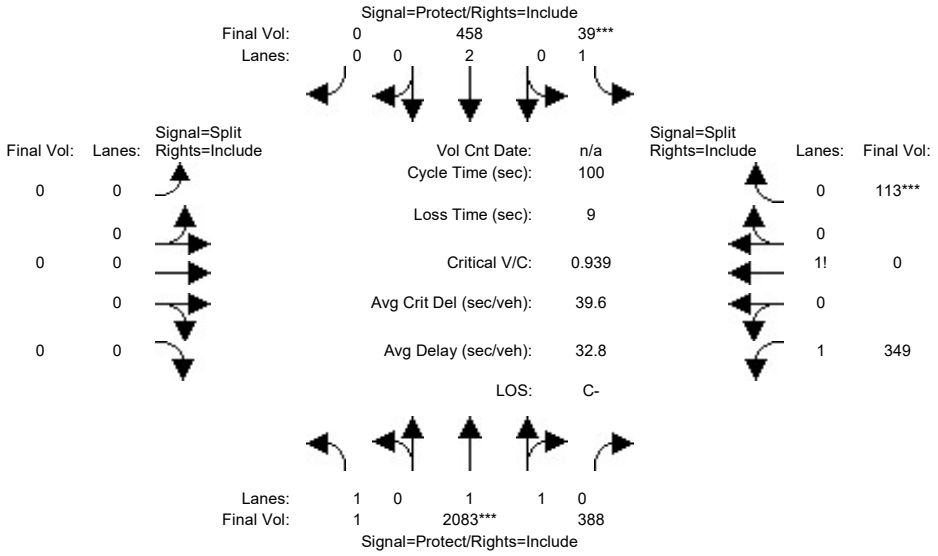
Note: Queue reported is the number of cars per lane.

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Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	2083	388	39	458	0	0	0	0	349	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2083	388	39	458	0	0	0	0	349	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2083	388	39	458	0	0	0	0	349	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2083	388	39	458	0	0	0	0	349	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2083	388	39	458	0	0	0	0	349	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2083	388	39	458	0	0	0	0	349	0	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	2.00	0.00	0.00	0.00	0.00	1.61	0.00	0.39
Final Sat.:	1750	3119	581	1750	3800	0	0	0	0	2812	0	688
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.67	0.02	0.12	0.00	0.00	0.00	0.00	0.12	0.00	0.16
Crit Moves:		****		****								****
Green Time:	27.3	67.4	67.4	7.0	47.1	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.99	0.99	0.32	0.26	0.00	0.00	0.00	0.00	0.75	0.00	0.99
Delay/Veh:	26.4	31.8	31.8	45.7	16.0	0.0	0.0	0.0	0.0	44.8	0.0	80.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	31.8	31.8	45.7	16.0	0.0	0.0	0.0	0.0	44.8	0.0	80.8
LOS by Move:	C	C	C	D	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	59	59	3	8	0	0	0	0	16	0	26

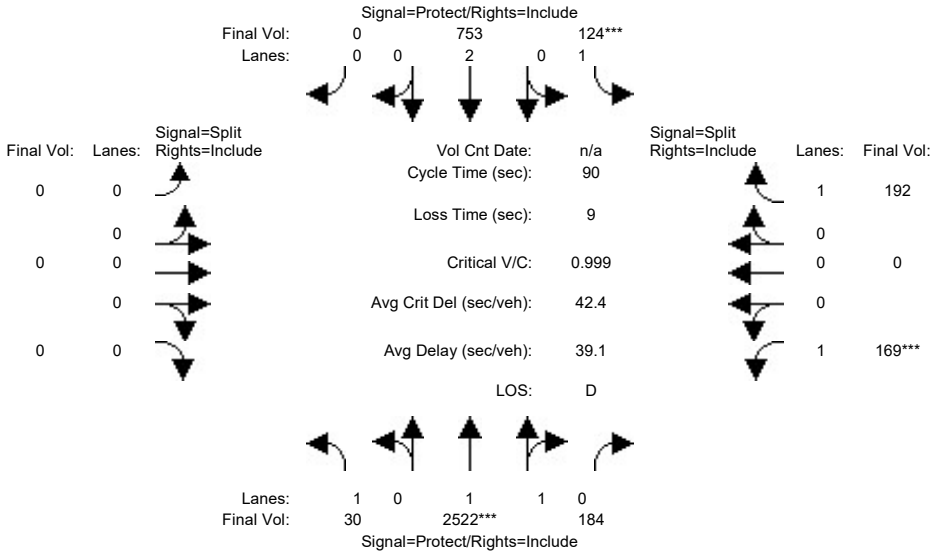
Note: Queue reported is the number of cars per lane.

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Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	2544	184	124	800	0	0	0	0	169	0	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2544	184	124	800	0	0	0	0	169	0	192
Added Vol:	0	-22	0	0	-47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	2522	184	124	753	0	0	0	0	169	0	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2522	184	124	753	0	0	0	0	169	0	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2522	184	124	753	0	0	0	0	169	0	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2522	184	124	753	0	0	0	0	169	0	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3448	252	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.73	0.73	0.07	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Crit Moves:		****		****						****		
Green Time:	20.0	64.0	64.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.08	1.03	1.03	0.91	0.35	0.00	0.00	0.00	0.00	0.87	0.00	0.99
Delay/Veh:	27.8	38.3	38.3	92.2	10.6	0.0	0.0	0.0	0.0	71.0	0.0	100.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	38.3	38.3	92.2	10.6	0.0	0.0	0.0	0.0	71.0	0.0	100.7
LOS by Move:	C	D+	D+	F	B+	A	A	A	A	E	A	F
HCM2k95thQ:	1	71	69	8	11	0	0	0	0	14	0	18

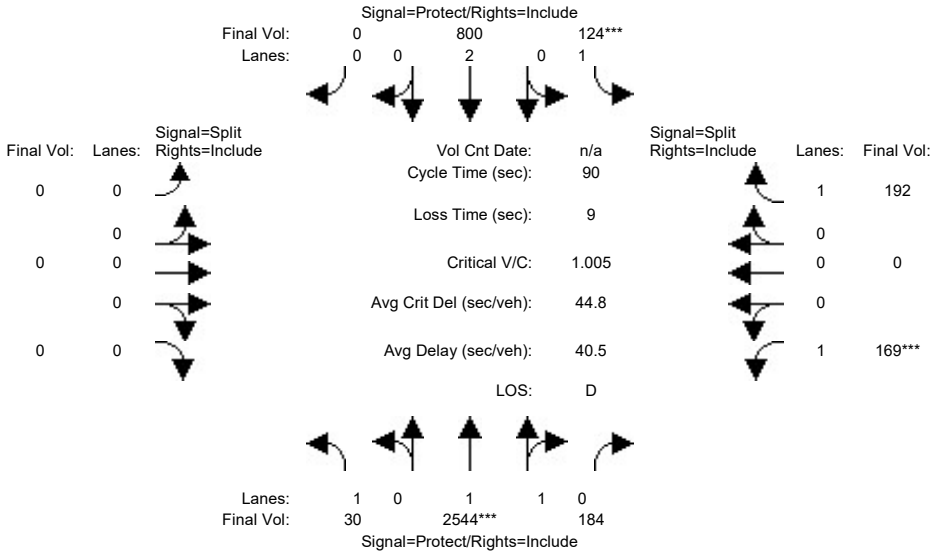
Note: Queue reported is the number of cars per lane.

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Intersection #9: Lafayette Street/Calle de Primavera



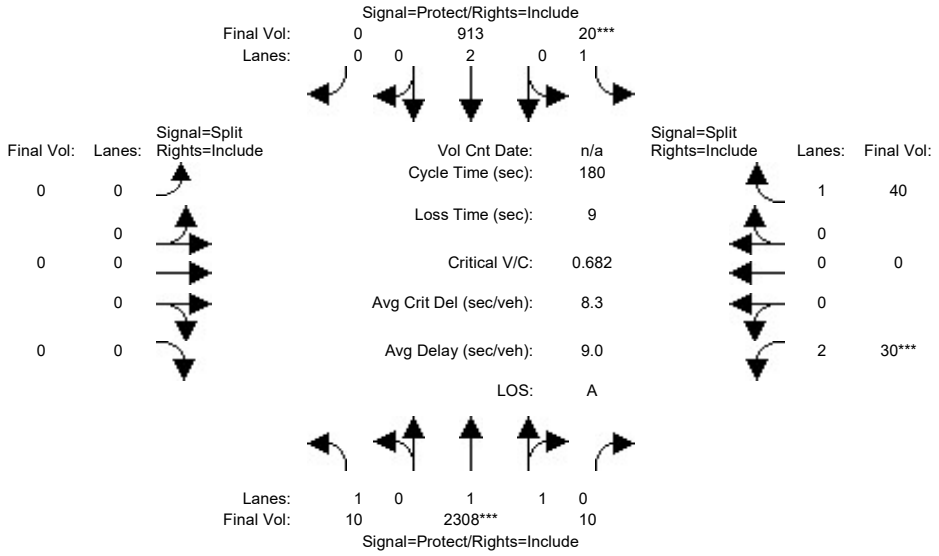

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Street Name:         Lafayette Street              Calle de Primavera
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10    10   10   10    10   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30 2544  184   124  800    0     0    0    0   169    0  192
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   30 2544  184   124  800    0     0    0    0   169    0  192
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   30 2544  184   124  800    0     0    0    0   169    0  192
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    30 2544  184   124  800    0     0    0    0   169    0  192
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   30 2544  184   124  800    0     0    0    0   169    0  192
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   30 2544  184   124  800    0     0    0    0   169    0  192
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.86  0.14  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 3450   250  1750 3800     0     0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.74  0.74  0.07 0.21  0.00  0.00 0.00  0.00  0.10 0.00  0.11
Crit Moves:       ****        ****                              ****
Green Time:  19.2 64.0  64.0   7.0 51.8   0.0   0.0  0.0   0.0  10.0  0.0  10.0
Volume/Cap:  0.08 1.04  1.04  0.91 0.37  0.00  0.00 0.00  0.00  0.87 0.00  0.99
Delay/Veh:   28.5 41.0  41.0  92.2 10.3   0.0   0.0  0.0   0.0  71.0  0.0 100.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  28.5 41.0  41.0  92.2 10.3   0.0   0.0  0.0   0.0  71.0  0.0 100.7
LOS by Move:    C    D     D     F   B+     A     A    A     A     E    A     F
HCM2k95thQ:     1   72    70     8   11     0     0    0     0    14    0    18
Note: Queue reported is the number of cars per lane.
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Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2330	10	20	960	0	0	0	0	30	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2330	10	20	960	0	0	0	0	30	0	40
Added Vol:	0	-22	0	0	-47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2308	10	20	913	0	0	0	0	30	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2308	10	20	913	0	0	0	0	30	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2308	10	20	913	0	0	0	0	30	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2308	10	20	913	0	0	0	0	30	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3684	16	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.63	0.01	0.24	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	22.4	154	154.0	7.0	139	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.05	0.73	0.73	0.29	0.31	0.00	0.00	0.00	0.00	0.17	0.00	0.41
Delay/Veh:	69.8	6.6	6.6	94.7	6.6	0.0	0.0	0.0	0.0	83.2	0.0	94.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	6.6	6.6	94.7	6.6	0.0	0.0	0.0	0.0	83.2	0.0	94.5
LOS by Move:	E	A	A	F	A	A	A	A	A	F	A	F
HCM2k95thQ:	1	91	91	3	32	0	0	0	0	3	0	6

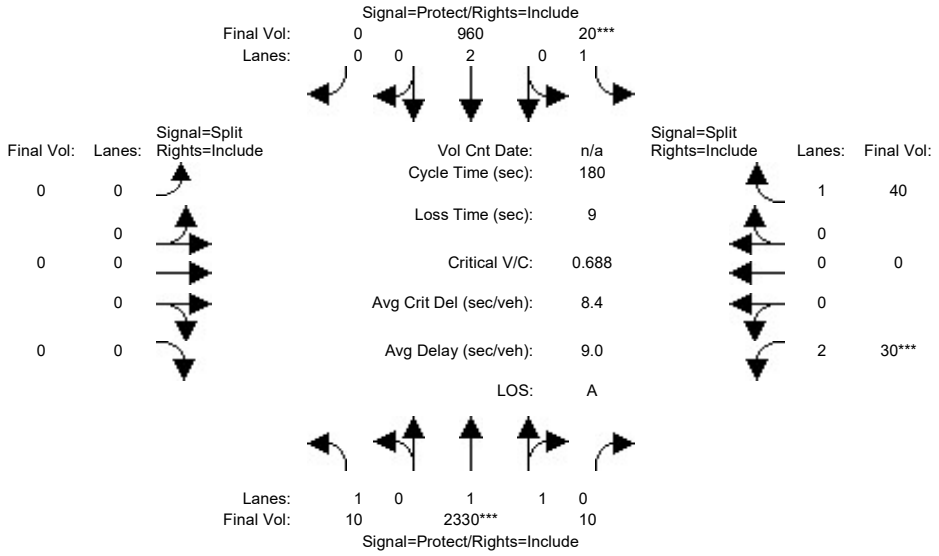
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2330	10	20	960	0	0	0	0	30	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2330	10	20	960	0	0	0	0	30	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2330	10	20	960	0	0	0	0	30	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2330	10	20	960	0	0	0	0	30	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2330	10	20	960	0	0	0	0	30	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2330	10	20	960	0	0	0	0	30	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3684	16	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.63	0.01	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	21.5	154	154.0	7.0	140	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.05	0.74	0.74	0.29	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.41
Delay/Veh:	70.6	6.7	6.7	94.7	6.4	0.0	0.0	0.0	0.0	83.2	0.0	94.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	6.7	6.7	94.7	6.4	0.0	0.0	0.0	0.0	83.2	0.0	94.5
LOS by Move:	E	A	A	F	A	A	A	A	A	F	A	F
HCM2k95thQ:	1	92	92	3	33	0	0	0	0	3	0	6

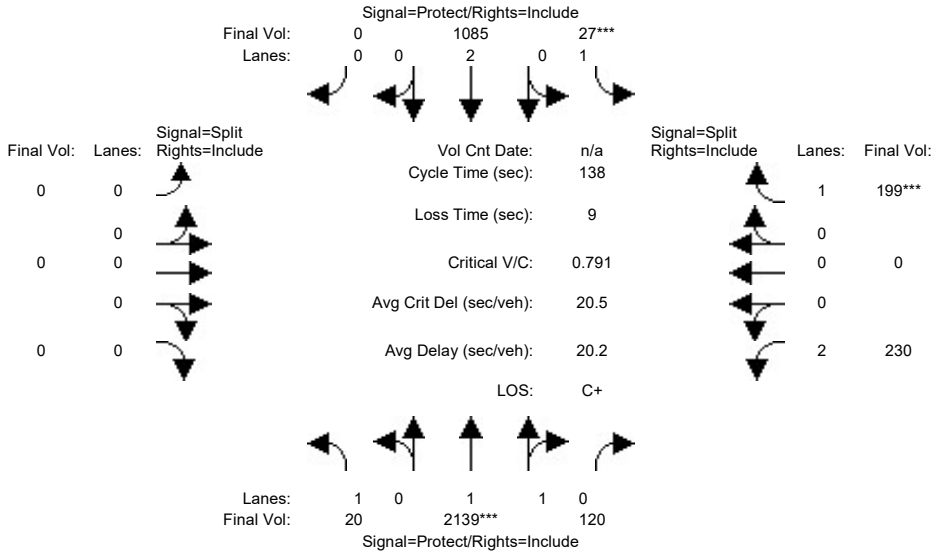
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	2160	120	30	1130	0	0	0	0	230	0	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2160	120	30	1130	0	0	0	0	230	0	200
Added Vol:	0	-21	0	-3	-45	0	0	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2139	120	27	1085	0	0	0	0	230	0	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2139	120	27	1085	0	0	0	0	230	0	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2139	120	27	1085	0	0	0	0	230	0	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2139	120	27	1085	0	0	0	0	230	0	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3503	197	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.02	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:		****		****								****
Green Time:	16.6	103	102.8	7.0	93.3	0.0	0.0	0.0	0.0	19.2	0.0	19.2
Volume/Cap:	0.10	0.82	0.82	0.30	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.82
Delay/Veh:	54.9	14.4	14.4	71.8	10.7	0.0	0.0	0.0	0.0	59.7	0.0	83.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	14.4	14.4	71.8	10.7	0.0	0.0	0.0	0.0	59.7	0.0	83.3
LOS by Move:	D-	B	B	E	B+	A	A	A	A	E+	A	F
HCM2k95thQ:	2	48	48	3	18	0	0	0	0	11	0	19

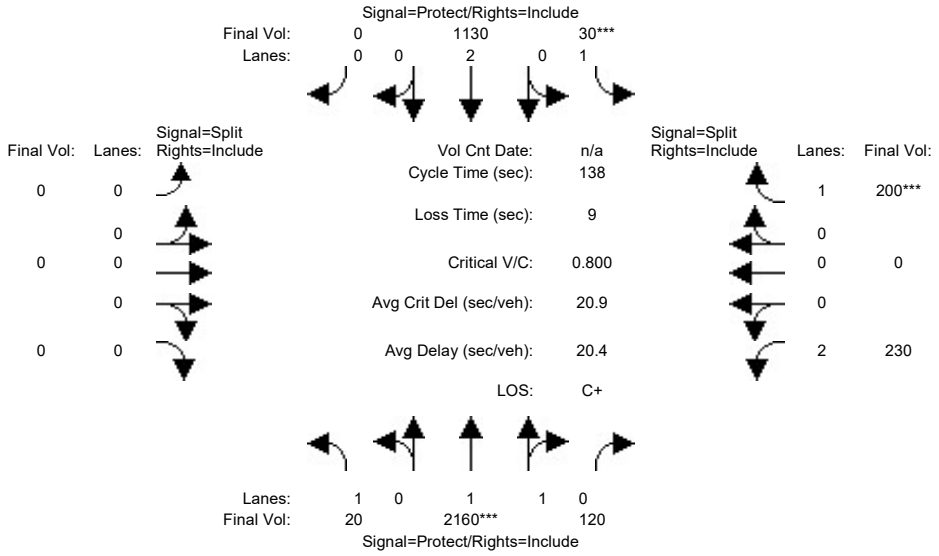
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM Plus Project

Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	2160	120	30	1130	0	0	0	0	230	0	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2160	120	30	1130	0	0	0	0	230	0	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2160	120	30	1130	0	0	0	0	230	0	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2160	120	30	1130	0	0	0	0	230	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2160	120	30	1130	0	0	0	0	230	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2160	120	30	1130	0	0	0	0	230	0	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3505	195	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.62	0.62	0.02	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:		****		****								****
Green Time:	16.0	103	102.9	7.0	93.9	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.10	0.83	0.83	0.34	0.44	0.00	0.00	0.00	0.00	0.53	0.00	0.83
Delay/Veh:	55.5	14.6	14.6	73.3	10.6	0.0	0.0	0.0	0.0	59.8	0.0	84.3
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:	55.5	14.6	14.6	73.3	10.6	0.0	0.0	0.0	0.0	59.8	0.0	84.3
LOS by Move:	E+	B	B	E	B+	A	A	A	A	E+	A	F
HCM2k95thQ:	2	49	49	3	19	0	0	0	0	11	0	19

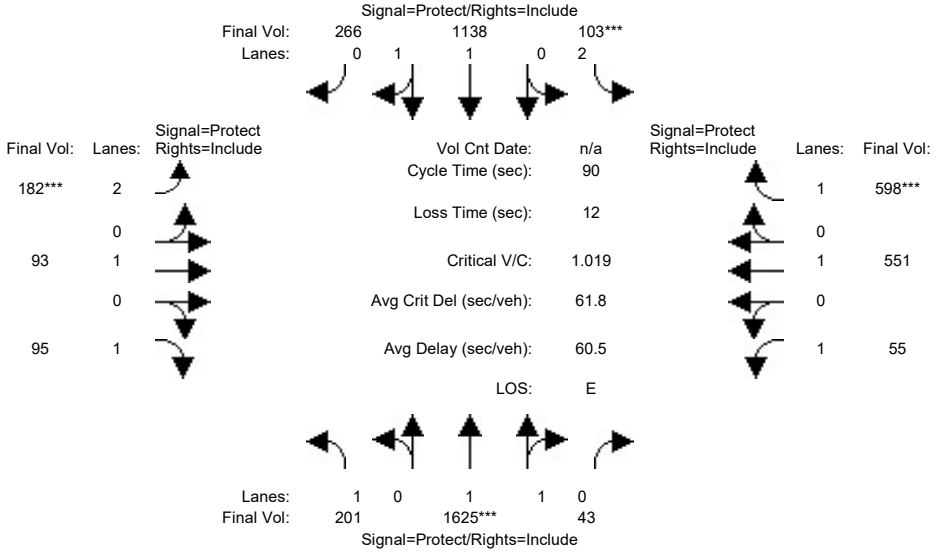
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	1500	39	94	1081	242	166	85	86	50	501	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1500	39	94	1081	242	166	85	86	50	501	544
Added Vol:	0	-21	0	0	-45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1479	39	94	1036	242	166	85	86	50	501	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	201	1625	43	103	1138	266	182	93	95	55	551	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1625	43	103	1138	266	182	93	95	55	551	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1625	43	103	1138	266	182	93	95	55	551	598
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	1.61	0.39	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3605	95	3150	2999	701	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.03	0.38	0.38	0.06	0.05	0.05	0.03	0.29	0.34
Crit Moves:		****		****			****					****
Green Time:	10.5	38.4	38.4	7.0	34.8	34.8	8.0	21.8	32.3	10.9	24.6	31.6
Volume/Cap:	0.98	1.06	1.06	0.42	0.98	0.98	0.65	0.20	0.15	0.26	1.06	0.97
Delay/Veh:	98.8	65.1	65.1	44.8	47.1	47.1	50.9	28.2	20.1	38.8	89.1	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.8	65.1	65.1	44.8	47.1	47.1	50.9	28.2	20.1	38.8	89.1	59.0
LOS by Move:	F	E	E	D	D	D	D	C	C+	D+	F	E+
HCM2k95thQ:	14	51	51	4	41	41	9	5	4	4	39	39

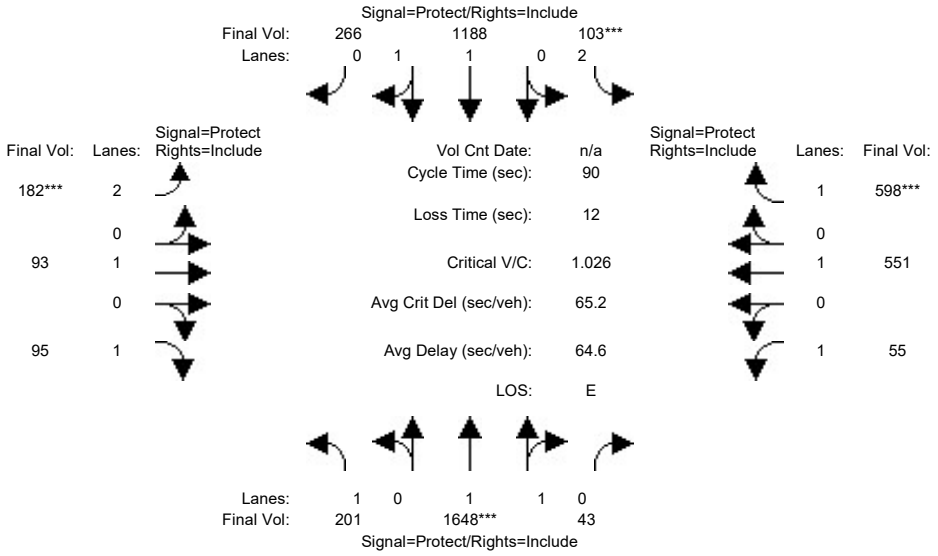
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	1500	39	94	1081	242	166	85	86	50	501	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1500	39	94	1081	242	166	85	86	50	501	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1500	39	94	1081	242	166	85	86	50	501	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	201	1648	43	103	1188	266	182	93	95	55	551	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1648	43	103	1188	266	182	93	95	55	551	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1648	43	103	1188	266	182	93	95	55	551	598
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	1.62	0.38	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3606	94	3150	3023	677	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.46	0.03	0.39	0.39	0.06	0.05	0.05	0.03	0.29	0.34
Crit Moves:		****		****			****					****
Green Time:	10.5	38.4	38.4	7.0	34.8	34.8	8.0	21.8	32.3	10.9	24.6	31.6
Volume/Cap:	0.98	1.07	1.07	0.42	1.02	1.02	0.65	0.20	0.15	0.26	1.06	0.97
Delay/Veh:	98.8	70.2	70.2	44.8	55.5	55.5	50.9	28.2	20.1	38.8	89.1	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.8	70.2	70.2	44.8	55.5	55.5	50.9	28.2	20.1	38.8	89.1	59.0
LOS by Move:	F	E	E	D	E+	E+	D	C	C+	D+	F	E+
HCM2k95thQ:	14	53	53	4	45	45	9	5	4	4	39	39

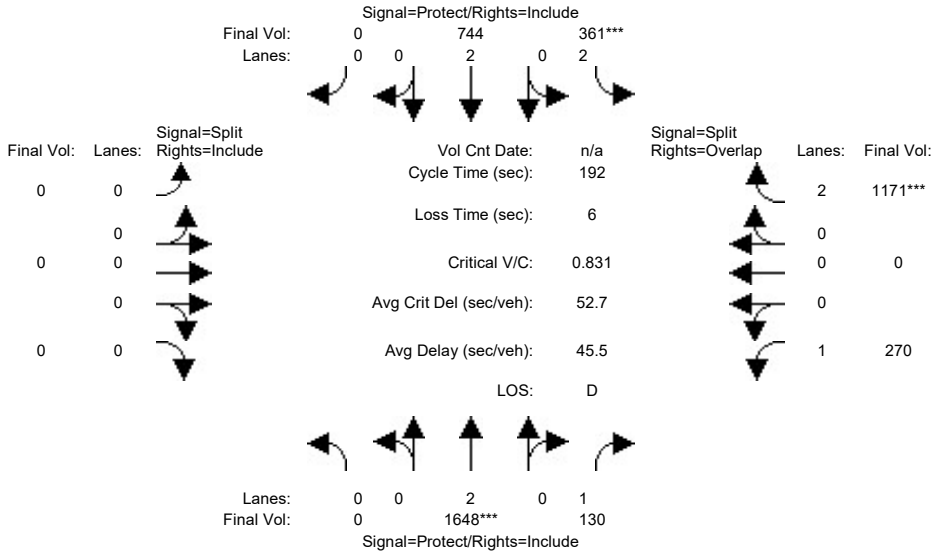
Note: Queue reported is the number of cars per lane.

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	130	380	770	0	0	0	0	270	0	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	130	380	770	0	0	0	0	270	0	1180
Added Vol:	0	-12	0	-19	-26	0	0	0	0	0	0	-9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1648	130	361	744	0	0	0	0	270	0	1171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1648	130	361	744	0	0	0	0	270	0	1171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1648	130	361	744	0	0	0	0	270	0	1171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1648	130	361	744	0	0	0	0	270	0	1171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.07	0.11	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.37
Crit Moves:		****		****								****
Green Time:	0.0	100	100.2	26.5	127	0.0	0.0	0.0	0.0	59.4	0.0	85.8
Volume/Cap:	0.00	0.83	0.14	0.83	0.30	0.00	0.00	0.00	0.00	0.50	0.00	0.83
Delay/Veh:	0.0	43.0	24.1	97.3	14.1	0.0	0.0	0.0	0.0	57.4	0.0	52.6
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	43.0	24.1	97.3	14.1	0.0	0.0	0.0	0.0	57.4	0.0	52.6
LOS by Move:	A	D	C	F	B	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	66	8	20	15	0	0	0	0	23	0	60

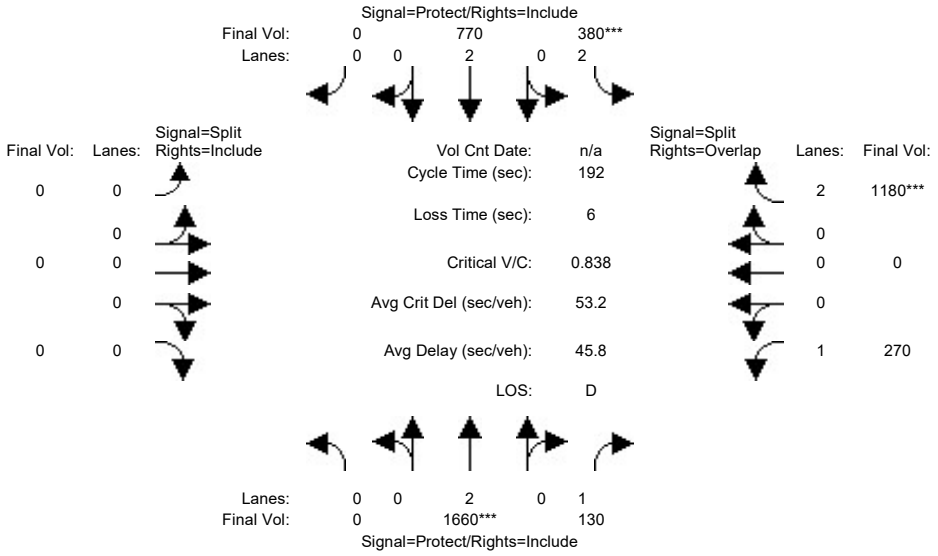
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	130	380	770	0	0	0	0	270	0	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	130	380	770	0	0	0	0	270	0	1180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1660	130	380	770	0	0	0	0	270	0	1180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1660	130	380	770	0	0	0	0	270	0	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1660	130	380	770	0	0	0	0	270	0	1180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1660	130	380	770	0	0	0	0	270	0	1180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.12	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.37
Crit Moves:		****		****								****
Green Time:	0.0	100	100.1	27.7	128	0.0	0.0	0.0	0.0	58.2	0.0	85.9
Volume/Cap:	0.00	0.84	0.14	0.84	0.30	0.00	0.00	0.00	0.00	0.51	0.00	0.84
Delay/Veh:	0.0	43.4	24.1	96.7	13.8	0.0	0.0	0.0	0.0	58.6	0.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.4	24.1	96.7	13.8	0.0	0.0	0.0	0.0	58.6	0.0	53.0
LOS by Move:	A	D	C	F	B	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	67	8	21	15	0	0	0	0	23	0	60

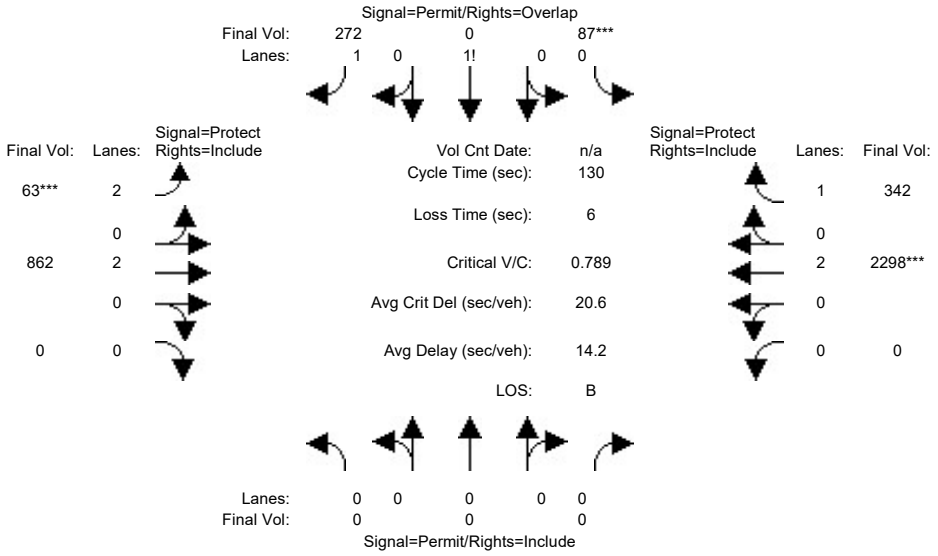
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	99	0	362	105	875	0	0	2326	348
Growth Adj:	1.00	1.00	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	99	0	362	105	875	0	0	2326	348
Added Vol:	0	0	0	-12	0	-90	-42	-13	0	0	-28	-6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	87	0	272	63	862	0	0	2298	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	87	0	272	63	862	0	0	2298	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	272	63	862	0	0	2298	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	87	0	272	63	862	0	0	2298	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	683	0	2817	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.10	0.02	0.23	0.00	0.00	0.60	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	20.4	0.0	27.4	7.0	104	0.0	0.0	96.6	96.6
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.46	0.37	0.28	0.00	0.00	0.81	0.26
Delay/Veh:	0.0	0.0	0.0	64.0	0.0	45.3	60.7	3.5	0.0	0.0	12.7	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.0	0.0	45.3	60.7	3.5	0.0	0.0	12.7	5.4
LOS by Move:	A	A	A	E	A	D	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	18	0	12	3	9	0	0	45	9

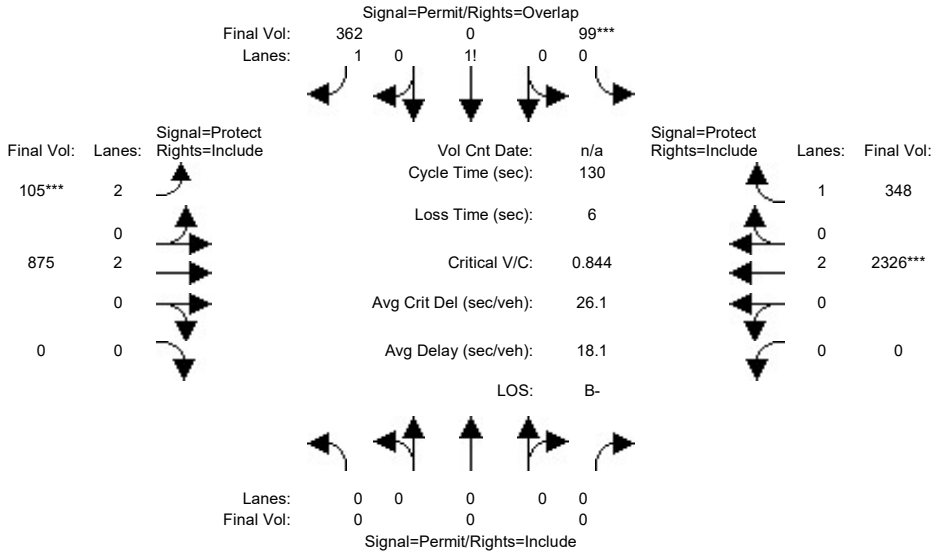
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	99	0	362	105	875	0	0	2326	348
Growth Adj:	1.00	1.00	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	99	0	362	105	875	0	0	2326	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	362	105	875	0	0	2326	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	99	0	362	105	875	0	0	2326	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	362	105	875	0	0	2326	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	99	0	362	105	875	0	0	2326	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.35	0.00	1.65	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	619	0	2881	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.13	0.03	0.23	0.00	0.00	0.61	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.2	0.0	31.2	7.0	99.8	0.0	0.0	92.8	92.8
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.52	0.62	0.30	0.00	0.00	0.86	0.28
Delay/Veh:	0.0	0.0	0.0	64.2	0.0	43.5	67.0	4.6	0.0	0.0	16.7	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.2	0.0	43.5	67.0	4.6	0.0	0.0	16.7	6.8
LOS by Move:	A	A	A	E	A	D	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	22	0	15	5	10	0	0	51	10

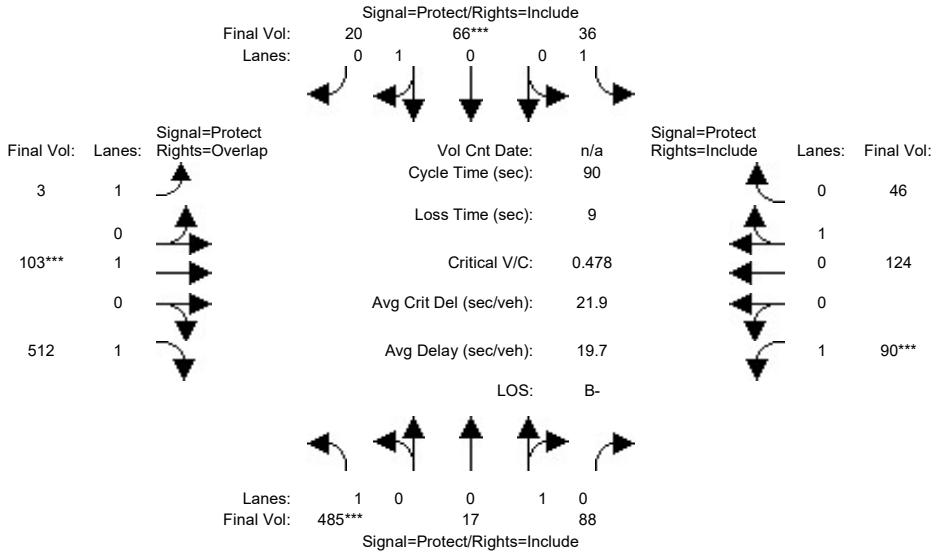
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	485	65	88	49	168	61	22	103	512	90	124	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	65	88	49	168	61	22	103	512	90	124	52
Added Vol:	0	-48	0	-13	-102	-41	-19	0	0	0	0	-6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	17	88	36	66	20	3	103	512	90	124	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	17	88	36	66	20	3	103	512	90	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	17	88	36	66	20	3	103	512	90	124	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	17	88	36	66	20	3	103	512	90	124	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.16	0.84	1.00	0.77	0.23	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1750	291	1509	1750	1381	419	1750	1900	1750	1750	1313	487
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.06	0.02	0.05	0.05	0.00	0.05	0.29	0.05	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	51.4	36.1	36.1	25.3	10.0	10.0	8.1	10.1	61.5	9.5	11.5	11.5
Volume/Cap:	0.49	0.15	0.15	0.07	0.43	0.43	0.02	0.49	0.43	0.49	0.74	0.74
Delay/Veh:	11.8	17.2	17.2	23.8	38.8	38.8	37.4	39.3	6.6	39.9	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	17.2	17.2	23.8	38.8	38.8	37.4	39.3	6.6	39.9	49.6	49.6
LOS by Move:	B+	B	B	C	D+	D+	D+	D	A	D	D	D
HCM2k95thQ:	16	4	4	2	6	6	0	7	13	6	13	13

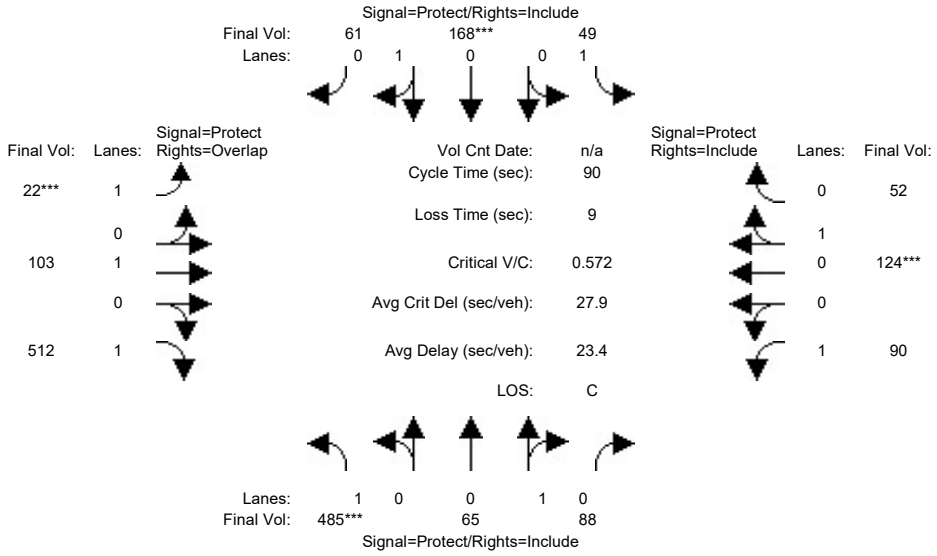
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	485	65	88	49	168	61	22	103	512	90	124	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	65	88	49	168	61	22	103	512	90	124	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	65	88	49	168	61	22	103	512	90	124	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	65	88	49	168	61	22	103	512	90	124	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	65	88	49	168	61	22	103	512	90	124	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	65	88	49	168	61	22	103	512	90	124	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.42	0.58	1.00	0.73	0.27	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1750	765	1035	1750	1321	479	1750	1900	1750	1750	1268	532
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.09	0.03	0.13	0.13	0.01	0.05	0.29	0.05	0.10	0.10
Crit Moves:	****				****		****				****	
Green Time:	40.8	35.1	35.1	24.5	18.7	18.7	7.0	12.6	53.4	8.8	14.4	14.4
Volume/Cap:	0.61	0.22	0.22	0.10	0.61	0.61	0.16	0.39	0.49	0.53	0.61	0.61
Delay/Veh:	20.0	18.5	18.5	24.6	35.3	35.3	39.3	36.1	10.9	41.6	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	18.5	18.5	24.6	35.3	35.3	39.3	36.1	10.9	41.6	39.0	39.0
LOS by Move:	B-	B-	B-	C	D+	D+	D	D+	B+	D	D+	D+
HCM2k95thQ:	20	6	6	2	13	13	2	6	17	7	11	11

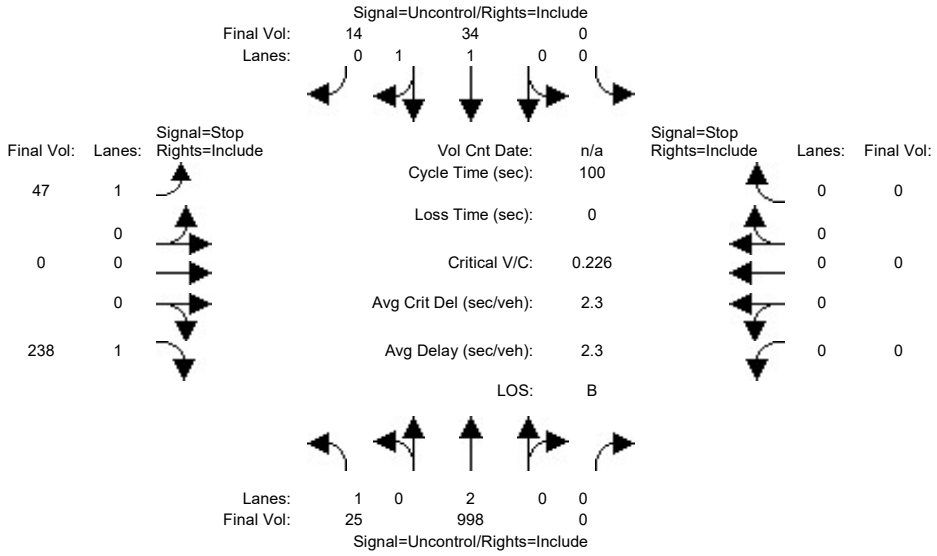
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1020     0     0   80    14    47    0   267     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1020     0     0   80    14    47    0   267     0    0     0
Added Vol:    -14  -22     0     0  -46     0     0    0   -29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25  998     0     0   34    14    47    0   238     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:    25  998     0     0   34    14    47    0   238     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   25  998     0     0   34    14    47    0   238     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   48 xxxx xxxxx  xxxx xxxx xxxxx   590 xxxx    24  xxxx xxxx xxxxx
Potent Cap.: 1572 xxxx xxxxx  xxxx xxxx xxxxx   443 xxxx  1053  xxxx xxxx xxxxx
Move Cap.:   1572 xxxx xxxxx  xxxx xxxx xxxxx   438 xxxx  1053  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.23  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.9  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx  14.2 xxxx   9.4 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:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            10.2           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  48 xxxxx xxxxx    0 xxxxx xxxxx  590  1089    24 1065  1096   499
AdjCnflVol:   48 xxxxx xxxxx    0 xxxxx xxxxx  590  1089    24 1065  1096   499
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  48 xxxxx xxxxx    0 xxxxx xxxxx  590  1089    24 1065  1096   499
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1572 xxxxx xxxxx 1636 xxxxx xxxxx  443   217  1053  180   215   522
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1572 xxxxx xxxxx 1636 xxxxx xxxxx  443   217  1053  180   215   522
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   25  998     0     0   34    14    47    0   238     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.2           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=285]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1356]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal 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 #16 Lick Mill Boulevard/Calle De Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   25  998     0     0   34    14    47    0   238     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1071
Minor Approach Volume:           285
Minor Approach Volume Threshold: 345
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

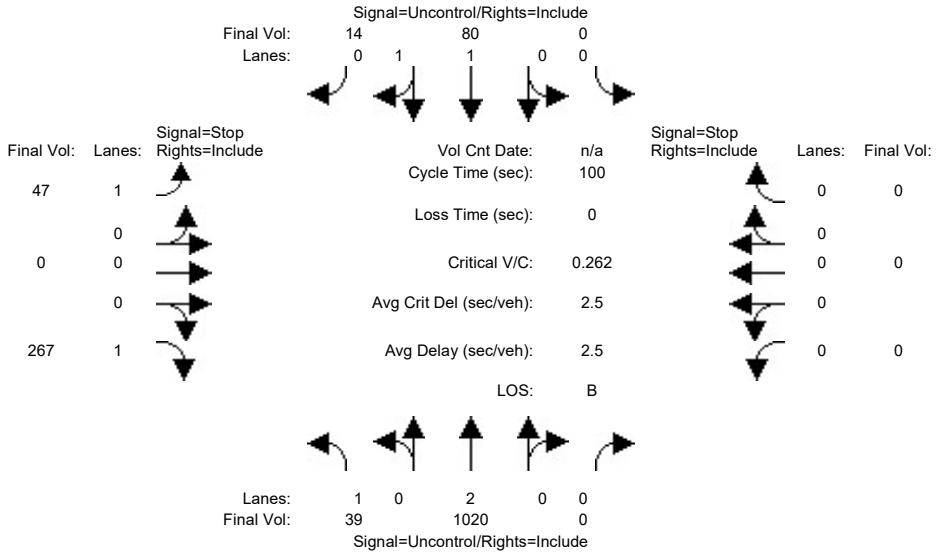
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1020     0     0   80    14    47    0   267     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1020     0     0   80    14    47    0   267     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 1020     0     0   80    14    47    0   267     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1020     0     0   80    14    47    0   267     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   39 1020     0     0   80    14    47    0   267     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   94 xxxx xxxxx  xxxx xxxx xxxxx   675 xxxx    47  xxxx xxxx xxxxx
Potent Cap.: 1513 xxxx xxxxx  xxxx xxxx xxxxx   392 xxxx  1019  xxxx xxxx xxxxx
Move Cap.:   1513 xxxx xxxxx  xxxx xxxx xxxxx   384 xxxx  1019  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.12 xxxx  0.26  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   1.1  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  15.7 xxxx   9.8 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            10.7           xxxxxx
ApproachLOS:         *             *                B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  94 xxxxx xxxxx    0 xxxxx xxxxx  675  1185    47 1138  1192   510
AdjCnflVol:   94 xxxxx xxxxx    0 xxxxx xxxxx  675  1185    47 1138  1192   510
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  94 xxxxx xxxxx    0 xxxxx xxxxx  675  1185    47 1138  1192   510
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1513 xxxxx xxxxx 1636 xxxxx xxxxx  392   191  1019  159   189   514
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1513 xxxxx xxxxx 1636 xxxxx xxxxx  392   191  1019  159   189   514
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign         Stop Sign
Lanes:        1  0  2  0  0     0  0  1  1  0     1  0  0  0  1     0  0  0  0  0
Initial Vol:   39 1020     0      0   80    14    47    0   267     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=314]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1467]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal 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 #16 Lick Mill Boulevard/Calle De Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled      Stop Sign         Stop Sign
Lanes:        1  0  2  0  0     0  0  1  1  0     1  0  0  0  1     0  0  0  0  0
Initial Vol:   39 1020     0      0   80    14    47    0   267     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1153
Minor Approach Volume:           314
Minor Approach Volume Threshold: 313
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

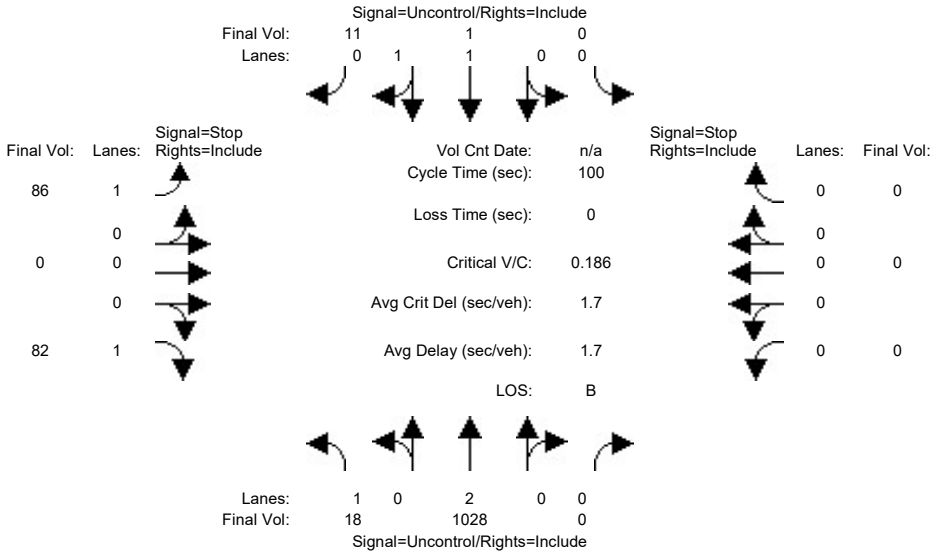
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18 1049     0     0   11    21   107    0    83     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   18 1049     0     0   11    21   107    0    83     0    0     0
Added Vol:      0  -21     0     0  -10   -10   -21    0    -1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   18 1028     0     0    1    11    86    0    82     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    18 1028     0     0    1    11    86    0    82     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   18 1028     0     0    1    11    86    0    82     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   12 xxxx xxxxx  xxxx xxxx xxxxx   557 xxxx     6  xxxx xxxx xxxxx
Potent Cap.: 1620 xxxx xxxxx  xxxx xxxx xxxxx   466 xxxx  1081  xxxx xxxx xxxxx
Move Cap.:   1620 xxxx xxxxx  xxxx xxxx xxxxx   462 xxxx  1081  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.19 xxxx  0.08  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  7.2 xxxx xxxxx xxxxx xxxx xxxxx  14.6 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            11.7           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  12 xxxxx xxxxx    0 xxxxx xxxxx  557  1071     6 1065  1076   514
AdjCnflVol:   12 xxxxx xxxxx    0 xxxxx xxxxx  557  1071     6 1065  1076   514
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  12 xxxxx xxxxx    0 xxxxx xxxxx  557  1071     6 1065  1076   514
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1620 xxxxx xxxxx 1636 xxxxx xxxxx  466   223  1081  180   221   511
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1620 xxxxx xxxxx 1636 xxxxx xxxxx  466   223  1081  180   221   511
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   18 1028     0     0    1    11    86    0    82     0    0     0
ApproachDel:    xxxxxx           xxxxxx             11.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=168]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1226]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   18 1028     0     0    1    11    86    0    82     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1058
Minor Approach Volume:           168
Minor Approach Volume Threshold: 350
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

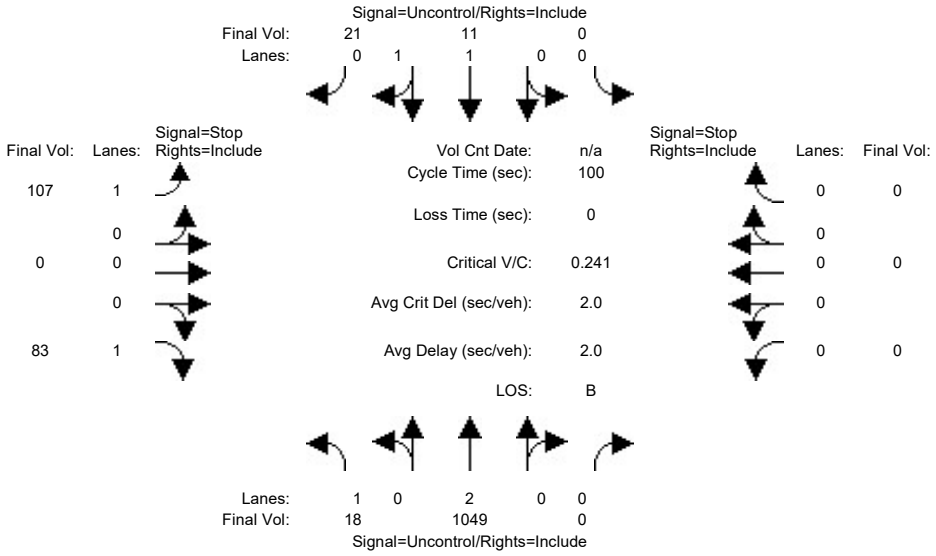
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18 1049     0     0   11    21   107    0    83     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   18 1049     0     0   11    21   107    0    83     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   18 1049     0     0   11    21   107    0    83     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    18 1049     0     0   11    21   107    0    83     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   18 1049     0     0   11    21   107    0    83     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   32 xxxx xxxxx  xxxx xxxx xxxxx   582 xxxx    16  xxxx xxxx xxxxx
Potent Cap.: 1593 xxxx xxxxx  xxxx xxxx xxxxx   449 xxxx  1066  xxxx xxxx xxxxx
Move Cap.:   1593 xxxx xxxxx  xxxx xxxx xxxxx   445 xxxx  1066  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.24 xxxx  0.08  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.9 xxxx   0.3  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx  15.6 xxxx   8.7 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            12.6           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:  32 xxxxx xxxxx    0 xxxxx xxxxx  582  1107    16 1091  1117   525
AdjCnflVol:   32 xxxxx xxxxx    0 xxxxx xxxxx  582  1107    16 1091  1117   525
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:  32 xxxxx xxxxx    0 xxxxx xxxxx  582  1107    16 1091  1117   525
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1593 xxxxx xxxxx 1636 xxxxx xxxxx  449   212  1066  172   209   503
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1593 xxxxx xxxxx 1636 xxxxx xxxxx  449   212  1066  172   209   503
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   18 1049     0     0   11    21   107    0    83     0    0     0
ApproachDel:    xxxxxx           xxxxxx             12.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=190]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1289]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal 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 #17 Lick Mill Boulevard/Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   18 1049     0     0   11    21   107    0    83     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1099
Minor Approach Volume:           190
Minor Approach Volume Threshold: 333
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

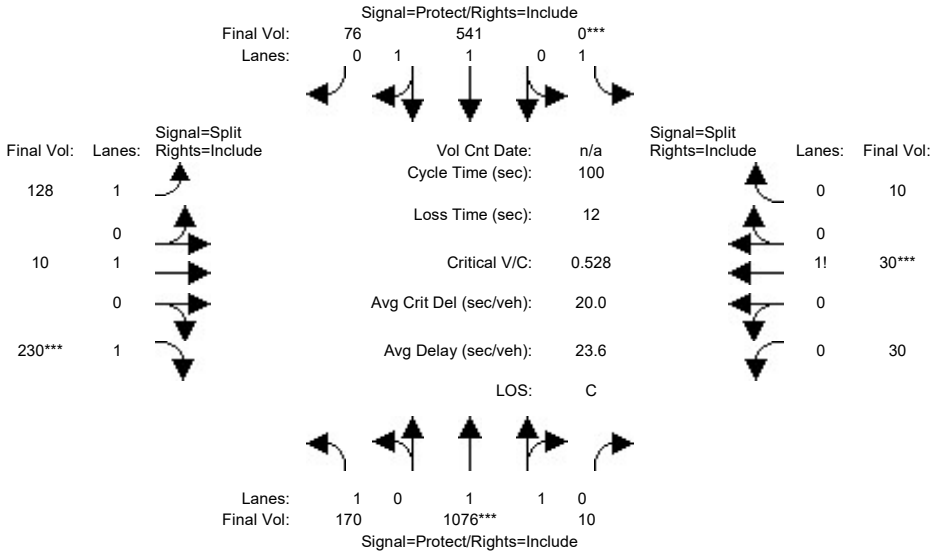
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1080	10	0	550	80	130	10	230	30	30	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1080	10	0	550	80	130	10	230	30	30	10
Added Vol:	0	-4	0	0	-9	-4	-2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1076	10	0	541	76	128	10	230	30	30	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1076	10	0	541	76	128	10	230	30	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1076	10	0	541	76	128	10	230	30	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1076	10	0	541	76	128	10	230	30	30	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.75	0.25	1.00	1.00	1.00	0.43	0.43	0.14
Final Sat.:	1750	3666	34	1750	3244	456	1750	1900	1750	750	750	250
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.00	0.17	0.17	0.07	0.01	0.13	0.04	0.04	0.04
Crit Moves:		****		****					****		****	
Green Time:	19.8	53.9	53.9	0.0	34.0	34.0	24.1	24.1	24.1	10.0	10.0	10.0
Volume/Cap:	0.49	0.54	0.54	0.00	0.49	0.49	0.30	0.02	0.54	0.40	0.40	0.40
Delay/Veh:	36.7	15.4	15.4	0.0	26.4	26.4	31.5	29.0	34.6	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	15.4	15.4	0.0	26.4	26.4	31.5	29.0	34.6	43.7	43.7	43.7
LOS by Move:	D+	B	B	A	C	C	C	C	C-	D	D	D
HCM2k95thQ:	10	20	20	0	14	14	7	0	14	5	5	5

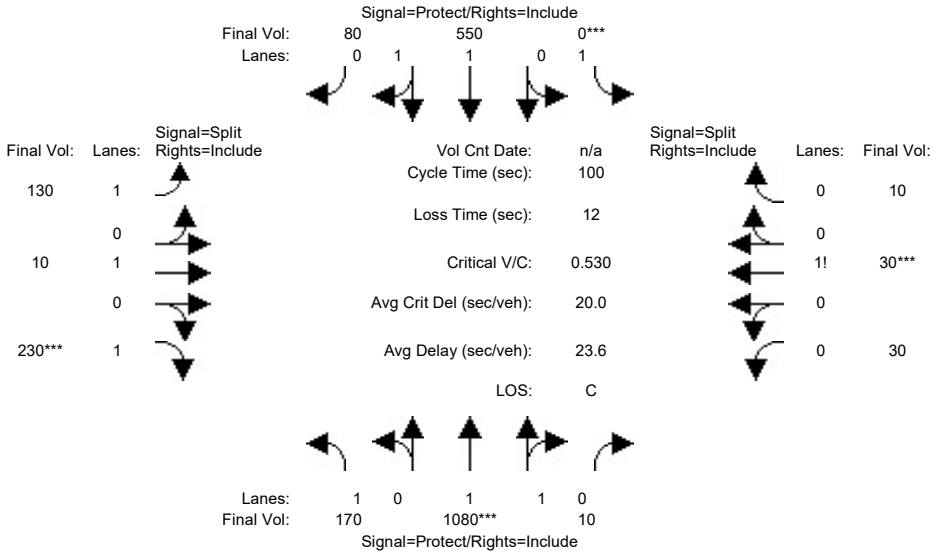
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1080	10	0	550	80	130	10	230	30	30	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1080	10	0	550	80	130	10	230	30	30	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1080	10	0	550	80	130	10	230	30	30	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1080	10	0	550	80	130	10	230	30	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1080	10	0	550	80	130	10	230	30	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1080	10	0	550	80	130	10	230	30	30	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.00	1.00	1.00	0.43	0.43	0.14
Final Sat.:	1750	3666	34	1750	3230	470	1750	1900	1750	750	750	250
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.00	0.17	0.17	0.07	0.01	0.13	0.04	0.04	0.04
Crit Moves:		****		****					****		****	
Green Time:	19.6	53.9	53.9	0.0	34.3	34.3	24.1	24.1	24.1	10.0	10.0	10.0
Volume/Cap:	0.50	0.55	0.55	0.00	0.50	0.50	0.31	0.02	0.55	0.40	0.40	0.40
Delay/Veh:	36.9	15.4	15.4	0.0	26.3	26.3	31.6	29.0	34.7	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	15.4	15.4	0.0	26.3	26.3	31.6	29.0	34.7	43.7	43.7	43.7
LOS by Move:	D+	B	B	A	C	C	C	C	C-	D	D	D
HCM2k95thQ:	10	20	20	0	14	14	7	0	14	5	5	5

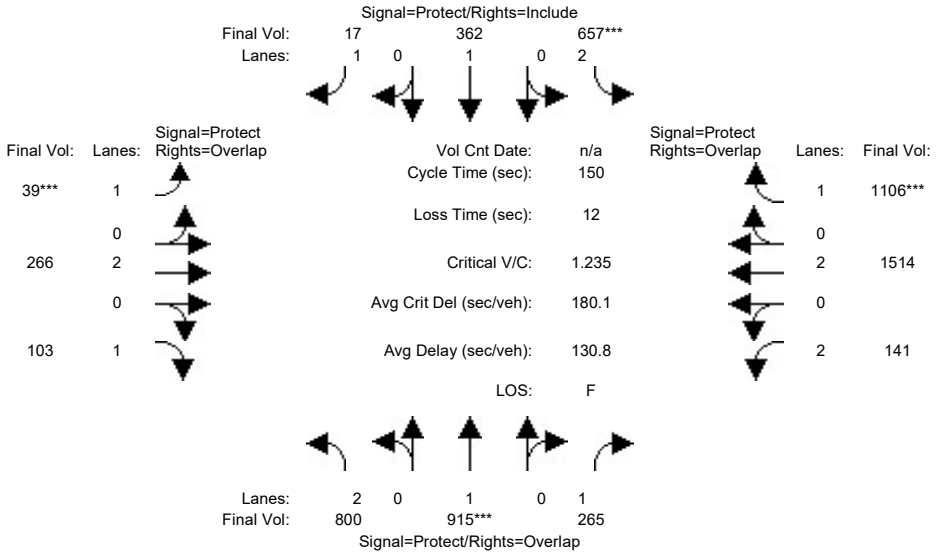
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	802	920	265	694	372	45	52	275	106	141	1518	1123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	920	265	694	372	45	52	275	106	141	1518	1123
Added Vol:	-2	-5	0	-37	-10	-28	-13	-9	-3	0	-4	-17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	915	265	657	362	17	39	266	103	141	1514	1106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	915	265	657	362	17	39	266	103	141	1514	1106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	915	265	657	362	17	39	266	103	141	1514	1106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	915	265	657	362	17	39	266	103	141	1514	1106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.48	0.15	0.21	0.19	0.01	0.02	0.07	0.06	0.04	0.40	0.63
Crit Moves:		****		****			****					****
Green Time:	46.4	56.7	79.4	24.5	34.8	34.8	7.0	34.1	80.5	22.7	49.8	74.3
Volume/Cap:	0.82	1.28	0.29	1.28	0.82	0.04	0.48	0.31	0.11	0.30	1.20	1.28
Delay/Veh:	53.6	181	19.8	201.0	66.3	44.7	74.1	48.4	17.2	56.9	148	170.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	181	19.8	201.0	66.3	44.7	74.1	48.4	17.2	56.9	148	170.6
LOS by Move:	D-	F	B-	F	E	D	E	D	B	E+	F	F
HCM2k95thQ:	35	99	13	49	31	1	4	9	5	6	74	125

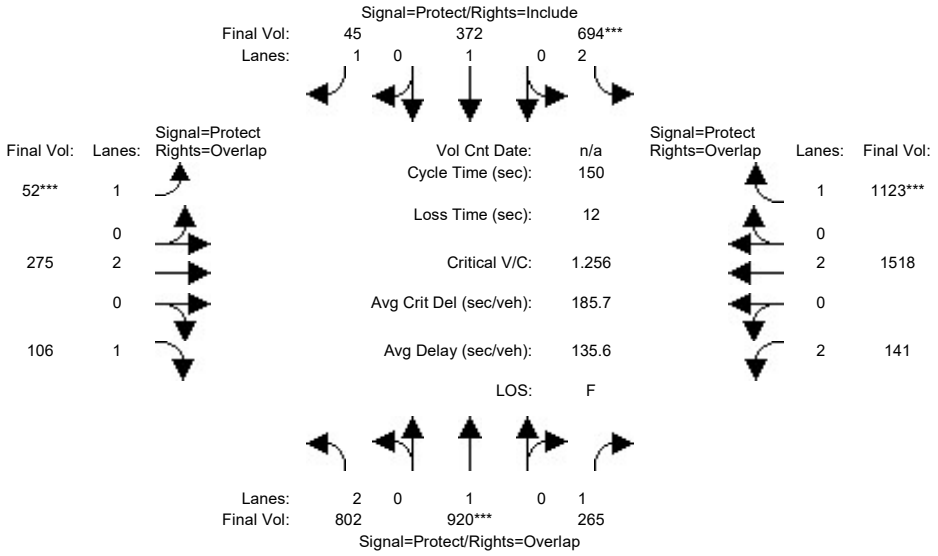
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	802	920	265	694	372	45	52	275	106	141	1518	1123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	920	265	694	372	45	52	275	106	141	1518	1123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	802	920	265	694	372	45	52	275	106	141	1518	1123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	920	265	694	372	45	52	275	106	141	1518	1123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	920	265	694	372	45	52	275	106	141	1518	1123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	802	920	265	694	372	45	52	275	106	141	1518	1123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.48	0.15	0.22	0.20	0.03	0.03	0.07	0.06	0.04	0.40	0.64
Crit Moves:		****		****			****					****
Green Time:	46.3	56.3	78.3	25.6	35.6	35.6	7.0	34.1	80.4	22.0	49.0	74.7
Volume/Cap:	0.82	1.29	0.29	1.29	0.82	0.11	0.64	0.32	0.11	0.31	1.22	1.29
Delay/Veh:	53.9	187	20.4	205.8	65.9	44.9	85.7	48.5	17.2	57.6	158	176.5
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:	53.9	187	20.4	205.8	65.9	44.9	85.7	48.5	17.2	57.6	158	176.5
LOS by Move:	D-	F	C+	F	E	D	F	D	B	E+	F	F
HCM2k95thQ:	35	101	13	52	31	4	5	10	5	6	76	128

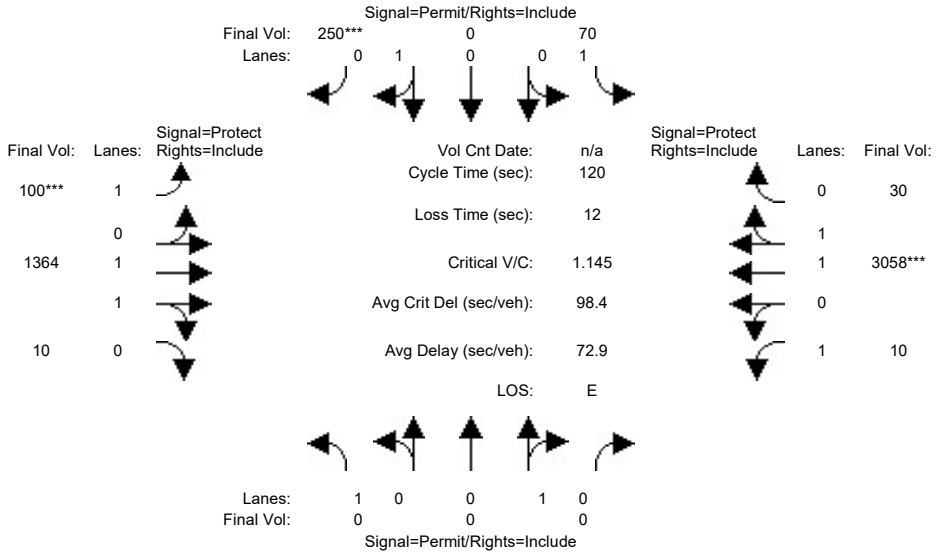
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	250	100	1410	10	10	3080	30
Added Vol:	0	0	0	0	0	0	0	-46	0	0	-22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	250	100	1364	10	10	3058	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	250	100	1364	10	10	3058	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	250	100	1364	10	10	3058	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	250	100	1364	10	10	3058	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1750	1900	0	1750	0	1800	1750	3673	27	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.06	0.37	0.37	0.01	0.83	0.83
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.4	0.0	14.4	7.0	80.9	80.9	12.7	86.6	86.6
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	1.16	0.98	0.55	0.55	0.05	1.16	1.16
Delay/Veh:	0.0	0.0	0.0	49.3	0.0	162.7	138.7	10.4	10.4	48.4	91.9	91.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.3	0.0	162.7	138.7	10.4	10.4	48.4	91.9	91.9
LOS by Move:	A	A	A	D	A	F	F	B+	B+	D	F	F
HCM2k95thQ:	0	0	0	6	0	30	10	24	24	1	121	121

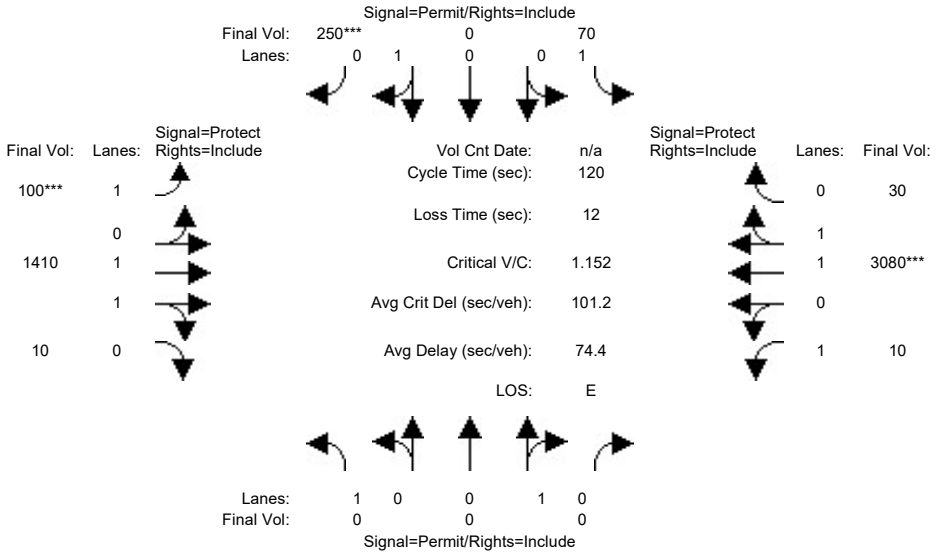
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	250	100	1410	10	10	3080	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	250	100	1410	10	10	3080	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	250	100	1410	10	10	3080	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	250	100	1410	10	10	3080	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1750	1900	0	1750	0	1800	1750	3674	26	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.06	0.38	0.38	0.01	0.84	0.84
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	7.0	81.3	81.3	12.4	86.7	86.7
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	1.16	0.98	0.57	0.57	0.06	1.16	1.16
Delay/Veh:	0.0	0.0	0.0	49.4	0.0	165.5	138.7	10.4	10.4	48.7	94.8	94.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.4	0.0	165.5	138.7	10.4	10.4	48.7	94.8	94.8
LOS by Move:	A	A	A	D	A	F	F	B+	B+	D	F	F
HCM2k95thQ:	0	0	0	6	0	30	10	25	25	1	123	123

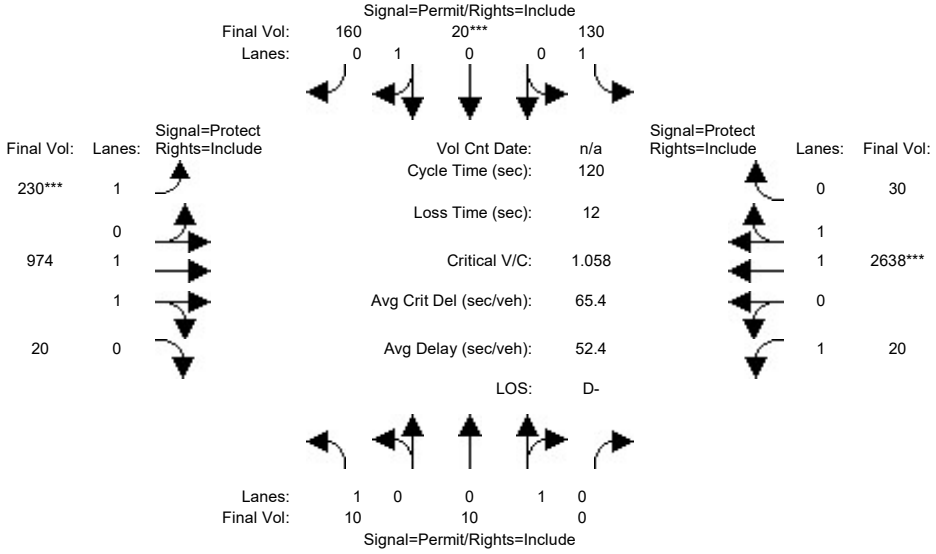
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	0	130	20	160	230	1020	20	20	2660	30
Added Vol:	0	0	0	0	0	0	0	-46	0	0	-22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	0	130	20	160	230	974	20	20	2638	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	0	130	20	160	230	974	20	20	2638	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	0	130	20	160	230	974	20	20	2638	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	0	130	20	160	230	974	20	20	2638	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.11	0.89	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1800	0	1750	200	1600	1750	3625	74	1750	3658	42
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.10	0.10	0.13	0.27	0.27	0.01	0.72	0.72
Crit Moves:					****		****				****	
Green Time:	11.3	11.3	0.0	11.3	11.3	11.3	14.9	79.4	79.4	17.2	81.8	81.8
Volume/Cap:	0.06	0.06	0.00	0.79	1.06	1.06	1.06	0.41	0.41	0.08	1.06	1.06
Delay/Veh:	49.6	49.6	0.0	74.7	140	139.7	129.8	9.5	9.5	44.6	54.9	54.9
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:	49.6	49.6	0.0	74.7	140	139.7	129.8	9.5	9.5	44.6	54.9	54.9
LOS by Move:	D	D	A	E	F	F	F	A	A	D	D-	D-
HCM2k95thQ:	1	1	0	13	22	22	22	16	16	1	86	86

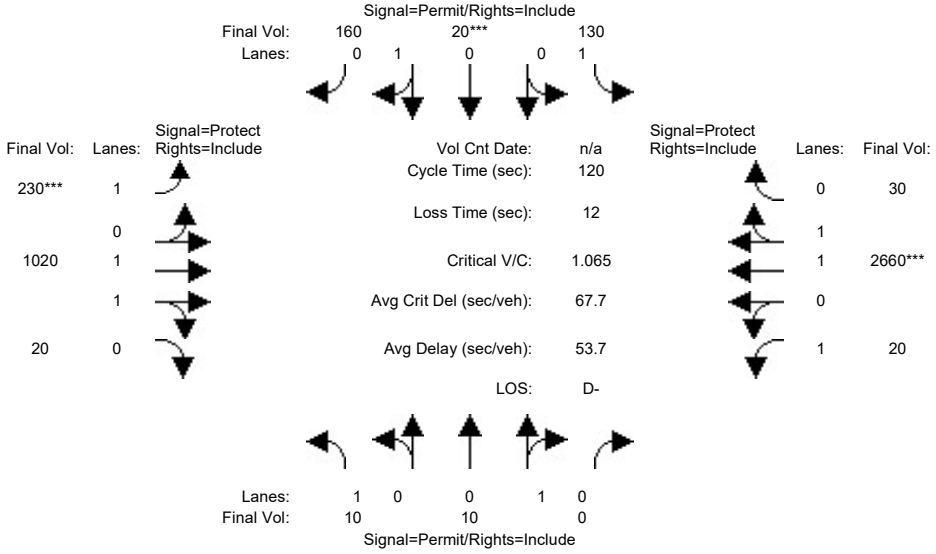
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	0	130	20	160	230	1020	20	20	2660	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	0	130	20	160	230	1020	20	20	2660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	0	130	20	160	230	1020	20	20	2660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	0	130	20	160	230	1020	20	20	2660	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.11	0.89	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1800	0	1750	200	1600	1750	3629	71	1750	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.10	0.10	0.13	0.28	0.28	0.01	0.73	0.73
Crit Moves:					****		****				****	
Green Time:	11.3	11.3	0.0	11.3	11.3	11.3	14.8	80.1	80.1	16.6	81.9	81.9
Volume/Cap:	0.06	0.06	0.00	0.79	1.06	1.06	1.06	0.42	0.42	0.08	1.06	1.06
Delay/Veh:	49.7	49.7	0.0	75.6	142	141.9	132.1	9.3	9.3	45.2	57.2	57.2
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:	49.7	49.7	0.0	75.6	142	141.9	132.1	9.3	9.3	45.2	57.2	57.2
LOS by Move:	D	D	A	E-	F	F	F	A	A	D	E+	E+
HCM2k95thQ:	1	1	0	13	22	22	22	16	16	1	88	88

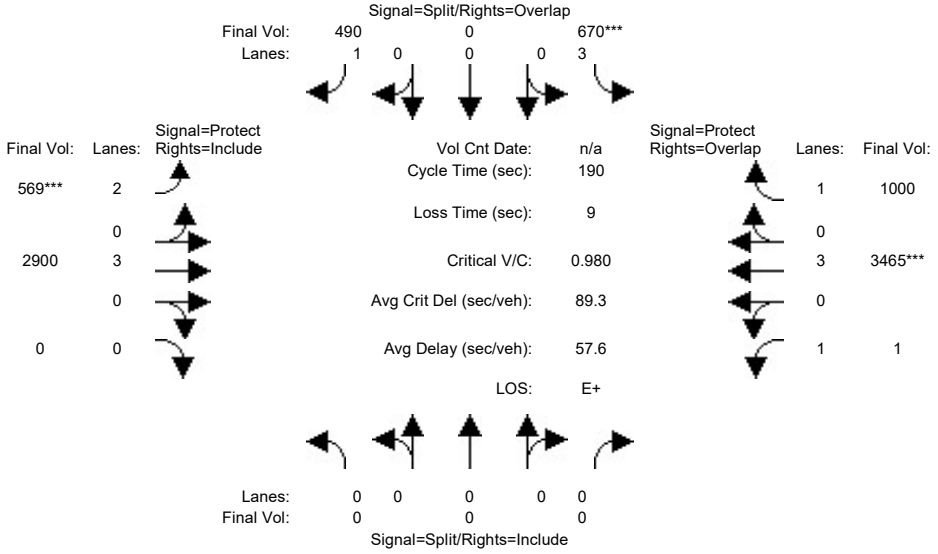
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	679	0	490	569	3335	0	1	3984	1004
Growth Adj:	1.00	1.00	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	679	0	490	569	3335	0	1	3984	1004
Added Vol:	0	0	0	-9	0	0	0	-2	0	0	-1	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	0	490	569	3333	0	1	3983	1000
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	670	0	490	569	2900	0	1	3465	1000
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	670	0	490	569	2900	0	1	3465	1000
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	670	0	490	569	2900	0	1	3465	1000
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.18	0.51	0.00	0.00	0.61	0.57
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	1.09	1.80	0.64	0.00	0.06	0.87	0.67
Delay/Veh:	0.0	0.0	0.0	104.5	0.0	143.9	460.7	9.3	0.0	98.9	25.4	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	104.5	0.0	143.9	460.7	9.3	0.0	98.9	25.4	6.1
LOS by Move:	A	A	A	F	A	F	F	A	A	F	C	A
HCM2k95thQ:	0	0	0	32	0	62	63	41	0	0	83	37

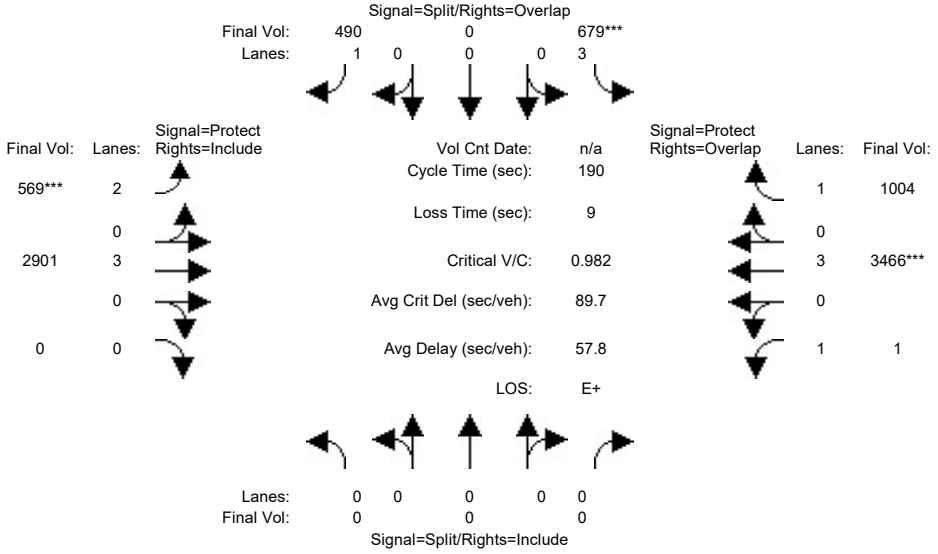
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	679	0	490	569	3335	0	1	3984	1004
Growth Adj:	1.00	1.00	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	679	0	490	569	3335	0	1	3984	1004
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	679	0	490	569	3335	0	1	3984	1004
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	679	0	490	569	2901	0	1	3466	1004
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	679	0	490	569	2901	0	1	3466	1004
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	679	0	490	569	2901	0	1	3466	1004
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.18	0.51	0.00	0.00	0.61	0.57
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	1.09	1.80	0.65	0.00	0.06	0.87	0.67
Delay/Veh:	0.0	0.0	0.0	107.2	0.0	143.9	460.7	9.4	0.0	98.9	25.4	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	107.2	0.0	143.9	460.7	9.4	0.0	98.9	25.4	6.2
LOS by Move:	A	A	A	F	A	F	F	A	A	F	C	A
HCM2k95thQ:	0	0	0	32	0	62	63	41	0	0	83	38

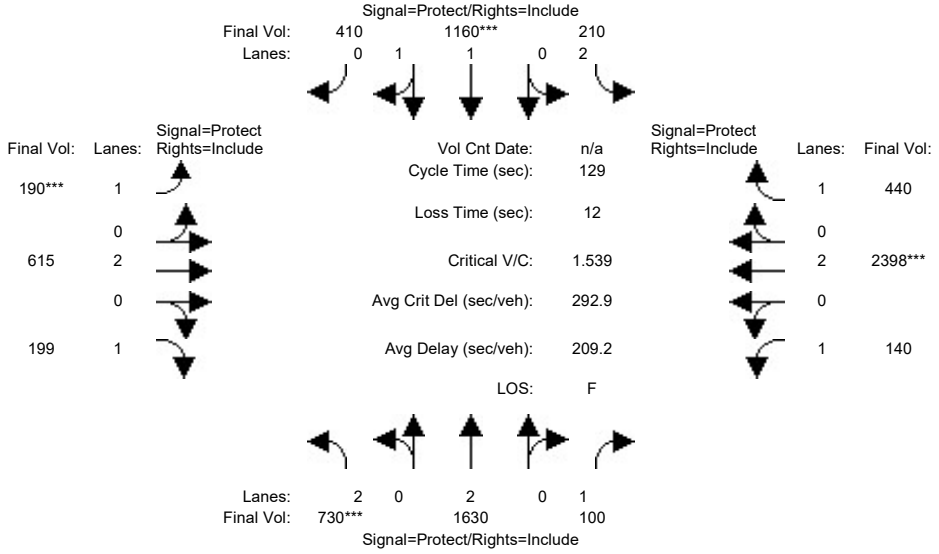
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



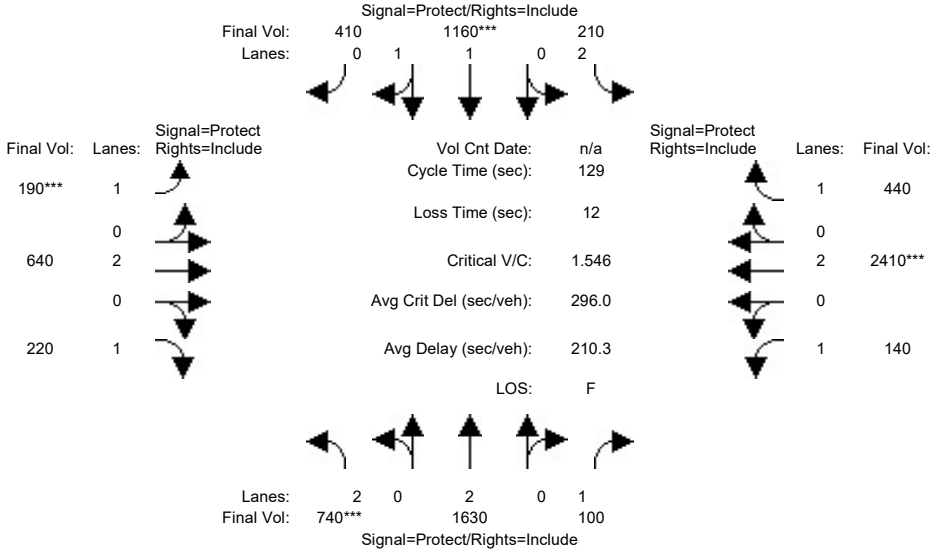

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Street Name:            1st Street                    Tasman Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     740 1630  100   210 1160  410   190  640  220   140 2410  440
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  740 1630  100   210 1160  410   190  640  220   140 2410  440
Added Vol:    -10    0    0     0    0    0     0  -25  -21     0  -12    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  730 1630  100   210 1160  410   190  615  199   140 2398  440
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   730 1630  100   210 1160  410   190  615  199   140 2398  440
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  730 1630  100   210 1160  410   190  615  199   140 2398  440
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  730 1630  100   210 1160  410   190  615  199   140 2398  440
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.46  0.54  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 2733   966  1750 3800  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.43  0.06  0.07 0.42  0.42  0.11 0.16  0.11  0.08 0.63  0.25
Crit Moves:  ****                ****        ****                ****
Green Time:  19.4 47.6  47.6   7.4 35.6  35.6   9.1 41.5  41.5  20.5 52.9  52.9
Volume/Cap:  1.54 1.16  0.15  1.16 1.54  1.54  1.54 0.50  0.35  0.50 1.54  0.61
Delay/Veh:  307.7  122  27.3 178.2  294 294.2 338.7 35.7  33.9  51.1  284  31.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 307.7  122  27.3 178.2  294 294.2 338.7 35.7  33.9  51.1  284  31.6
LOS by Move:    F    F     C     F    F     F     F   D+    C-    D-    F     C
HCM2k95thQ:    59   75     6    18  101   101    30   18    12    11  148    26
Note: Queue reported is the number of cars per lane.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	740	1630	100	210	1160	410	190	640	220	140	2410	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	1630	100	210	1160	410	190	640	220	140	2410	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	740	1630	100	210	1160	410	190	640	220	140	2410	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	1630	100	210	1160	410	190	640	220	140	2410	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	1630	100	210	1160	410	190	640	220	140	2410	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	740	1630	100	210	1160	410	190	640	220	140	2410	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2733	966	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.43	0.06	0.07	0.42	0.42	0.11	0.17	0.13	0.08	0.63	0.25
Crit Moves:	****				****		****				****	
Green Time:	19.6	47.6	47.6	7.4	35.4	35.4	9.1	42.0	42.0	20.0	52.9	52.9
Volume/Cap:	1.55	1.16	0.15	1.16	1.55	1.55	1.55	0.52	0.39	0.52	1.55	0.61
Delay/Veh:	310.6	122	27.3	178.1	297	297.4	341.8	35.6	34.0	51.8	287	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	310.6	122	27.3	178.1	297	297.4	341.8	35.6	34.0	51.8	287	31.5
LOS by Move:	F	F	C	F	F	F	F	D+	C-	D-	F	C
HCM2k95thQ:	60	75	6	18	102	102	30	18	13	12	149	26

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

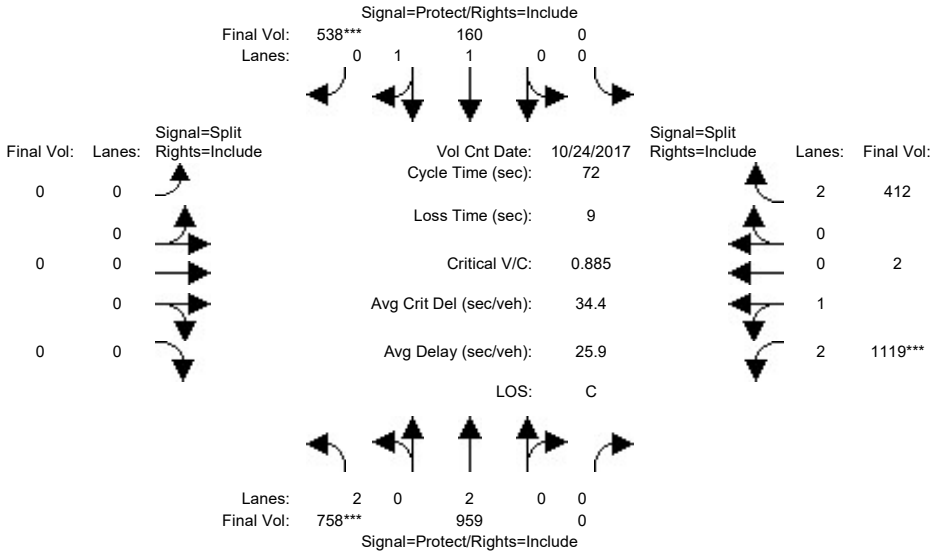
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	809	961	0	0	163	538	0	0	0	1160	2	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	961	0	0	163	538	0	0	0	1160	2	412
Added Vol:	-51	-2	0	0	-3	0	0	0	0	-41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	758	959	0	0	160	538	0	0	0	1119	2	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	758	959	0	0	160	538	0	0	0	1119	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	959	0	0	160	538	0	0	0	1119	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	758	959	0	0	160	538	0	0	0	1119	2	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4941	9	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.25	0.00	0.00	0.08	0.31	0.00	0.00	0.00	0.23	0.23	0.13
Crit Moves:	****					****				****		
Green Time:	19.6	44.6	0.0	0.0	25.0	25.0	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	0.89	0.41	0.00	0.00	0.24	0.89	0.00	0.00	0.00	0.89	0.89	0.51
Delay/Veh:	36.1	7.1	0.0	0.0	16.8	33.9	0.0	0.0	0.0	33.5	33.5	23.5
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:	36.1	7.1	0.0	0.0	16.8	33.9	0.0	0.0	0.0	33.5	33.5	23.5
LOS by Move:	D+	A	A	A	B	C-	A	A	A	C-	C-	C
HCM2k95thQ:	19	10	0	0	5	28	0	0	0	23	23	10

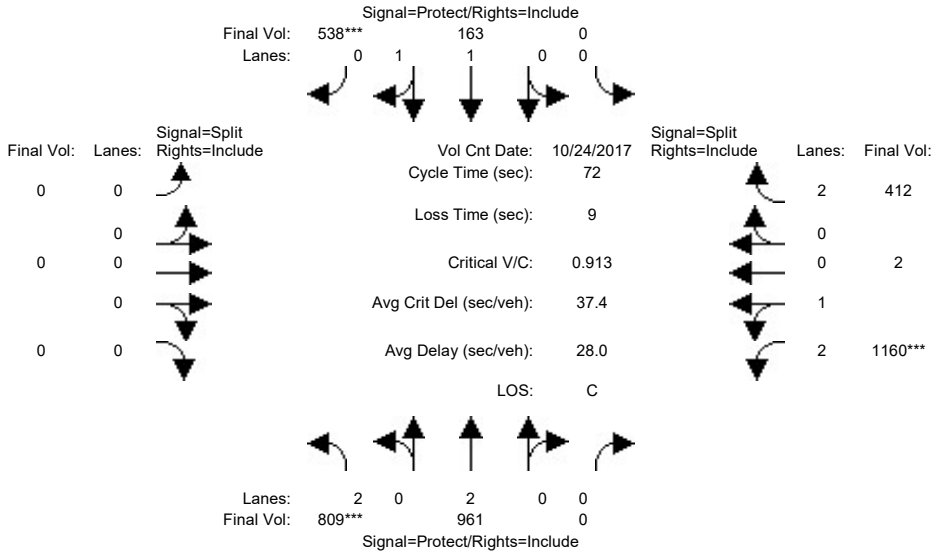
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #1: Great America Parkway/WB 237 Ramps



Street Name:	Great America Parkway						WB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	809	961	0	0	163	538	0	0	0	1160	2	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	961	0	0	163	538	0	0	0	1160	2	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	809	961	0	0	163	538	0	0	0	1160	2	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	809	961	0	0	163	538	0	0	0	1160	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	961	0	0	163	538	0	0	0	1160	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	809	961	0	0	163	538	0	0	0	1160	2	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4941	9	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.00	0.00	0.09	0.31	0.00	0.00	0.00	0.23	0.23	0.13
Crit Moves:	****					****				****		
Green Time:	20.3	44.5	0.0	0.0	24.2	24.2	0.0	0.0	0.0	18.5	18.5	18.5
Volume/Cap:	0.91	0.41	0.00	0.00	0.25	0.91	0.00	0.00	0.00	0.91	0.91	0.51
Delay/Veh:	38.7	7.2	0.0	0.0	17.4	38.1	0.0	0.0	0.0	36.1	36.1	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	7.2	0.0	0.0	17.4	38.1	0.0	0.0	0.0	36.1	36.1	23.4
LOS by Move:	D+	A	A	A	B	D+	A	A	A	D+	D+	C
HCM2k95thQ:	21	10	0	0	5	29	0	0	0	25	25	10

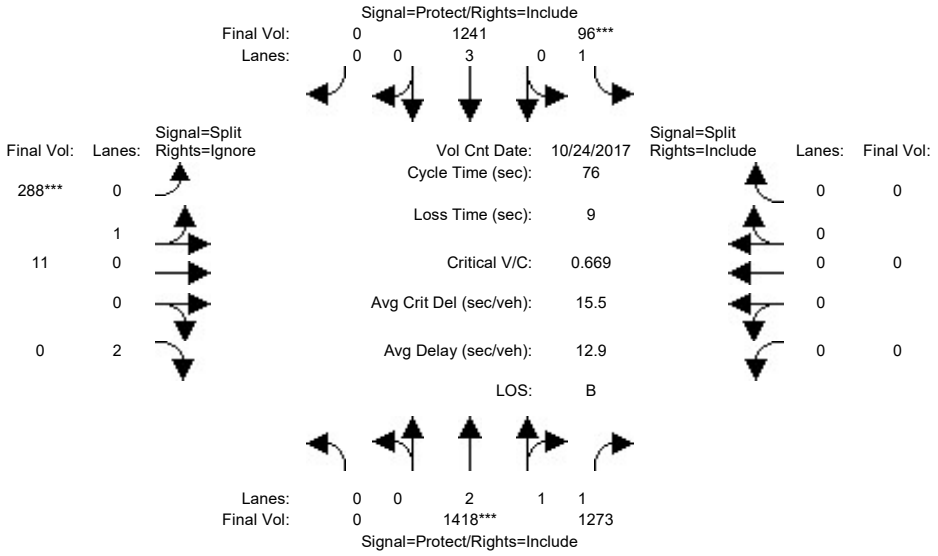
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



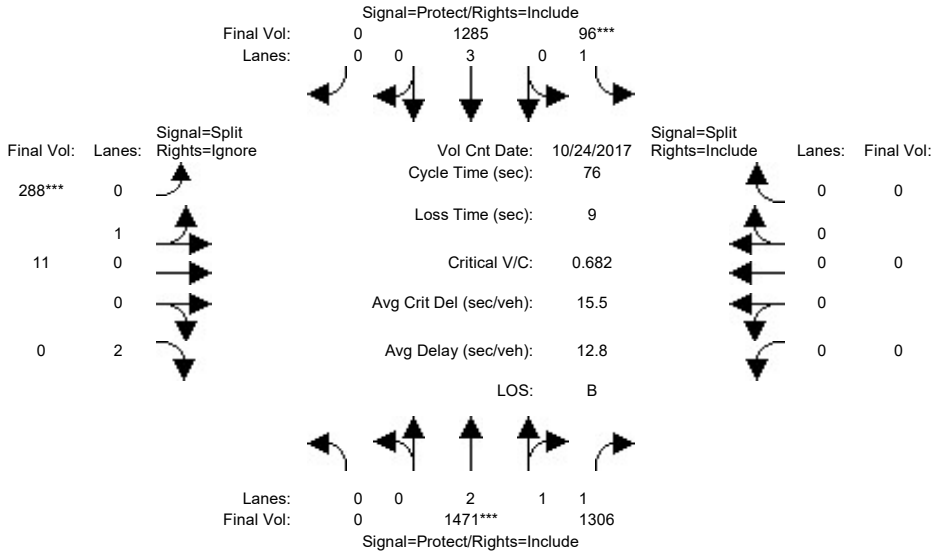

```
Street Name:      Great America Parkway                EB 237 Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM
Base Vol:       0 1471  1306    96 1285     0   288   11   271     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1471  1306    96 1285     0   288   11   271     0    0     0
Added Vol:      0  -53   -33     0  -44     0     0    0   -63     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1418  1273    96 1241     0   288   11   208     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0 1418  1273    96 1241     0   288   11     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1418  1273    96 1241     0   288   11     0     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0 1418  1273    96 1241     0   288   11     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.95 0.95  0.83  0.92 1.00  0.92
Lanes:       0.00 2.03  1.97  1.00 3.00  0.00  0.96 0.04  2.00  0.00 0.00  0.00
Final Sat.:     0 3849  3455  1750 5700     0  1734   66  3150     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.22  0.00  0.17 0.17  0.00  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
Green Time:   0.0 41.4  41.4   7.0 48.4   0.0  18.6 18.6   0.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.68  0.68  0.60 0.34  0.00  0.68 0.68  0.00  0.00 0.00  0.00
Delay/Veh:    0.0 13.0  13.0  39.1  6.5   0.0  30.1 30.1   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 13.0  13.0  39.1  6.5   0.0  30.1 30.1   0.0   0.0  0.0   0.0
LOS by Move:    A    B     B     D    A     A     C    C     A     A    A     A
HCM2k95thQ:     0   20    20     5    9     0    15   15     0     0    0     0
Note: Queue reported is the number of cars per lane.
```


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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #2: Great America Parkway/EB 237 Ramps



Street Name:	Great America Parkway						EB 237 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	1471	1306	96	1285	0	288	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1471	1306	96	1285	0	288	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1471	1306	96	1285	0	288	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1471	1306	96	1285	0	288	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1471	1306	96	1285	0	288	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1471	1306	96	1285	0	288	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.04	1.96	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3870	3436	1750	5700	0	1734	66	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.23	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	41.8	41.8	7.0	48.8	0.0	18.2	18.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.60	0.35	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	13.0	39.1	6.4	0.0	31.1	31.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	13.0	39.1	6.4	0.0	31.1	31.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	20	20	5	9	0	15	15	0	0	0	0

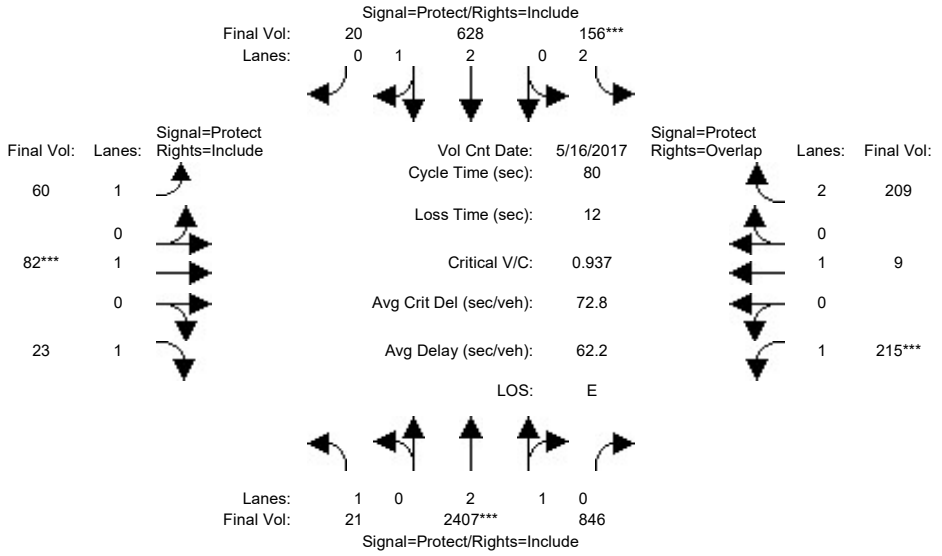
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	21	2414	846	253	637	20	60	82	23	215	9	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2414	846	253	637	20	60	82	23	215	9	288
Added Vol:	0	-7	0	-97	-9	0	0	0	0	0	0	-79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2407	846	156	628	20	60	82	23	215	9	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2407	846	156	628	20	60	82	23	215	9	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2407	846	156	628	20	60	82	23	215	9	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2407	846	156	628	20	60	82	23	215	9	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.19	0.81	2.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4142	1456	3150	5427	173	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.05	0.12	0.12	0.03	0.04	0.01	0.12	0.00	0.07
Crit Moves:		****		****				****		****		
Green Time:	20.2	42.1	42.1	7.0	28.9	28.9	7.8	10.0	10.0	8.9	11.1	18.1
Volume/Cap:	0.05	1.10	1.10	0.57	0.32	0.32	0.35	0.35	0.11	1.10	0.03	0.29
Delay/Veh:	22.7	71.7	71.7	37.8	18.6	18.6	35.0	32.9	31.2	130.8	29.8	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	71.7	71.7	37.8	18.6	18.6	35.0	32.9	31.2	130.8	29.8	25.9
LOS by Move:	C+	E	E	D+	B-	B-	D+	C-	C	F	C	C
HCM2k95thQ:	1	69	69	5	7	7	4	4	1	17	0	5

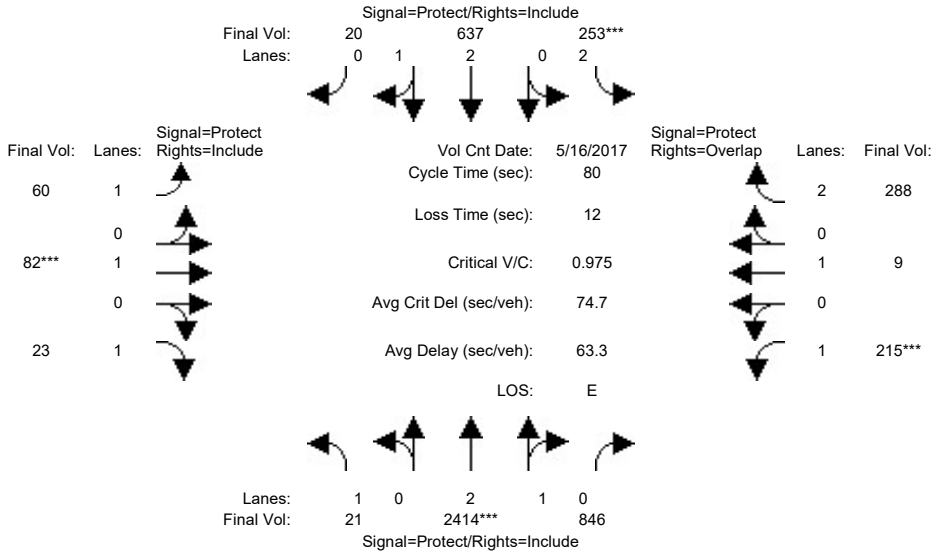
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #3: Great America Parkway/Great America Way



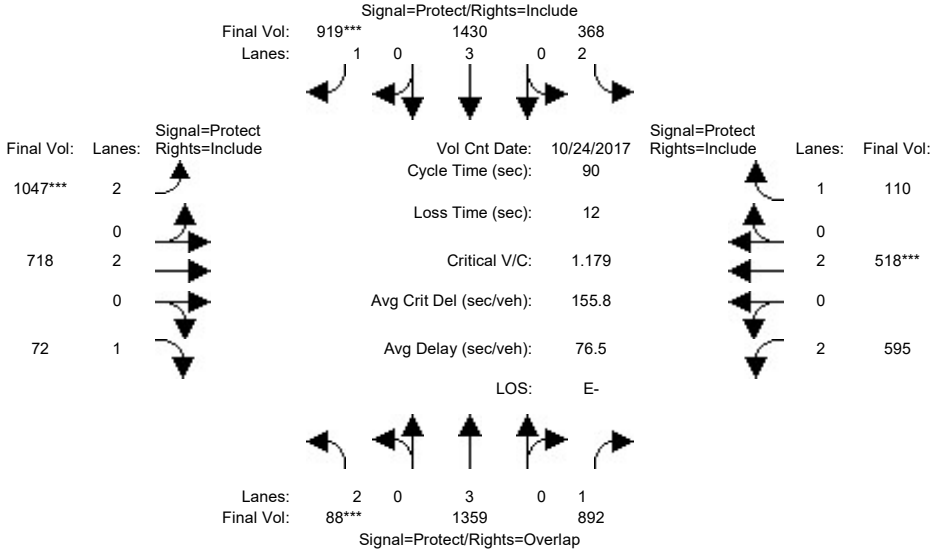

```
Street Name:      Great America Parkway              Great America Way
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM
Base Vol:      21 2414   846   253  637    20    60   82    23   215    9   288
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21 2414   846   253  637    20    60   82    23   215    9   288
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21 2414   846   253  637    20    60   82    23   215    9   288
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21 2414   846   253  637    20    60   82    23   215    9   288
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21 2414   846   253  637    20    60   82    23   215    9   288
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21 2414   846   253  637    20    60   82    23   215    9   288
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.83
Lanes:       1.00 2.19  0.81  2.00 2.91  0.09  1.00 1.00  1.00  1.00 1.00  2.00
Final Sat.:  1750 4145  1453  3150 5429   170  1750 1900  1750  1750 1900  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.58  0.58  0.08 0.12  0.12  0.03 0.04  0.01  0.12 0.00  0.09
Crit Moves:       ****        ****             ****        ****
Green Time:  20.2 42.1  42.1   7.0 28.9  28.9   7.8 10.0  10.0   8.9 11.1  18.1
Volume/Cap:  0.05 1.11  1.11  0.92 0.32  0.32  0.35 0.35  0.11  1.11 0.03  0.40
Delay/Veh:   22.6 72.5  72.5  69.6 18.6  18.6  35.0 32.9  31.2 131.5 29.9  26.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.6 72.5  72.5  69.6 18.6  18.6  35.0 32.9  31.2 131.5 29.9  26.7
LOS by Move:   C+    E     E     E    B-    B-    D+   C-    C     F    C     C
HCM2k95thQ:     1   69    69     9    8     8     4    4     1    17    0     7
Note: Queue reported is the number of cars per lane.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Added Vol:	0	0	-27	-9	0	0	0	-54	0	-22	-44	-7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1359	892	368	1430	919	1047	718	72	595	518	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1359	892	368	1430	919	1047	718	72	595	518	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1359	892	368	1430	919	1047	718	72	595	518	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1359	892	368	1430	919	1047	718	72	595	518	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.51	0.12	0.25	0.53	0.33	0.19	0.04	0.19	0.14	0.06
Crit Moves:	****					****	****				****	
Green Time:	7.0	32.5	49.3	11.8	37.4	37.4	23.6	16.8	16.8	16.8	10.0	10.0
Volume/Cap:	0.36	0.66	0.93	0.89	0.60	1.27	1.27	1.01	0.22	1.01	1.23	0.57
Delay/Veh:	40.3	24.9	33.7	58.6	21.0	156.5	162.1	73.0	31.4	76.4	161	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	24.9	33.7	58.6	21.0	156.5	162.1	73.0	31.4	76.4	161	41.8
LOS by Move:	D	C	C-	E+	C+	F	F	E	C	E-	F	D
HCM2k95thQ:	4	21	48	17	20	84	57	28	4	28	28	8

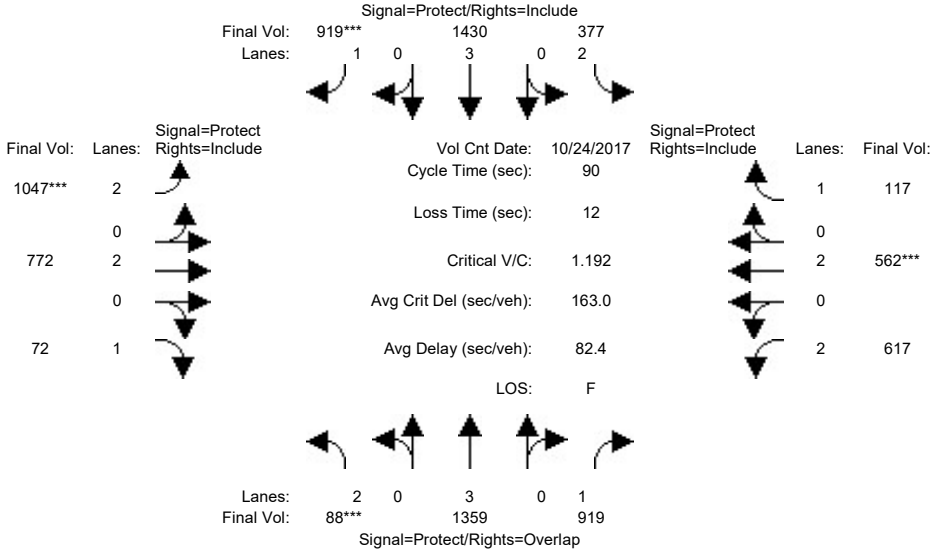
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #4: Great America Parkway/Tasman Drive



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1359	919	377	1430	919	1047	772	72	617	562	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1359	919	377	1430	919	1047	772	72	617	562	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.53	0.12	0.25	0.53	0.33	0.20	0.04	0.20	0.15	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.0	32.3	49.0	11.8	37.1	37.1	23.5	17.3	17.3	16.6	10.4	10.4
Volume/Cap:	0.36	0.66	0.96	0.92	0.61	1.27	1.27	1.06	0.21	1.06	1.27	0.58
Delay/Veh:	40.3	25.1	40.7	63.6	21.2	160.6	166.2	86.4	31.0	90.5	180	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	25.1	40.7	63.6	21.2	160.6	166.2	86.4	31.0	90.5	180	41.7
LOS by Move:	D	C	D	E	C+	F	F	F	C	F	F	D
HCM2k95thQ:	4	21	53	18	20	85	58	31	4	30	31	8

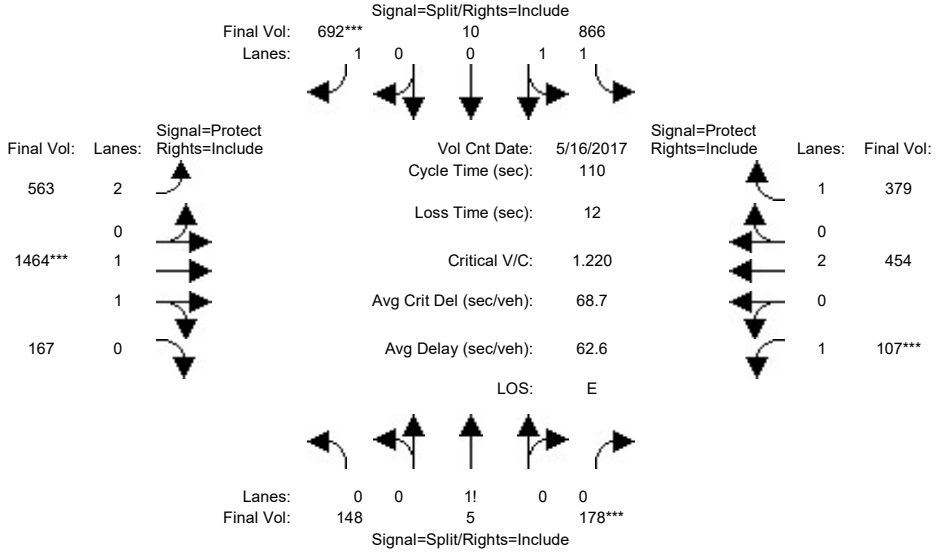
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: Centennial Boulevard/Tasman Drive



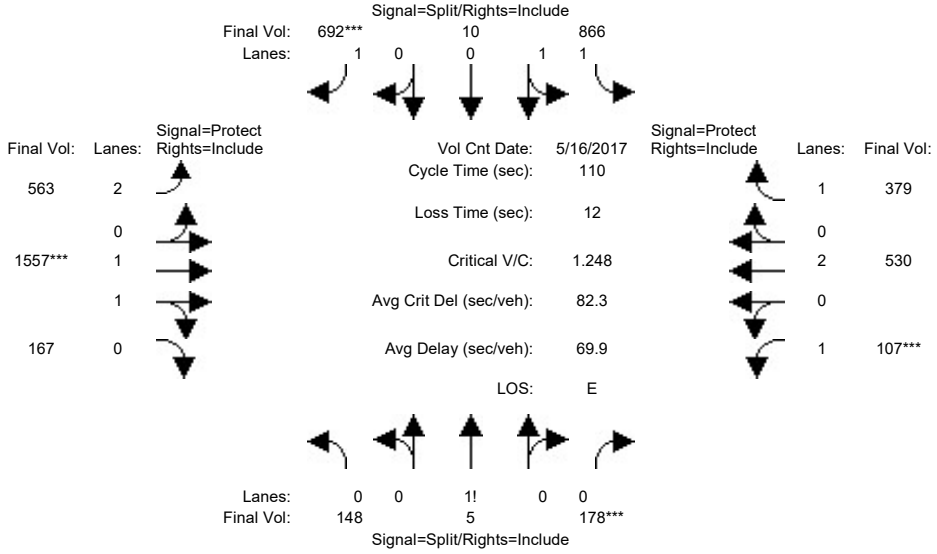

```
Street Name:       Centennial Boulevard                Tasman Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10    10   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM
Base Vol:     142    5  171   831   10  664   540 1495  160   103  509  364
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  142    5  171   831   10  664   540 1495  160   103  509  364
Added Vol:      0    0    0     0    0    0     0  -90    0     0  -73    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  142    5  171   831   10  664   540 1405  160   103  436  364
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96 0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   148    5  178   866   10  692   563 1464  167   107  454  379
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  148    5  178   866   10  692   563 1464  167   107  454  379
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  148    5  178   866   10  692   563 1464  167   107  454  379
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.45 0.01  0.54  1.98 0.02  1.00  2.00 1.79  0.21  1.00 2.00  1.00
Final Sat.:   781   28   941  3508   42 1750  3150 3321   378  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19  0.19  0.25 0.25  0.40  0.18 0.44  0.44  0.06 0.12  0.22
Crit Moves:             ****             ****       ****        ****
Green Time:  19.8 19.8  19.8  25.8 25.8  52.9  27.1 46.0  46.0   6.4 25.3  51.1
Volume/Cap:  1.05 1.05  1.05  1.05 1.05  0.82  0.72 1.05  1.05  1.05 0.52  0.47
Delay/Veh:  110.0  110 110.0  88.0 88.0  31.0  41.4 70.5  70.5 156.1 37.6  20.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 110.0  110 110.0  88.0 88.0  31.0  41.4 70.5  70.5 156.1 37.6  20.6
LOS by Move:    F    F     F     F    F     C     D    E     E     F   D+    C+
HCM2k95thQ:    32   32    32    39   39    39    21   61    61    10   12    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)
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Intersection #5: Centennial Boulevard/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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	142	5	171	831	10	664	540	1495	160	103	509	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	5	171	831	10	664	540	1495	160	103	509	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	5	171	831	10	664	540	1495	160	103	509	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	148	5	178	866	10	692	563	1557	167	107	530	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	5	178	866	10	692	563	1557	167	107	530	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	5	178	866	10	692	563	1557	167	107	530	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.45	0.01	0.54	1.98	0.02	1.00	2.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	781	28	941	3508	42	1750	3150	3342	358	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.25	0.25	0.40	0.18	0.47	0.47	0.06	0.14	0.22
Crit Moves:			****			****		****		****		
Green Time:	19.8	19.8	19.8	25.8	25.8	52.9	27.1	46.0	46.0	6.4	25.3	51.1
Volume/Cap:	1.05	1.05	1.05	1.05	1.05	0.82	0.72	1.11	1.11	1.05	0.61	0.47
Delay/Veh:	110.0	110	110.0	88.0	88.0	31.0	41.4	93.0	93.0	156.1	39.1	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.0	110	110.0	88.0	88.0	31.0	41.4	93.0	93.0	156.1	39.1	20.6
LOS by Move:	F	F	F	F	F	C	D	F	F	F	D	C+
HCM2k95thQ:	32	32	32	39	39	39	21	69	69	10	15	17

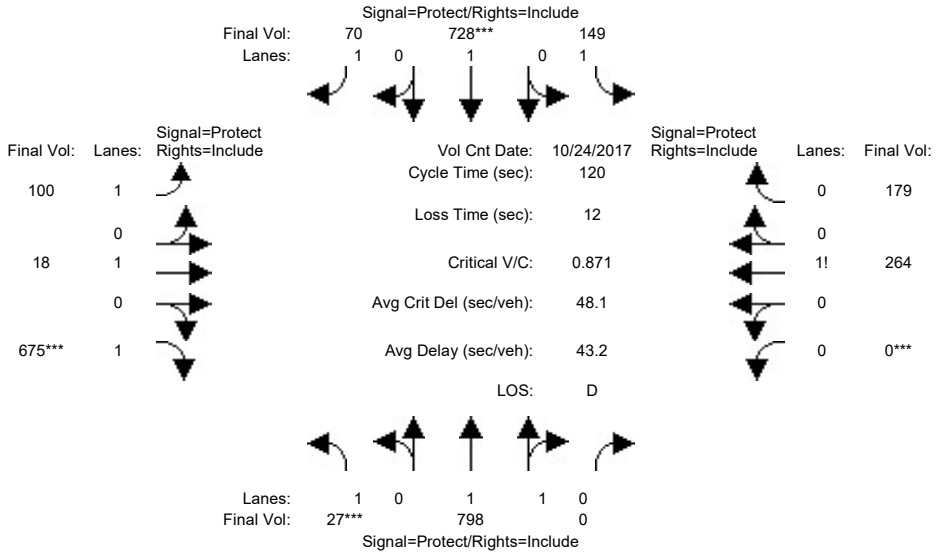
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	80	800	0	150	730	70	100	50	740	0	290	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	0	150	730	70	100	50	740	0	290	180
Added Vol:	-53	-2	0	-1	-2	0	0	-32	-65	0	-26	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	798	0	149	728	70	100	18	675	0	264	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	798	0	149	728	70	100	18	675	0	264	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	798	0	149	728	70	100	18	675	0	264	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	798	0	149	728	70	100	18	675	0	264	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.60	0.40
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1073	727
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.09	0.38	0.04	0.06	0.01	0.39	0.00	0.25	0.25
Crit Moves:	****				****				****	****		
Green Time:	7.0	41.1	0.0	16.2	50.3	50.3	9.7	50.7	50.7	0.0	41.0	41.0
Volume/Cap:	0.26	0.63	0.00	0.63	0.91	0.10	0.71	0.02	0.91	0.00	0.72	0.72
Delay/Veh:	55.4	34.1	0.0	54.4	47.7	21.1	68.8	20.2	48.4	0.0	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	34.1	0.0	54.4	47.7	21.1	68.8	20.2	48.4	0.0	38.7	38.7
LOS by Move:	E+	C-	A	D-	D	C+	E	C+	D	A	D+	D+
HCM2k95thQ:	2	22	0	13	47	3	8	1	45	0	28	28

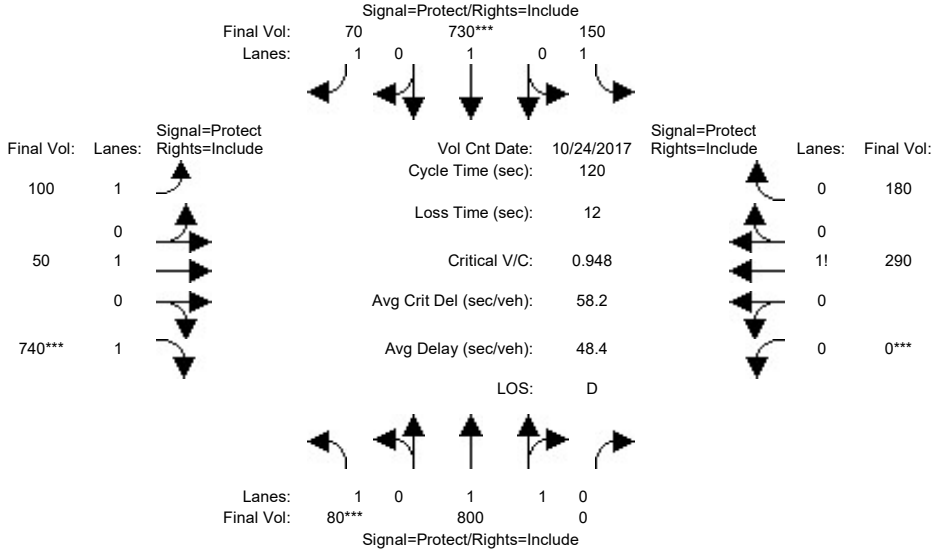
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #6: Lafayette Street/Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	80	800	0	150	730	70	100	50	740	0	290	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	0	150	730	70	100	50	740	0	290	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	800	0	150	730	70	100	50	740	0	290	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	0	150	730	70	100	50	740	0	290	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	0	150	730	70	100	50	740	0	290	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	0	150	730	70	100	50	740	0	290	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.62	0.38
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1111	689
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.09	0.38	0.04	0.06	0.03	0.42	0.00	0.26	0.26
Crit Moves:	****				****				****	****		
Green Time:	7.0	39.4	0.0	15.6	48.1	48.1	9.7	52.9	52.9	0.0	43.3	43.3
Volume/Cap:	0.78	0.66	0.00	0.66	0.96	0.10	0.71	0.06	0.96	0.00	0.72	0.72
Delay/Veh:	87.4	35.8	0.0	56.5	58.0	22.5	69.2	19.3	55.3	0.0	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	35.8	0.0	56.5	58.0	22.5	69.2	19.3	55.3	0.0	37.3	37.3
LOS by Move:	F	D+	A	E+	E+	C+	E	B-	E+	A	D+	D+
HCM2k95thQ:	7	23	0	13	51	3	8	2	52	0	29	29

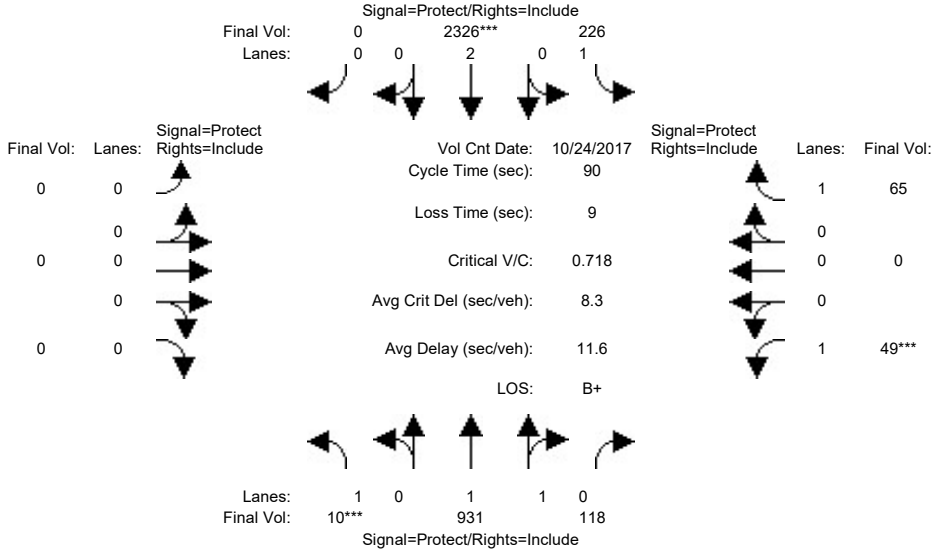
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #7: Lafayette Street/Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	10	950	120	270	2350	0	0	0	0	50	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	120	270	2350	0	0	0	0	50	0	100
Added Vol:	0	-19	-2	-44	-24	0	0	0	0	-1	0	-35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	931	118	226	2326	0	0	0	0	49	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	931	118	226	2326	0	0	0	0	49	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	931	118	226	2326	0	0	0	0	49	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	931	118	226	2326	0	0	0	0	49	0	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3283	416	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.13	0.61	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	0.7	48.8	48.8	22.2	70.3	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.78	0.52	0.52	0.52	0.78	0.00	0.00	0.00	0.00	0.25	0.00	0.33
Delay/Veh:	182.9	13.4	13.4	30.5	7.0	0.0	0.0	0.0	0.0	37.3	0.0	37.9
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:	182.9	13.4	13.4	30.5	7.0	0.0	0.0	0.0	0.0	37.3	0.0	37.9
LOS by Move:	F	B	B	C	A	A	A	A	A	D+	A	D+
HCM2k95thQ:	1	17	17	11	30	0	0	0	0	3	0	4

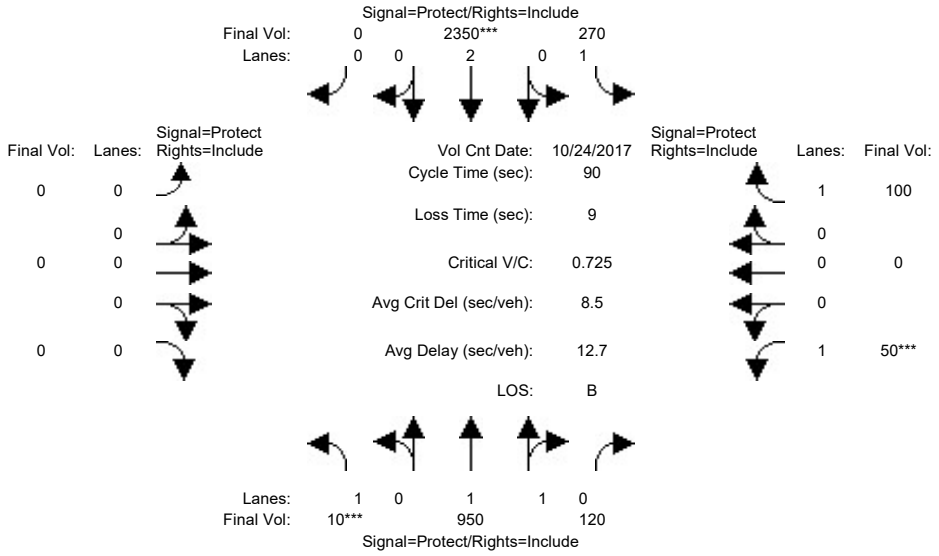
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #7: Lafayette Street/Calle Del Mundo



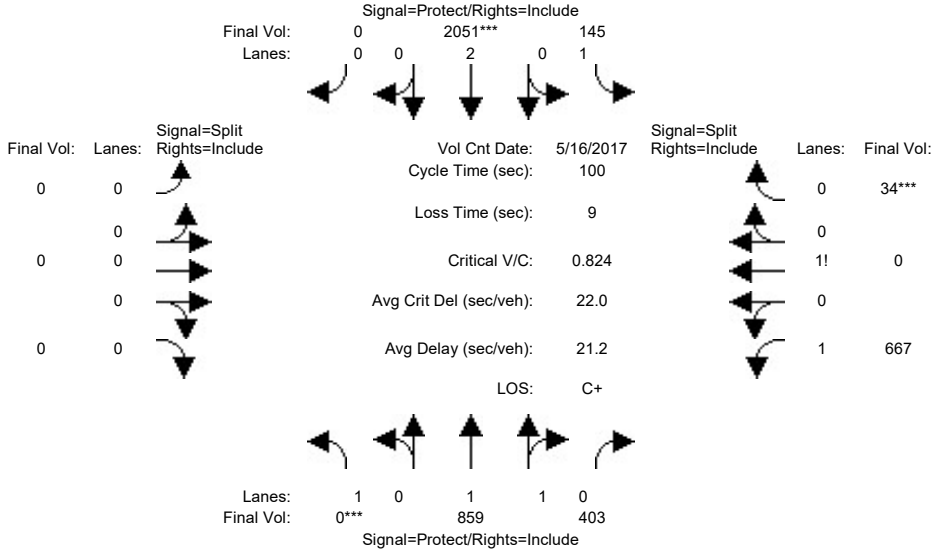

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Street Name:         Lafayette Street                Calle Del Mundo
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10    0     0    0    0     10    0   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM
Base Vol:      10  950  120   270 2350     0     0    0    0     50    0  100
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   10  950  120   270 2350     0     0    0    0     50    0  100
Added Vol:      0    0    0     0    0     0     0    0    0      0    0    0
PasserByVol:    0    0    0     0    0     0     0    0    0      0    0    0
Initial Fut:   10  950  120   270 2350     0     0    0    0     50    0  100
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    10  950  120   270 2350     0     0    0    0     50    0  100
Reduct Vol:     0    0    0     0    0     0     0    0    0      0    0    0
Reduced Vol:   10  950  120   270 2350     0     0    0    0     50    0  100
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   10  950  120   270 2350     0     0    0    0     50    0  100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900  1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 1.00  0.92  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 1.77 0.23  1.00 2.00  0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:  1750 3285  415  1750 3800     0     0    0    0  1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.29 0.29  0.15 0.62  0.00  0.00 0.00 0.00  0.03 0.00 0.06
Crit Moves:  ****              ****                          ****
Green Time:   0.7 46.3 46.3  24.7 70.3   0.0   0.0  0.0  0.0  10.0  0.0 10.0
Volume/Cap:  0.79 0.56 0.56  0.56 0.79  0.00  0.00 0.00 0.00  0.26 0.00 0.51
Delay/Veh:  187.5 15.3 15.3  29.5  7.1   0.0   0.0  0.0  0.0  37.3  0.0 40.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 187.5 15.3 15.3  29.5  7.1   0.0   0.0  0.0  0.0  37.3  0.0 40.1
LOS by Move:    F    B    B     C    A     A     A    A    A    D+    A    D
HCM2k95thQ:     1   18   18    12   30     0     0    0    0     3    0    7
Note: Queue reported is the number of cars per lane.
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Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	861	438	169	2052	0	0	0	0	695	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	861	438	169	2052	0	0	0	0	695	0	53
Added Vol:	0	-2	-35	-24	-1	0	0	0	0	-28	0	-19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	859	403	145	2051	0	0	0	0	667	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	859	403	145	2051	0	0	0	0	667	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	859	403	145	2051	0	0	0	0	667	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	859	403	145	2051	0	0	0	0	667	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.34	0.66	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	1750	2518	1181	1750	3800	0	0	0	0	3338	0	162
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.08	0.54	0.00	0.00	0.00	0.00	0.20	0.00	0.21
Crit Moves:	****				****							****
Green Time:	0.0	52.7	52.7	12.8	65.5	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.00	0.65	0.65	0.65	0.82	0.00	0.00	0.00	0.00	0.78	0.00	0.82
Delay/Veh:	0.0	17.7	17.7	47.9	15.3	0.0	0.0	0.0	0.0	39.3	0.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	17.7	47.9	15.3	0.0	0.0	0.0	0.0	39.3	0.0	41.7
LOS by Move:	A	B	B	D	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	25	25	9	39	0	0	0	0	23	0	25

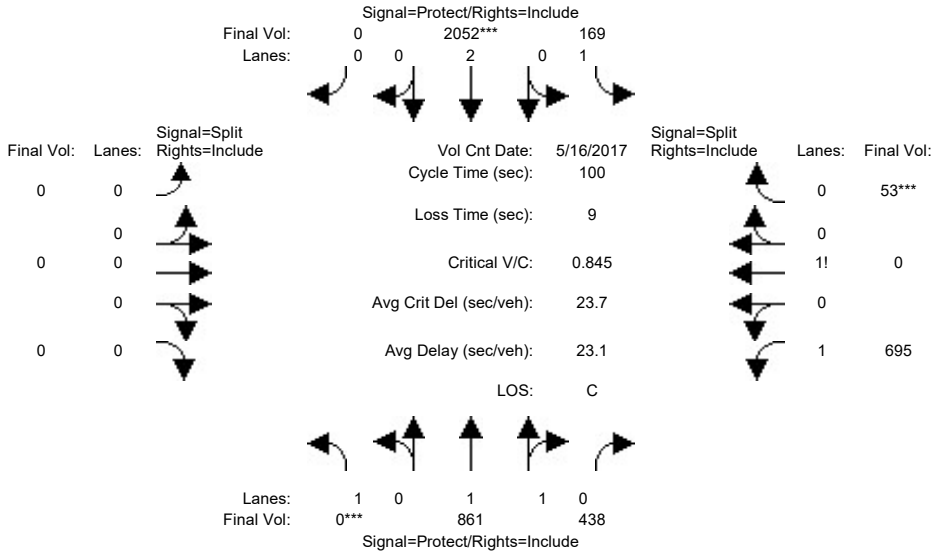
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #8: Lafayette Street/Calle de Luna



Street Name:	Lafayette Street						Calle de Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	861	438	169	2052	0	0	0	0	695	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	861	438	169	2052	0	0	0	0	695	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	861	438	169	2052	0	0	0	0	695	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	861	438	169	2052	0	0	0	0	695	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	861	438	169	2052	0	0	0	0	695	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	861	438	169	2052	0	0	0	0	695	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.31	0.69	1.00	2.00	0.00	0.00	0.00	0.00	1.87	0.00	0.13
Final Sat.:	1750	2452	1247	1750	3800	0	0	0	0	3268	0	232
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.10	0.54	0.00	0.00	0.00	0.00	0.21	0.00	0.23
Crit Moves:	****				****							****
Green Time:	0.0	50.1	50.1	13.8	63.9	0.0	0.0	0.0	0.0	27.1	0.0	27.1
Volume/Cap:	0.00	0.70	0.70	0.70	0.84	0.00	0.00	0.00	0.00	0.79	0.00	0.84
Delay/Veh:	0.0	20.4	20.4	50.0	17.1	0.0	0.0	0.0	0.0	38.1	0.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	20.4	50.0	17.1	0.0	0.0	0.0	0.0	38.1	0.0	42.0
LOS by Move:	A	C+	C+	D	B	A	A	A	A	D+	A	D
HCM2k95thQ:	0	27	27	10	40	0	0	0	0	24	0	27

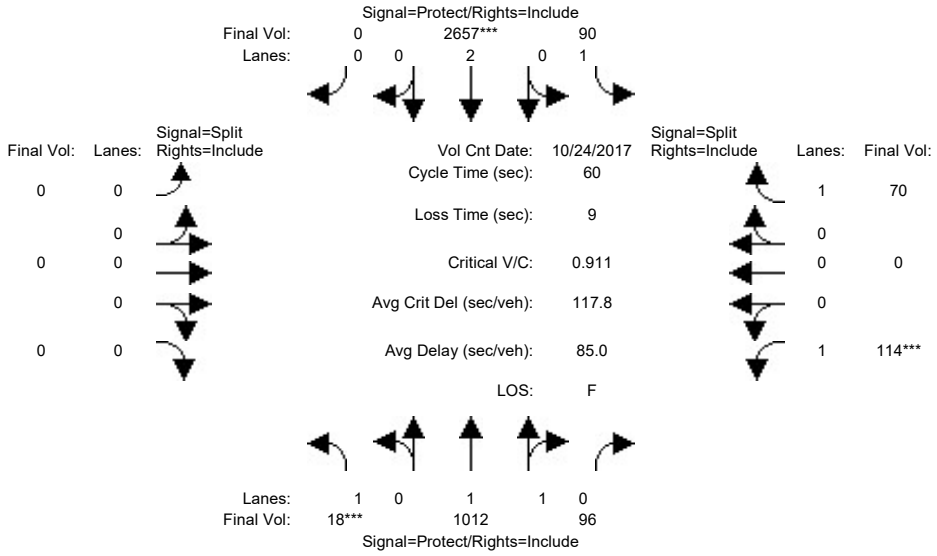
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	18	1048	96	90	2686	0	0	0	0	114	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1048	96	90	2686	0	0	0	0	114	0	70
Added Vol:	0	-36	0	0	-29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1012	96	90	2657	0	0	0	0	114	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1012	96	90	2657	0	0	0	0	114	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1012	96	90	2657	0	0	0	0	114	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1012	96	90	2657	0	0	0	0	114	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3379	321	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.05	0.70	0.00	0.00	0.00	0.00	0.07	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	29.5	29.5	11.5	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.61	0.61	0.27	1.23	0.00	0.00	0.00	0.00	0.39	0.00	0.24
Delay/Veh:	23.8	11.7	11.7	21.1	122	0.0	0.0	0.0	0.0	23.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	11.7	11.7	21.1	122	0.0	0.0	0.0	0.0	23.2	0.0	22.1
LOS by Move:	C	B+	B+	C+	F	A	A	A	A	C	A	C+
HCM2k95thQ:	1	14	14	3	84	0	0	0	0	5	0	3

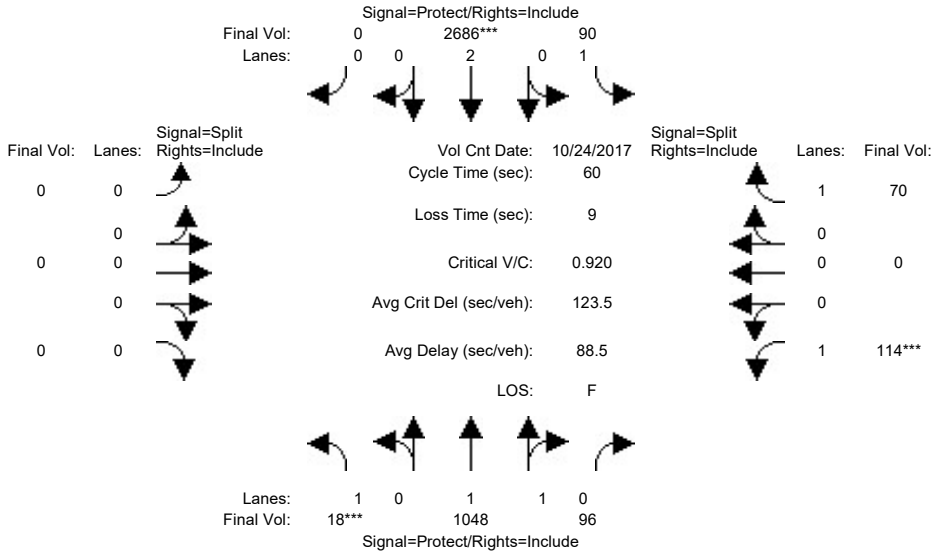
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #9: Lafayette Street/Calle de Primavera



Street Name:	Lafayette Street						Calle de Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	18	1048	96	90	2686	0	0	0	0	114	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1048	96	90	2686	0	0	0	0	114	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1048	96	90	2686	0	0	0	0	114	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1048	96	90	2686	0	0	0	0	114	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1048	96	90	2686	0	0	0	0	114	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1048	96	90	2686	0	0	0	0	114	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3389	310	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.71	0.00	0.00	0.00	0.00	0.07	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	29.8	29.8	11.2	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.62	0.62	0.27	1.25	0.00	0.00	0.00	0.00	0.39	0.00	0.24
Delay/Veh:	23.8	11.7	11.7	21.4	128	0.0	0.0	0.0	0.0	23.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	11.7	11.7	21.4	128	0.0	0.0	0.0	0.0	23.2	0.0	22.1
LOS by Move:	C	B+	B+	C+	F	A	A	A	A	C	A	C+
HCM2k95thQ:	1	15	14	3	87	0	0	0	0	5	0	3

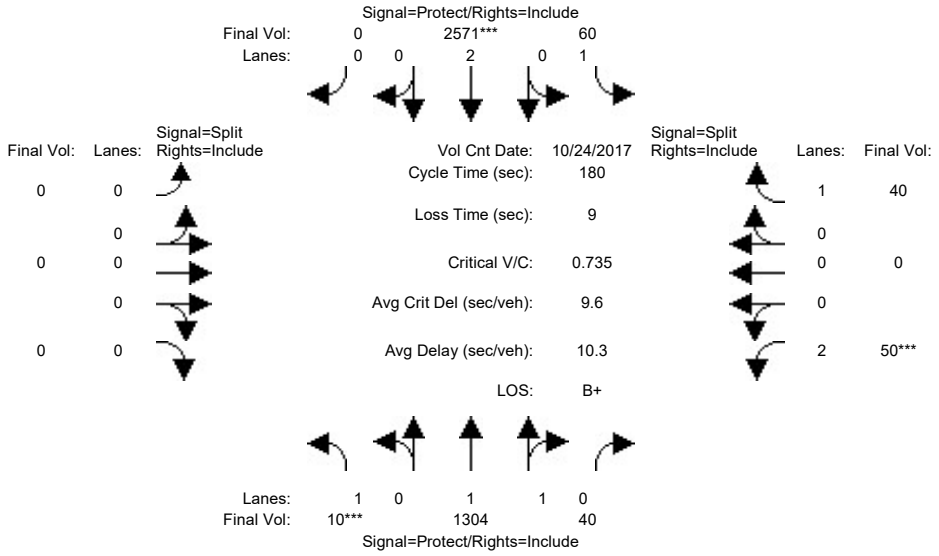
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: Lafayette Street/Hogan Drive



Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	10	1340	40	60	2600	0	0	0	0	50	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1340	40	60	2600	0	0	0	0	50	0	40
Added Vol:	0	-36	0	0	-29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1304	40	60	2571	0	0	0	0	50	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1304	40	60	2571	0	0	0	0	50	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	40	60	2571	0	0	0	0	50	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1304	40	60	2571	0	0	0	0	50	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3590	110	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.03	0.68	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****			****						****		
Green Time:	7.0	145	145.4	15.6	154	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.15	0.45	0.45	0.40	0.79	0.00	0.00	0.00	0.00	0.29	0.00	0.41
Delay/Veh:	88.1	5.7	5.7	85.4	7.9	0.0	0.0	0.0	0.0	85.6	0.0	94.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	5.7	5.7	85.4	7.9	0.0	0.0	0.0	0.0	85.6	0.0	94.5
LOS by Move:	F	A	A	F	A	A	A	A	A	F	A	F
HCM2k95thQ:	1	47	47	7	96	0	0	0	0	4	0	6

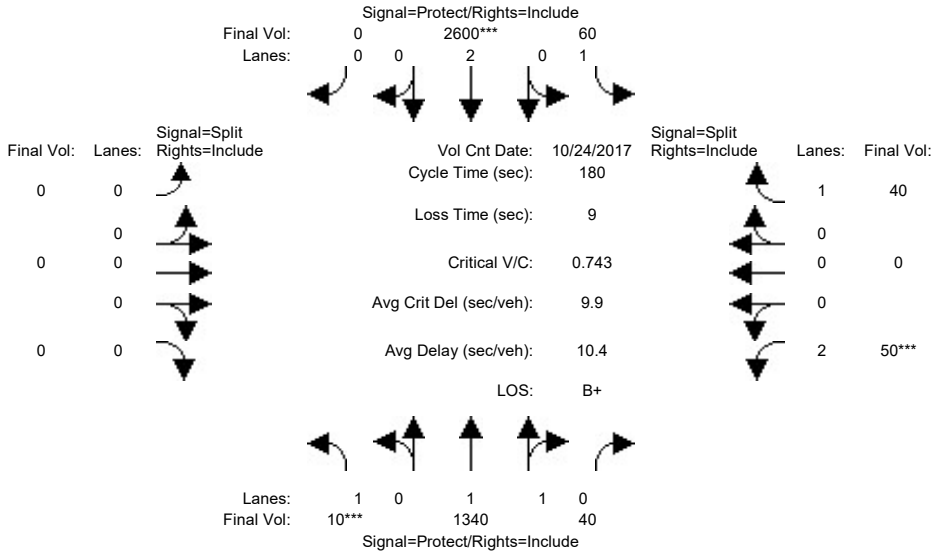
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #10: Lafayette Street/Hogan Drive



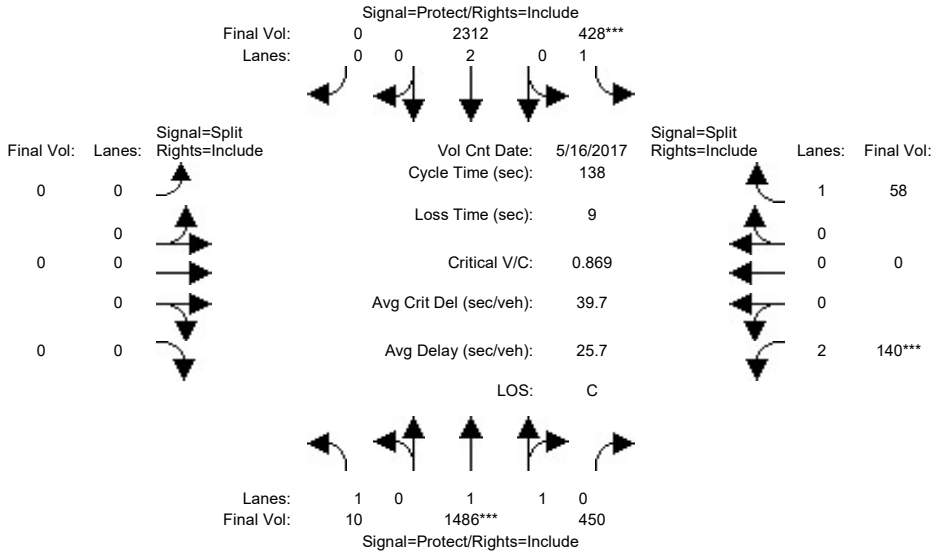

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Street Name:          Lafayette Street                  Hogan Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10    0     0    0    0     10   0    10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM
Base Vol:      10 1340   40    60 2600     0     0    0    0     50    0    40
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   10 1340   40    60 2600     0     0    0    0     50    0    40
Added Vol:      0    0    0     0    0     0     0    0    0      0    0     0
PasserByVol:    0    0    0     0    0     0     0    0    0      0    0     0
Initial Fut:   10 1340   40    60 2600     0     0    0    0     50    0    40
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1340   40    60 2600     0     0    0    0     50    0    40
Reduct Vol:     0    0    0     0    0     0     0    0    0      0    0     0
Reduced Vol:   10 1340   40    60 2600     0     0    0    0     50    0    40
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
FinalVolume:   10 1340   40    60 2600     0     0    0    0     50    0    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.94  0.06  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3593   107  1750 3800     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.37  0.37  0.03 0.68  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Moves:  ****                ****                          ****
Green Time:   7.0  146 145.8  15.2  154   0.0   0.0  0.0   0.0  10.0  0.0  10.0
Volume/Cap:  0.15 0.46  0.46  0.41 0.80  0.00  0.00 0.00  0.00  0.29 0.00  0.41
Delay/Veh:   88.1  5.7   5.7  86.2  8.1   0.0   0.0  0.0   0.0  85.6  0.0  94.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  88.1  5.7   5.7  86.2  8.1   0.0   0.0  0.0   0.0  85.6  0.0  94.5
LOS by Move:    F    A     A     F    A     A     A    A     A     F    A     F
HCM2k95thQ:     1   48    48     7   98     0     0    0     0     4    0     6
Note: Queue reported is the number of cars per lane.
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Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	1520	450	430	2340	0	0	0	0	140	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1520	450	430	2340	0	0	0	0	140	0	60
Added Vol:	0	-34	0	-2	-28	0	0	0	0	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1486	450	428	2312	0	0	0	0	140	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1486	450	428	2312	0	0	0	0	140	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1486	450	428	2312	0	0	0	0	140	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1486	450	428	2312	0	0	0	0	140	0	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2839	860	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.24	0.61	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	9.2	81.1	81.1	37.9	110	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.89	0.89	0.89	0.76	0.00	0.00	0.00	0.00	0.61	0.00	0.46
Delay/Veh:	61.9	30.6	30.6	69.3	9.2	0.0	0.0	0.0	0.0	73.8	0.0	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	30.6	30.6	69.3	9.2	0.0	0.0	0.0	0.0	73.8	0.0	72.8
LOS by Move:	E	C	C	E	A	A	A	A	A	E	A	E
HCM2k95thQ:	1	62	62	32	42	0	0	0	0	9	0	7

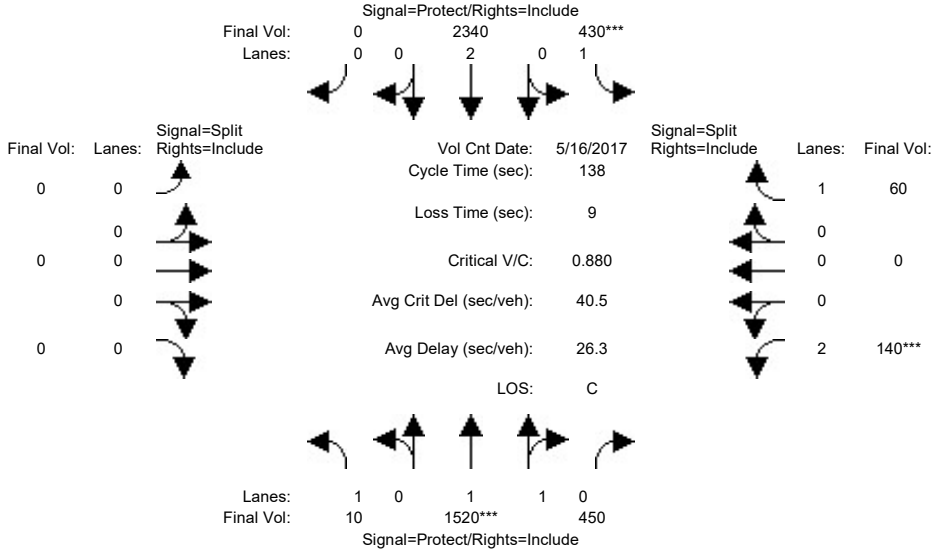
Note: Queue reported is the number of cars per lane.

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Intersection #11: Lafayette Street/Hope Drive



Street Name:	Lafayette Street						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	1520	450	430	2340	0	0	0	0	140	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1520	450	430	2340	0	0	0	0	140	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1520	450	430	2340	0	0	0	0	140	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1520	450	430	2340	0	0	0	0	140	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1520	450	430	2340	0	0	0	0	140	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1520	450	430	2340	0	0	0	0	140	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2854	845	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.25	0.62	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	9.1	81.4	81.4	37.6	110	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.90	0.90	0.90	0.77	0.00	0.00	0.00	0.00	0.61	0.00	0.47
Delay/Veh:	62.1	31.4	31.4	71.4	9.4	0.0	0.0	0.0	0.0	73.8	0.0	73.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	31.4	31.4	71.4	9.4	0.0	0.0	0.0	0.0	73.8	0.0	73.6
LOS by Move:	E	C	C	E	A	A	A	A	A	E	A	E
HCM2k95thQ:	1	64	64	33	43	0	0	0	0	9	0	7

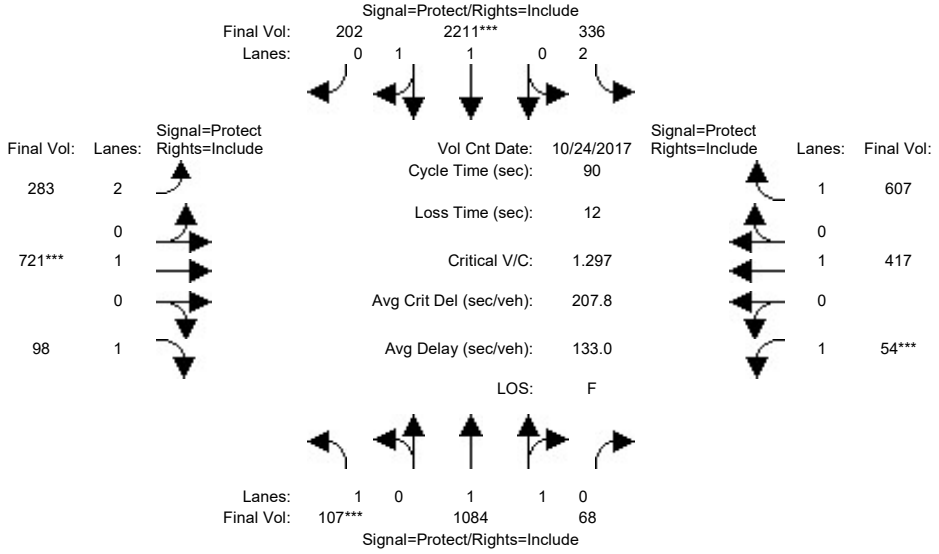
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	105	1096	67	329	2195	198	277	707	96	53	409	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1096	67	329	2195	198	277	707	96	53	409	595
Added Vol:	0	-34	0	0	-28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1062	67	329	2167	198	277	707	96	53	409	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	1084	68	336	2211	202	283	721	98	54	417	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1084	68	336	2211	202	283	721	98	54	417	607
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1084	68	336	2211	202	283	721	98	54	417	607
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	1.83	0.17	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3480	220	3150	3390	310	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.11	0.65	0.65	0.09	0.38	0.06	0.03	0.22	0.35
Crit Moves:	****			****				****		****		
Green Time:	8.0	37.0	37.0	12.7	41.7	41.7	7.7	24.3	32.3	4.0	20.6	33.3
Volume/Cap:	0.69	0.76	0.76	0.76	1.41	1.41	1.05	1.41	0.16	0.70	0.96	0.94
Delay/Veh:	61.9	26.2	26.2	48.5	211	211.3	109.2	227	20.1	83.3	68.4	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	26.2	26.2	48.5	211	211.3	109.2	227	20.1	83.3	68.4	50.3
LOS by Move:	E	C	C	D	F	F	F	F	C+	F	E	D
HCM2k95thQ:	7	24	24	11	124	124	16	75	5	6	27	36

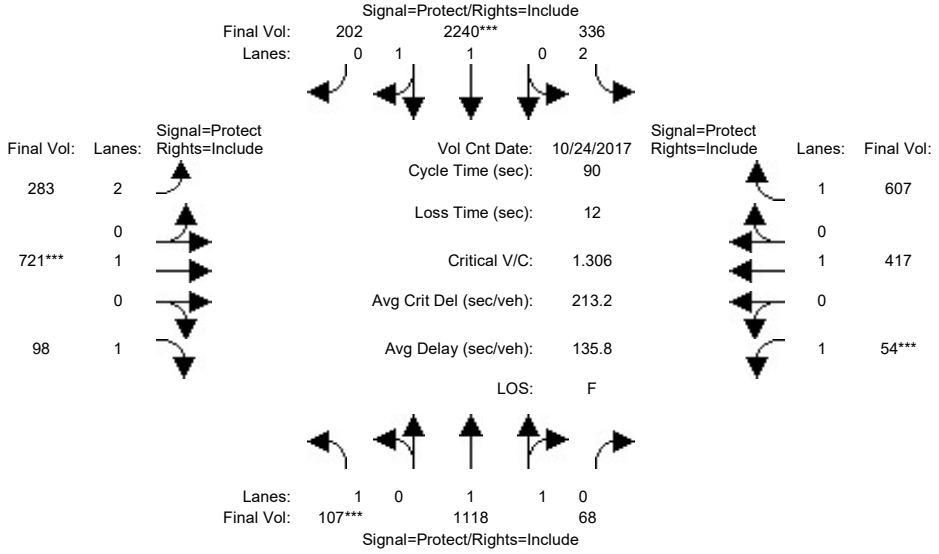
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #12: Lafayette Street/Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	105	1096	67	329	2195	198	277	707	96	53	409	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1096	67	329	2195	198	277	707	96	53	409	595
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1096	67	329	2195	198	277	707	96	53	409	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	1118	68	336	2240	202	283	721	98	54	417	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1118	68	336	2240	202	283	721	98	54	417	607
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1118	68	336	2240	202	283	721	98	54	417	607
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	1.83	0.17	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3487	213	3150	3394	306	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.11	0.66	0.66	0.09	0.38	0.06	0.03	0.22	0.35
Crit Moves:	****			****				****		****		
Green Time:	8.0	37.0	37.0	12.7	41.7	41.7	7.7	24.3	32.3	4.0	20.6	33.3
Volume/Cap:	0.69	0.78	0.78	0.76	1.42	1.42	1.05	1.41	0.16	0.70	0.96	0.94
Delay/Veh:	61.9	27.0	27.0	48.5	219	218.7	109.2	227	20.1	83.3	68.4	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	27.0	27.0	48.5	219	218.7	109.2	227	20.1	83.3	68.4	50.3
LOS by Move:	E	C	C	D	F	F	F	F	C+	F	E	D
HCM2k95thQ:	7	25	25	11	128	128	16	75	5	6	27	36

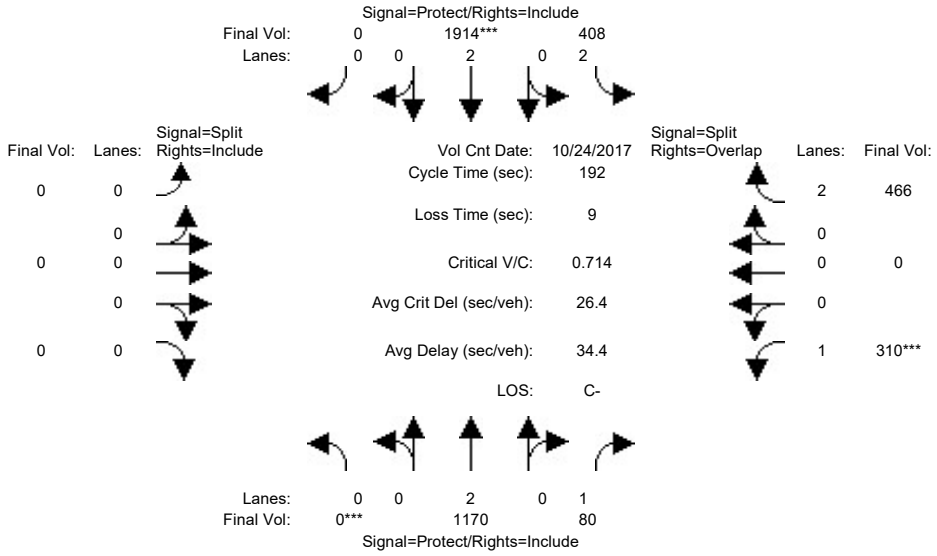
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	80	420	1930	0	0	0	0	310	0	480
Added Vol:	0	-20	0	-12	-16	0	0	0	0	0	0	-14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1170	80	408	1914	0	0	0	0	310	0	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1170	80	408	1914	0	0	0	0	310	0	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	80	408	1914	0	0	0	0	310	0	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1170	80	408	1914	0	0	0	0	310	0	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.05	0.13	0.50	0.00	0.00	0.00	0.00	0.18	0.00	0.15
Crit Moves:	****				****					****		
Green Time:	0.0	95.3	95.3	40.1	135	0.0	0.0	0.0	0.0	47.6	0.0	87.7
Volume/Cap:	0.00	0.62	0.09	0.62	0.71	0.00	0.00	0.00	0.00	0.71	0.00	0.32
Delay/Veh:	0.0	36.7	25.7	73.4	18.5	0.0	0.0	0.0	0.0	75.6	0.0	33.8
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	36.7	25.7	73.4	18.5	0.0	0.0	0.0	0.0	75.6	0.0	33.8
LOS by Move:	A	D+	C	E	B-	A	A	A	A	E-	A	C-
HCM2k95thQ:	0	39	6	20	49	0	0	0	0	30	0	17

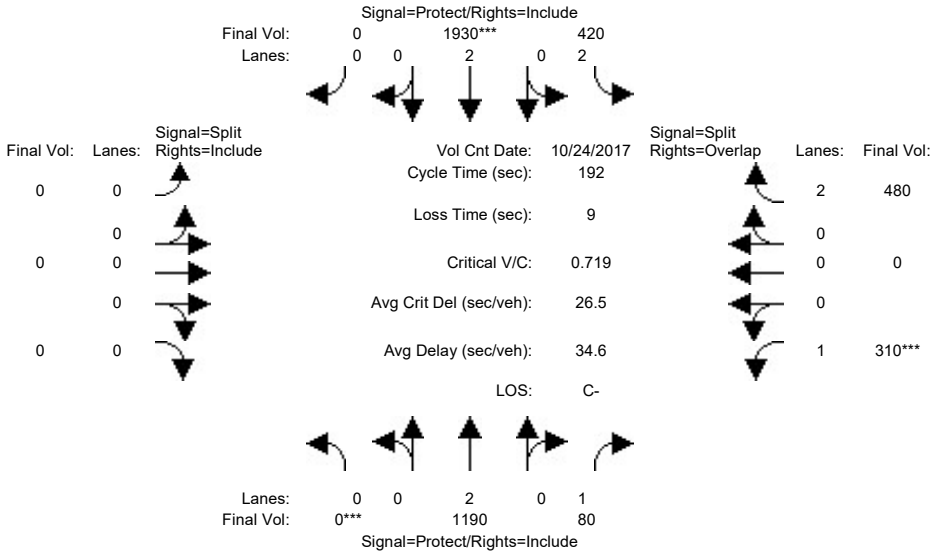
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #13: Lafayette Street/Montague Expressway WB



Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	80	420	1930	0	0	0	0	310	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1190	80	420	1930	0	0	0	0	310	0	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1190	80	420	1930	0	0	0	0	310	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1190	80	420	1930	0	0	0	0	310	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.05	0.13	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.15
Crit Moves:	****				****					****		
Green Time:	0.0	95.2	95.2	40.5	136	0.0	0.0	0.0	0.0	47.3	0.0	87.8
Volume/Cap:	0.00	0.63	0.09	0.63	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.33
Delay/Veh:	0.0	37.2	25.8	73.5	18.5	0.0	0.0	0.0	0.0	76.1	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	25.8	73.5	18.5	0.0	0.0	0.0	0.0	76.1	0.0	34.0
LOS by Move:	A	D+	C	E	B-	A	A	A	A	E-	A	C-
HCM2k95thQ:	0	40	6	21	50	0	0	0	0	30	0	18

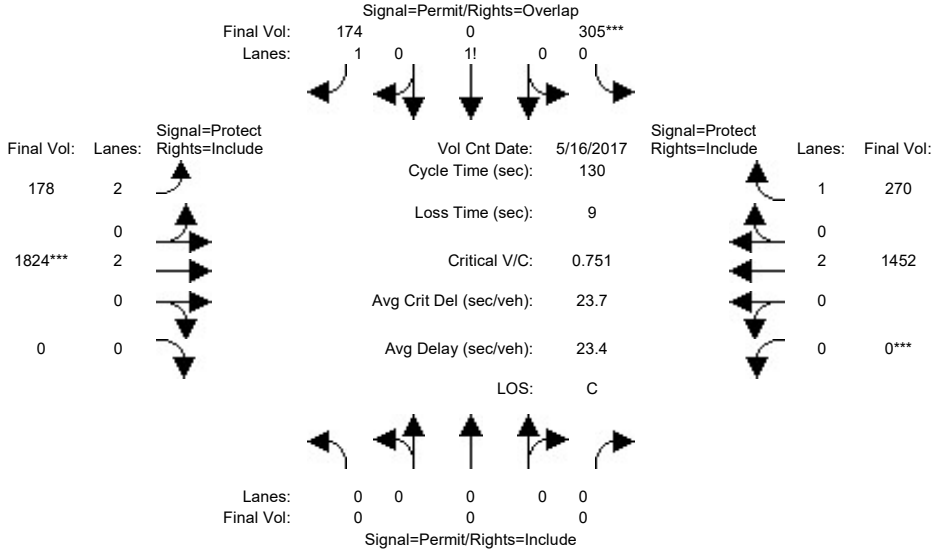
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	0	0	313	0	230	247	1846	0	0	1470	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	313	0	230	247	1846	0	0	1470	280
Added Vol:	0	0	0	-8	0	-56	-69	-22	0	0	-18	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	174	178	1824	0	0	1452	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	305	0	174	178	1824	0	0	1452	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	174	178	1824	0	0	1452	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	305	0	174	178	1824	0	0	1452	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.77	0.00	1.23	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1392	0	2147	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.08	0.06	0.48	0.00	0.00	0.38	0.15
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.9	0.0	48.6	10.7	83.1	0.0	0.0	72.4	72.4
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.22	0.69	0.75	0.00	0.00	0.69	0.28
Delay/Veh:	0.0	0.0	0.0	46.7	0.0	27.8	65.5	17.6	0.0	0.0	21.6	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.7	0.0	27.8	65.5	17.6	0.0	0.0	21.6	15.3
LOS by Move:	A	A	A	D	A	C	E	B	A	A	C+	B
HCM2k95thQ:	0	0	0	27	0	8	8	39	0	0	35	11

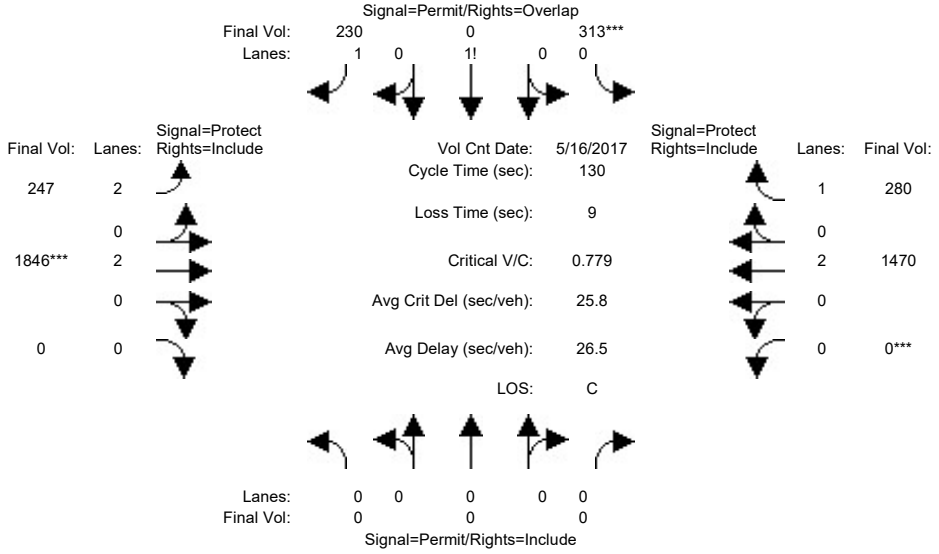
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #14: Calle Del Sol/Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	0	0	313	0	230	247	1846	0	0	1470	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	313	0	230	247	1846	0	0	1470	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	0	230	247	1846	0	0	1470	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	313	0	230	247	1846	0	0	1470	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	230	247	1846	0	0	1470	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	313	0	230	247	1846	0	0	1470	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.73	0.00	1.27	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1306	0	2230	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.10	0.08	0.49	0.00	0.00	0.39	0.16
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.0	0.0	53.6	13.7	81.0	0.0	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.25	0.75	0.78	0.00	0.00	0.75	0.31
Delay/Veh:	0.0	0.0	0.0	46.6	0.0	25.1	65.5	19.7	0.0	0.0	26.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.6	0.0	25.1	65.5	19.7	0.0	0.0	26.2	18.2
LOS by Move:	A	A	A	D	A	C	E	B-	A	A	C	B-
HCM2k95thQ:	0	0	0	29	0	9	10	41	0	0	38	13

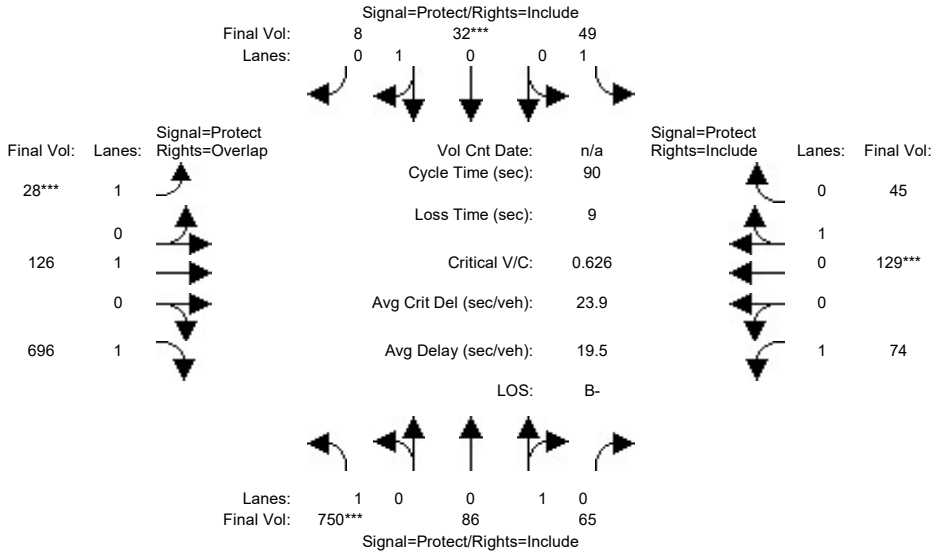
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	750	164	65	57	95	33	59	126	696	74	129	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	164	65	57	95	33	59	126	696	74	129	55
Added Vol:	0	-78	0	-8	-63	-25	-31	0	0	0	0	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	750	86	65	49	32	8	28	126	696	74	129	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:	750	86	65	49	32	8	28	126	696	74	129	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	86	65	49	32	8	28	126	696	74	129	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:	750	86	65	49	32	8	28	126	696	74	129	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.57	0.43	1.00	0.80	0.20	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	1025	775	1750	1440	360	1750	1900	1750	1750	1334	466
Capacity Analysis Module:												
Vol/Sat:	0.43	0.08	0.08	0.03	0.02	0.02	0.02	0.07	0.40	0.04	0.10	0.10
Crit Moves:	****				****		****				****	
Green Time:	52.2	36.6	36.6	25.6	10.0	10.0	7.0	11.0	63.3	7.7	11.8	11.8
Volume/Cap:	0.74	0.21	0.21	0.10	0.20	0.20	0.21	0.54	0.57	0.49	0.74	0.74
Delay/Veh:	16.8	17.4	17.4	23.8	36.9	36.9	39.6	39.6	7.2	41.8	49.3	49.3
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:	16.8	17.4	17.4	23.8	36.9	36.9	39.6	39.6	7.2	41.8	49.3	49.3
LOS by Move:	B	B	B	C	D+	D+	D	D	A	D	D	D
HCM2k95thQ:	29	6	6	2	2	2	2	8	19	6	13	13

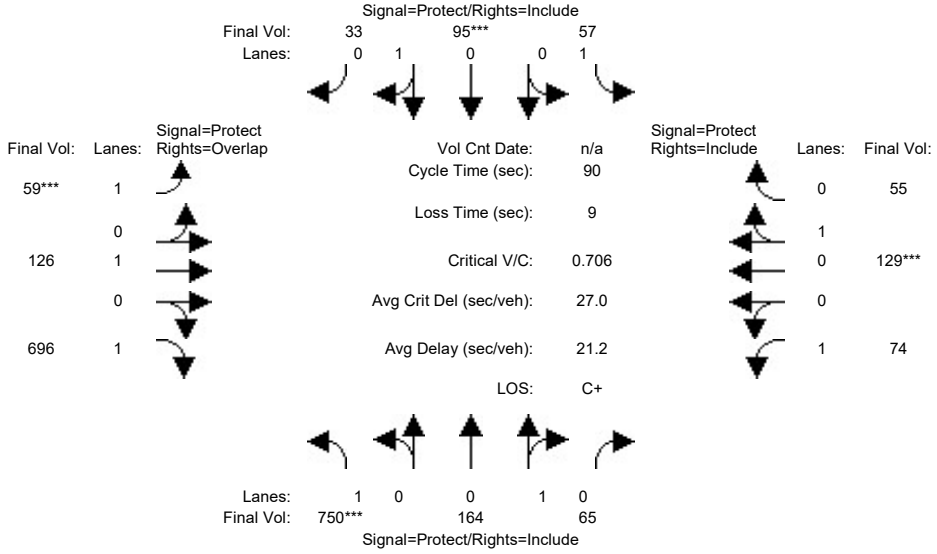
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #15: Calle Del Sol/Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	750	164	65	57	95	33	59	126	696	74	129	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	164	65	57	95	33	59	126	696	74	129	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	750	164	65	57	95	33	59	126	696	74	129	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	164	65	57	95	33	59	126	696	74	129	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	164	65	57	95	33	59	126	696	74	129	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	750	164	65	57	95	33	59	126	696	74	129	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.72	0.28	1.00	0.74	0.26	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1750	1289	511	1750	1336	464	1750	1900	1750	1750	1262	538
Capacity Analysis Module:												
Vol/Sat:	0.43	0.13	0.13	0.03	0.07	0.07	0.03	0.07	0.40	0.04	0.10	0.10
Crit Moves:	****				****		****				****	
Green Time:	51.7	38.3	38.3	23.4	10.0	10.0	7.0	11.4	63.0	8.0	12.3	12.3
Volume/Cap:	0.75	0.30	0.30	0.13	0.64	0.64	0.43	0.53	0.57	0.48	0.75	0.75
Delay/Veh:	17.4	17.3	17.3	25.6	45.1	45.1	41.8	38.9	7.3	41.4	49.1	49.1
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:	17.4	17.3	17.3	25.6	45.1	45.1	41.8	38.9	7.3	41.4	49.1	49.1
LOS by Move:	B	B	B	C	D	D	D	D+	A	D	D	D
HCM2k95thQ:	30	8	8	3	9	9	5	8	20	6	13	13

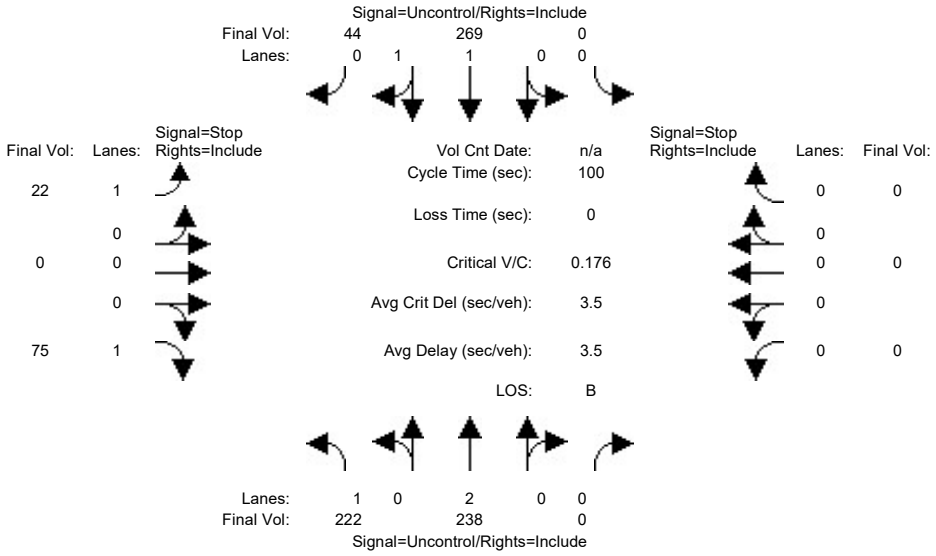
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244  273    0     0  297   44    22    0   93     0    0     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:  244  273    0     0  297   44    22    0   93     0    0     0
Added Vol:    -22  -35    0     0  -28    0     0    0  -18     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:  222  238    0     0  269   44    22    0   75     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:   222  238    0     0  269   44    22    0   75     0    0     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:  222  238    0     0  269   44    22    0   75     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  313 xxxx xxxxx  xxxx xxxx xxxxx   854 xxxx   157  xxxx xxxx xxxxx
Potent Cap.: 1259 xxxx xxxxx  xxxx xxxx xxxxx   302 xxxx   868  xxxx xxxx xxxxx
Move Cap.:   1259 xxxx xxxxx  xxxx xxxx xxxxx   261 xxxx   868  xxxx xxxx xxxxx
Volume/Cap:  0.18 xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.09  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.3  xxxx xxxx xxxxx
Control Del:  8.5 xxxx xxxxx xxxxx xxxx xxxxx  20.1 xxxx   9.5 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            11.9           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 313 xxxxx xxxxx    0 xxxxx xxxxx  854   973   157  817   995   119
AdjCnflVol:  313 xxxxx xxxxx    0 xxxxx xxxxx  854   973   157  817   995   119
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 313 xxxxx xxxxx    0 xxxxx xxxxx  854   973   157  817   995   119
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1259 xxxxx xxxxx 1636 xxxxx xxxxx  302   254   868  272   247   917
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1259 xxxxx xxxxx 1636 xxxxx xxxxx  302   254   868  272   247   917
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  222  238     0     0  269    44    22    0    75     0    0     0
ApproachDel:    xxxxxx           xxxxxx             11.9           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=97]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=870]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  222  238     0     0  269    44    22    0    75     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             773
Minor Approach Volume:           97
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).

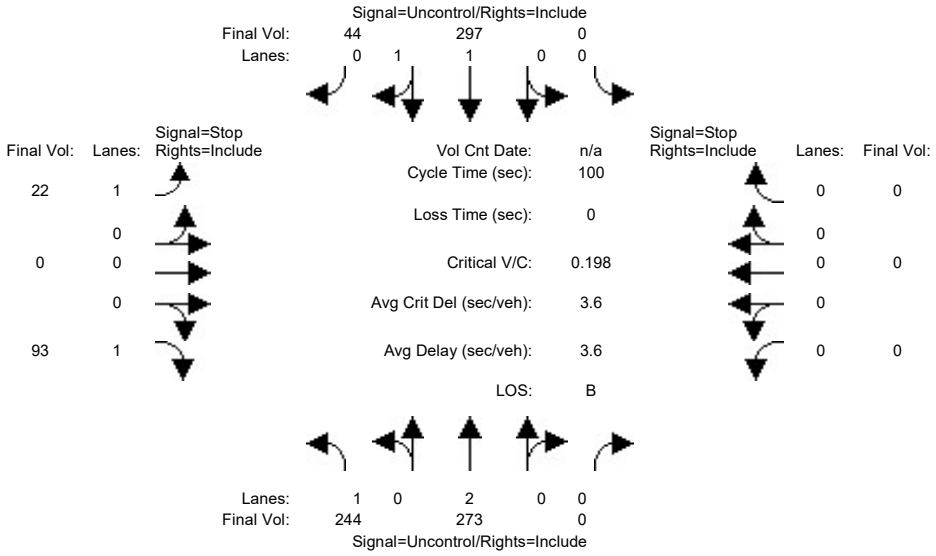
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #16: Lick Mill Boulevard/Calle De Luna




```
Street Name:       Lick Mill Boulevard                Calle De Luna
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     244  273     0     0  297    44    22    0    93     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  244  273     0     0  297    44    22    0    93     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  244  273     0     0  297    44    22    0    93     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:   244  273     0     0  297    44    22    0    93     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  244  273     0     0  297    44    22    0    93     0    0     0
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol:  341 xxxx xxxxx  xxxx xxxx xxxxx   944 xxxx   171  xxxx xxxx xxxxx
Potent Cap.: 1229 xxxx xxxxx  xxxx xxxx xxxxx   264 xxxx   850  xxxx xxxx xxxxx
Move Cap.:   1229 xxxx xxxxx  xxxx xxxx xxxxx   224 xxxx   850  xxxx xxxx xxxxx
Volume/Cap:  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.10 xxxx  0.11  xxxx xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.4  xxxx xxxx xxxxx
Control Del:  8.7 xxxx xxxxx xxxxx xxxx xxxxx  22.8 xxxx   9.8 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            12.3           xxxxxx
ApproachLOS:         *             *                B                *
Note: Queue reported is the number of cars per lane.
-----------|--------------|--------------|--------------|--------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 341 xxxxx xxxxx    0 xxxxx xxxxx  944  1080   171  910  1102   137
AdjCnflVol:  341 xxxxx xxxxx    0 xxxxx xxxxx  944  1080   171  910  1102   137
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 341 xxxxx xxxxx    0 xxxxx xxxxx  944  1080   171  910  1102   137
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1229 xxxxx xxxxx 1636 xxxxx xxxxx  264   220   850  233   213   893
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1229 xxxxx xxxxx 1636 xxxxx xxxxx  264   220   850  233   213   893
                     Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  244  273     0     0  297    44    22    0    93     0    0     0
ApproachDel:    xxxxxx           xxxxxx             12.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=115]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=973]
   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 #16 Lick Mill Boulevard/Calle De Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:  244  273     0     0  297    44    22    0    93     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             858
Minor Approach Volume:           115
Minor Approach Volume Threshold: 440
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

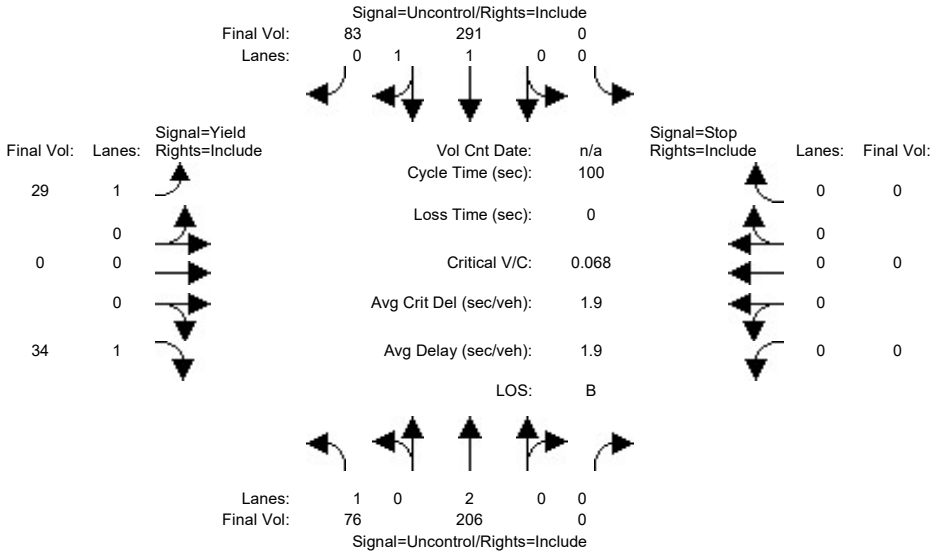
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76  219     0     0  307    99    42    0    34     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   76  219     0     0  307    99    42    0    34     0    0     0
Added Vol:      0  -13     0     0  -16   -16   -13    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   76  206     0     0  291    83    29    0    34     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:    76  206     0     0  291    83    29    0    34     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   76  206     0     0  291    83    29    0    34     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  374 xxxx xxxxx  xxxx xxxx xxxxx   588 xxxx   187  xxxx xxxx xxxxx
Potent Cap.: 1196 xxxx xxxxx  xxxx xxxx xxxxx   445 xxxx   830  xxxx xxxx xxxxx
Move Cap.:   1196 xxxx xxxxx  xxxx xxxx xxxxx   423 xxxx   830  xxxx xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  0.04  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.1  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx xxxx xxxxx  14.1 xxxx   9.5 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:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            11.6           xxxxxx
ApproachLOS:         *                *              B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 374 xxxxx xxxxx    0 xxxxx xxxxx  588   691   187  504   732   103
AdjCnflVol:  374 xxxxx xxxxx    0 xxxxx xxxxx  588   691   187  504   732   103
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 374 xxxxx xxxxx    0 xxxxx xxxxx  588   691   187  504   732   103
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1196 xxxxx xxxxx 1636 xxxxx xxxxx  445   371   830  456   351   938
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1196 xxxxx xxxxx 1636 xxxxx xxxxx  445   371   830  456   351   938
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Yield Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   76  206     0     0  291    83    29    0    34     0    0     0
ApproachDel:    xxxxxx           xxxxxx             11.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Controller not stop sign.
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=3][total volume=719]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Yield Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   76  206     0     0  291    83    29    0    34     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             656
Minor Approach Volume:           63
Minor Approach Volume Threshold: 555
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

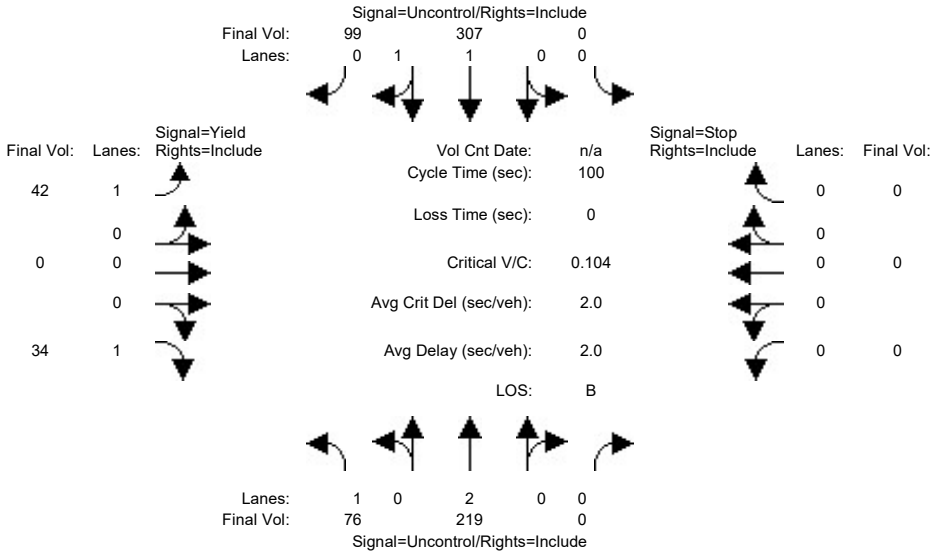
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```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #17: Lick Mill Boulevard/Calle Del Mundo




```
Street Name:       Lick Mill Boulevard                Calle Del Mundo
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76  219     0     0  307    99    42    0    34     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   76  219     0     0  307    99    42    0    34     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   76  219     0     0  307    99    42    0    34     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:    76  219     0     0  307    99    42    0    34     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   76  219     0     0  307    99    42    0    34     0    0     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  406 xxxx xxxxx  xxxx xxxx xxxxx   618 xxxx   203  xxxx xxxx xxxxx
Potent Cap.: 1164 xxxx xxxxx  xxxx xxxx xxxxx   426 xxxx   810  xxxx xxxx xxxxx
Move Cap.:   1164 xxxx xxxxx  xxxx xxxx xxxxx   405 xxxx   810  xxxx xxxx xxxxx
Volume/Cap:  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.10 xxxx  0.04  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.1  xxxx xxxx xxxxx
Control Del:  8.3 xxxx xxxxx xxxxx xxxx xxxxx  14.9 xxxx   9.6 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            12.6           xxxxxx
ApproachLOS:         *                *               B                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:       #26
Dist(miles):      0.000
Speed (mph):       0.00
SignalIndex:      #19
Cycle Time:          0 secs
InitVolume:     0     0
Saturation:     0     0
ArrivalType:    0     0
G/C:         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000
gq1:         0.00  0.00
gq2:         0.00  0.00
gq:          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:          0.000
beta:           0.000
ta (secs):      0.000
F:              0.000
f:          0.000 0.000
vcmax:          0     0
vcg:            0     0
vcmin:          0     0
tp:           0.0   0.0
p:              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 406 xxxxx xxxxx    0 xxxxx xxxxx  618   728   203  525   777   110
AdjCnflVol:  406 xxxxx xxxxx    0 xxxxx xxxxx  618   728   203  525   777   110
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 406 xxxxx xxxxx    0 xxxxx xxxxx  618   728   203  525   777   110
```

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```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1164 xxxxx xxxxx 1636 xxxxx xxxxx  426   353   810  440   330   930
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1164 xxxxx xxxxx 1636 xxxxx xxxxx  426   353   810  440   330   930
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Yield Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   76  219     0     0  307    99    42    0    34     0    0     0
ApproachDel:    xxxxxx           xxxxxx             12.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Controller not stop sign.
Signal Warrant Rule #2: [approach volume=76]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=777]
   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 #17 Lick Mill Boulevard/Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Yield Sign        Stop Sign
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   76  219     0     0  307    99    42    0    34     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             701
Minor Approach Volume:           76
Minor Approach Volume Threshold: 527
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

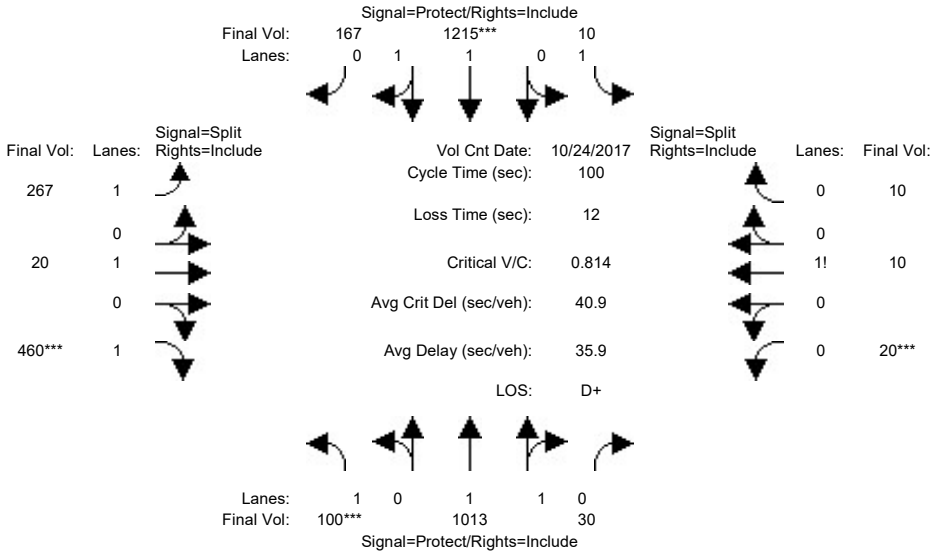
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	100	1020	30	10	1220	170	270	20	460	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1020	30	10	1220	170	270	20	460	20	10	10
Added Vol:	0	-7	0	0	-5	-3	-3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1013	30	10	1215	167	267	20	460	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1013	30	10	1215	167	267	20	460	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1013	30	10	1215	167	267	20	460	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1013	30	10	1215	167	267	20	460	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	1.00	1.00	0.50	0.25	0.25
Final Sat.:	1750	3593	106	1750	3253	447	1750	1900	1750	875	438	438
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.01	0.37	0.37	0.15	0.01	0.26	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	7.0	39.0	39.0	9.7	41.7	41.7	29.3	29.3	29.3	10.0	10.0	10.0
Volume/Cap:	0.82	0.72	0.72	0.06	0.90	0.90	0.52	0.04	0.90	0.23	0.23	0.23
Delay/Veh:	78.8	27.8	27.8	41.2	34.4	34.4	30.4	25.3	52.1	42.1	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.8	27.8	41.2	34.4	34.4	30.4	25.3	52.1	42.1	42.1	42.1
LOS by Move:	E-	C	C	D	C-	C-	C	C	D-	D	D	D
HCM2k95thQ:	7	25	25	1	32	32	15	1	32	3	3	3

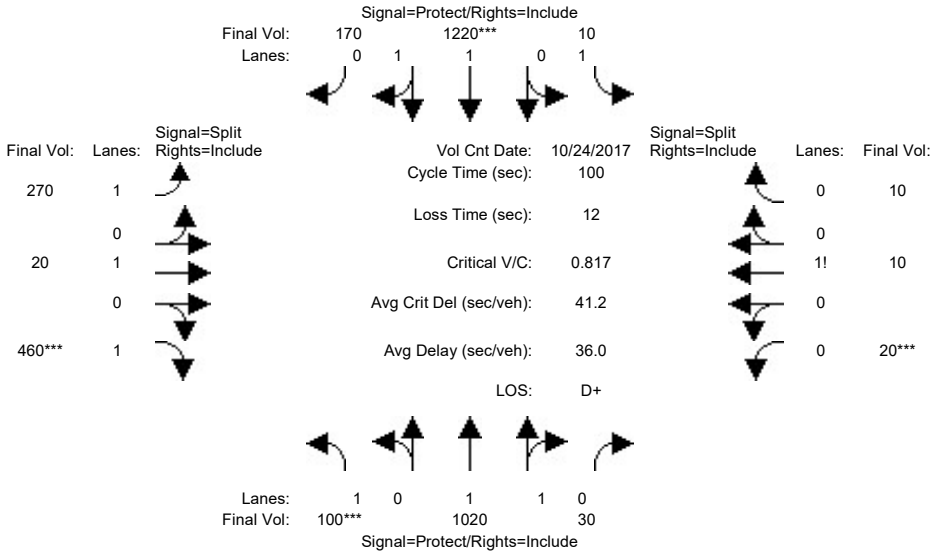
Note: Queue reported is the number of cars per lane.

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

Intersection #18: Lick Mill Boulevard/Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	100	1020	30	10	1220	170	270	20	460	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1020	30	10	1220	170	270	20	460	20	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1020	30	10	1220	170	270	20	460	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1020	30	10	1220	170	270	20	460	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1020	30	10	1220	170	270	20	460	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1020	30	10	1220	170	270	20	460	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	1.00	1.00	0.50	0.25	0.25
Final Sat.:	1750	3594	106	1750	3247	452	1750	1900	1750	875	438	438
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.01	0.38	0.38	0.15	0.01	0.26	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	7.0	39.1	39.1	9.7	41.8	41.8	29.2	29.2	29.2	10.0	10.0	10.0
Volume/Cap:	0.82	0.73	0.73	0.06	0.90	0.90	0.53	0.04	0.90	0.23	0.23	0.23
Delay/Veh:	78.8	27.7	27.7	41.2	34.6	34.6	30.7	25.3	52.7	42.1	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.7	27.7	41.2	34.6	34.6	30.7	25.3	52.7	42.1	42.1	42.1
LOS by Move:	E-	C	C	D	C-	C-	C	C	D-	D	D	D
HCM2k95thQ:	7	25	25	1	32	32	15	1	32	3	3	3

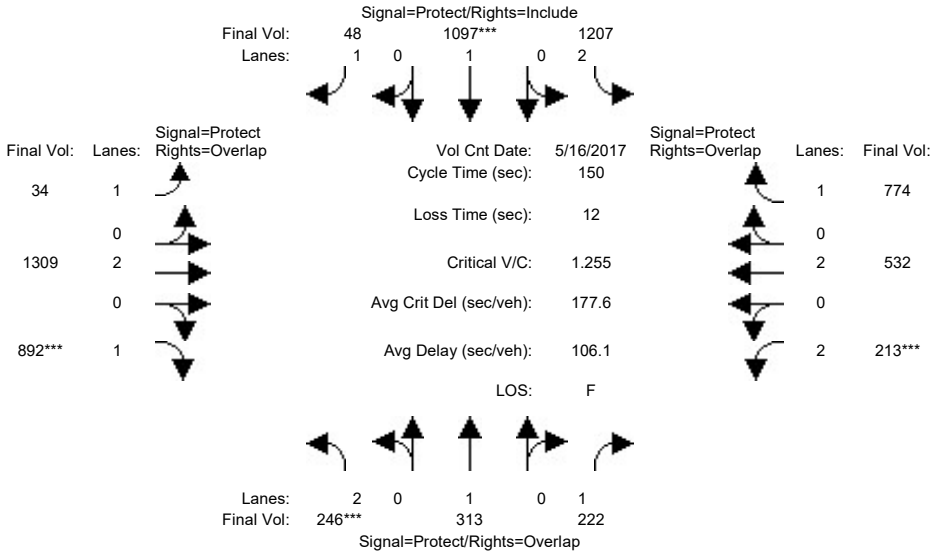
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #19: Lick Mill Boulevard/Tasman Drive



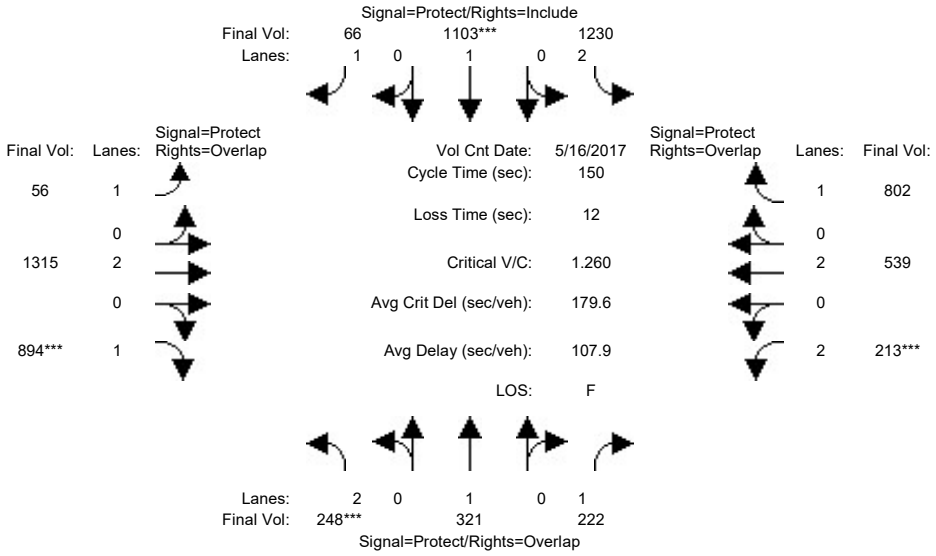

```
Street Name:       Lick Mill Boulevard                Tasman Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM
Base Vol:     248  321  222  1230 1103   66    56 1315  894   213  539  802
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  248  321  222  1230 1103   66    56 1315  894   213  539  802
Added Vol:     -2   -8    0   -23   -6  -18   -22   -6   -2     0   -7  -28
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  246  313  222  1207 1097   48    34 1309  892   213  532  774
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   246  313  222  1207 1097   48    34 1309  892   213  532  774
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  246  313  222  1207 1097   48    34 1309  892   213  532  774
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  246  313  222  1207 1097   48    34 1309  892   213  532  774
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.92
Lanes:       2.00 1.00 1.00  2.00 1.00 1.00  1.00 2.00 1.00  2.00 2.00 1.00
Final Sat.:  3150 1900 1750  3150 1900 1750  1750 3800 1750  3150 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.16 0.13  0.38 0.58 0.03  0.02 0.34 0.51  0.07 0.14 0.44
Crit Moves:  ****                ****                ****  ****
Green Time:   9.3 23.6 31.6  54.8 69.0 69.0  14.9 51.6 60.9   8.1 44.7 99.5
Volume/Cap:  1.26 1.05 0.60  1.05 1.26 0.06  0.20 1.00 1.26  1.26 0.47 0.67
Delay/Veh:  219.8  129 56.3  88.0  165 22.5  62.6 74.5 170.7 224.7 43.2 16.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 219.8  129 56.3  88.0  165 22.5  62.6 74.5 170.7 224.7 43.2 16.7
LOS by Move:    F    F    E+    F    F    C+    E    E    F     F    D    B
HCM2k95thQ:    19   30   18    66  117    3     3   53   102    16   17   36
Note: Queue reported is the number of cars per lane.
```


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SJ16-1669

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

Intersection #19: Lick Mill Boulevard/Tasman Drive



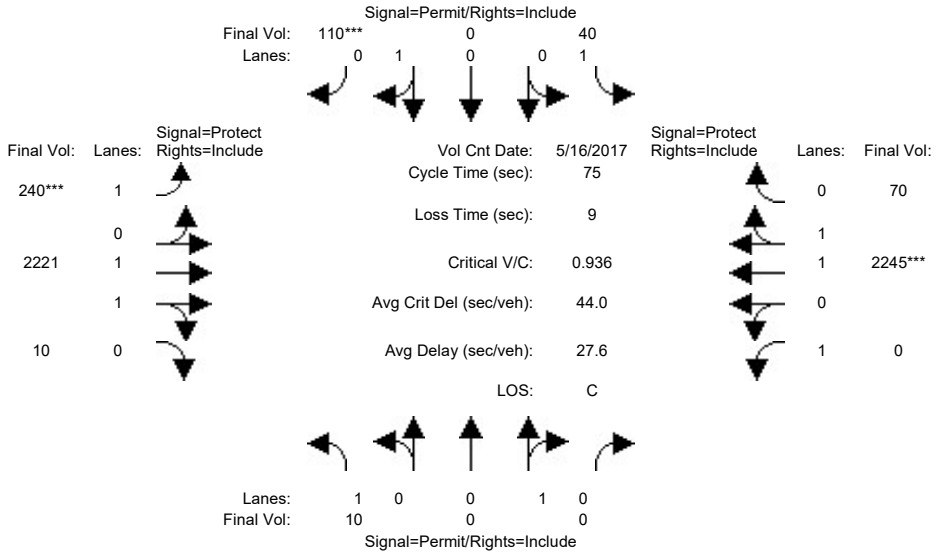

```
Street Name:       Lick Mill Boulevard                Tasman Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM
Base Vol:     248  321  222  1230 1103   66    56 1315  894   213  539  802
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  248  321  222  1230 1103   66    56 1315  894   213  539  802
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  248  321  222  1230 1103   66    56 1315  894   213  539  802
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   248  321  222  1230 1103   66    56 1315  894   213  539  802
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  248  321  222  1230 1103   66    56 1315  894   213  539  802
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  248  321  222  1230 1103   66    56 1315  894   213  539  802
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.92
Lanes:       2.00 1.00 1.00  2.00 1.00 1.00  1.00 2.00 1.00  2.00 2.00 1.00
Final Sat.:  3150 1900 1750  3150 1900 1750  1750 3800 1750  3150 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.17 0.13  0.39 0.58 0.04  0.03 0.35 0.51  0.07 0.14 0.46
Crit Moves:  ****                ****                ****  ****
Green Time:   9.4 23.7 31.8  54.8 69.1 69.1  14.7 51.5 60.8   8.1 44.8 99.6
Volume/Cap:  1.26 1.07 0.60  1.07 1.26 0.08  0.33 1.01 1.26  1.26 0.48 0.69
Delay/Veh:  221.5  135 56.1  94.7  167 22.7  64.1 76.4 172.7 226.6 43.3 17.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 221.5  135 56.1  94.7  167 22.7  64.1 76.4 172.7 226.6 43.3 17.4
LOS by Move:    F    F   E+     F    F   C+     E   E-    F     F    D    B
HCM2k95thQ:    20   31   18    68  119    4     5   53   102    16   17   38
Note: Queue reported is the number of cars per lane.
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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	0	0	40	0	110	240	2250	10	0	2280	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	40	0	110	240	2250	10	0	2280	70
Added Vol:	0	0	0	0	0	0	0	-29	0	0	-35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	40	0	110	240	2221	10	0	2245	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	0	40	0	110	240	2221	10	0	2245	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	40	0	110	240	2221	10	0	2245	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:	10	0	0	40	0	110	240	2221	10	0	2245	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.94	0.06
Final Sat.:	1750	1900	0	1750	0	1800	1750	3683	17	1750	3588	112
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.06	0.14	0.60	0.60	0.00	0.63	0.63
Crit Moves:						****	****				****	
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	10.1	56.0	56.0	0.0	45.9	45.9
Volume/Cap:	0.04	0.00	0.00	0.17	0.00	0.46	1.02	0.81	0.81	0.00	1.02	1.02
Delay/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	96.9	7.9	7.9	0.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	96.9	7.9	7.9	0.0	39.1	39.1
LOS by Move:	C	A	A	C	A	C	F	A	A	A	D	D
HCM2k95thQ:	1	0	0	2	0	6	13	27	27	0	48	48

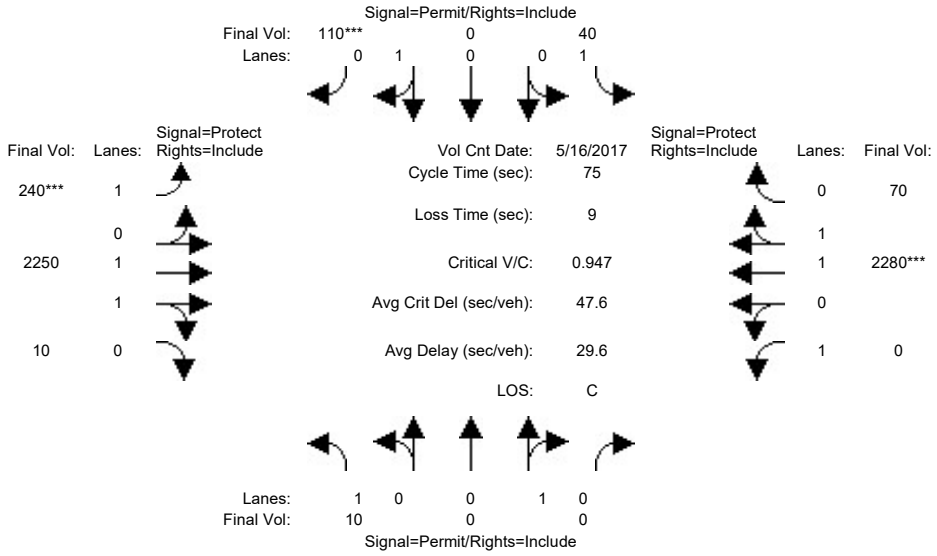
Note: Queue reported is the number of cars per lane.

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SJ16-1669

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

Intersection #20: Rennaissance Drive/Tasman Drive



Street Name:	Rennaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	0	0	40	0	110	240	2250	10	0	2280	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	40	0	110	240	2250	10	0	2280	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	40	0	110	240	2250	10	0	2280	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	0	40	0	110	240	2250	10	0	2280	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	40	0	110	240	2250	10	0	2280	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	0	40	0	110	240	2250	10	0	2280	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.94	0.06
Final Sat.:	1750	1900	0	1750	0	1800	1750	3684	16	1750	3590	110
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.06	0.14	0.61	0.61	0.00	0.64	0.64
Crit Moves:						****	****				****	
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	9.9	56.0	56.0	0.0	46.1	46.1
Volume/Cap:	0.04	0.00	0.00	0.17	0.00	0.46	1.03	0.82	0.82	0.00	1.03	1.03
Delay/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	100.8	8.2	8.2	0.0	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	100.8	8.2	8.2	0.0	42.9	42.9
LOS by Move:	C	A	A	C	A	C	F	A	A	A	D	D
HCM2k95thQ:	1	0	0	2	0	6	13	28	28	0	51	51

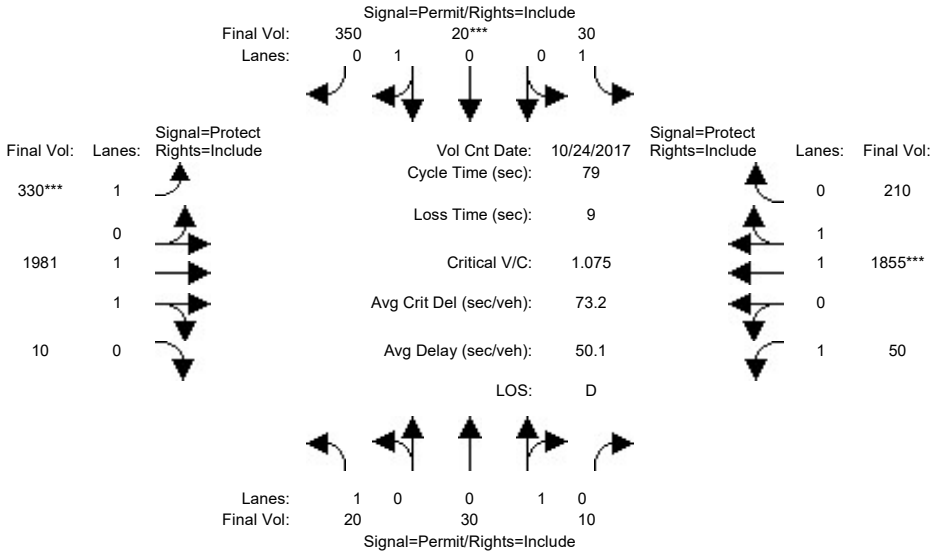
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	30	20	350	330	2010	10	50	1890	210
Added Vol:	0	0	0	0	0	0	0	-29	0	0	-35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	30	20	350	330	1981	10	50	1855	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	30	20	350	330	1981	10	50	1855	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	30	20	350	330	1981	10	50	1855	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	10	30	20	350	330	1981	10	50	1855	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	0.05	0.95	1.00	1.99	0.01	1.00	1.79	0.21
Final Sat.:	1750	1350	450	1750	97	1703	1750	3681	19	1750	3323	376
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.21	0.21	0.19	0.54	0.54	0.03	0.56	0.56
Crit Moves:					****		****				****	
Green Time:	15.1	15.1	15.1	15.1	15.1	15.1	13.9	47.1	47.1	7.8	41.0	41.0
Volume/Cap:	0.06	0.12	0.12	0.09	1.07	1.07	1.07	0.90	0.90	0.29	1.07	1.07
Delay/Veh:	26.2	26.6	26.6	26.4	102	101.8	105.2	19.5	19.5	34.0	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.6	26.6	26.4	102	101.8	105.2	19.5	19.5	34.0	62.9	62.9
LOS by Move:	C	C	C	C	F	F	F	B-	B-	C-	E	E
HCM2k95thQ:	1	2	2	1	30	30	23	37	37	2	53	53

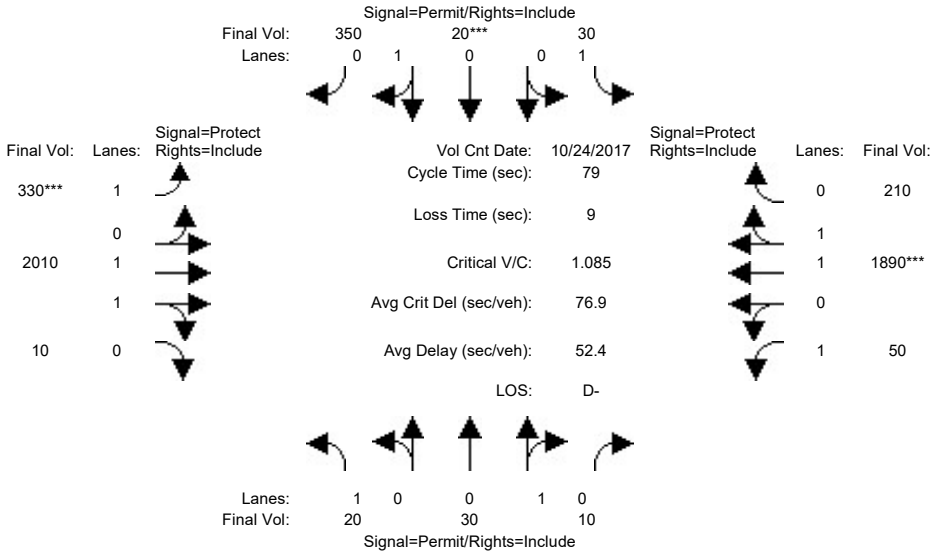
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #21: Vista Montana/Tasman Drive



Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	30	20	350	330	2010	10	50	1890	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	30	20	350	330	2010	10	50	1890	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	30	20	350	330	2010	10	50	1890	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	10	30	20	350	330	2010	10	50	1890	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	0.05	0.95	1.00	1.99	0.01	1.00	1.79	0.21
Final Sat.:	1750	1350	450	1750	97	1703	1750	3682	18	1750	3330	370
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.21	0.21	0.19	0.55	0.55	0.03	0.57	0.57
Crit Moves:					****		****				****	
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	13.7	47.4	47.4	7.7	41.3	41.3
Volume/Cap:	0.06	0.12	0.12	0.09	1.09	1.09	1.09	0.91	0.91	0.29	1.09	1.09
Delay/Veh:	26.3	26.7	26.7	26.5	106	105.5	109.0	20.1	20.1	34.1	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.7	26.7	26.5	106	105.5	109.0	20.1	20.1	34.1	66.8	66.8
LOS by Move:	C	C	C	C	F	F	F	C+	C+	C-	E	E
HCM2k95thQ:	1	2	2	1	31	31	23	38	38	2	55	55

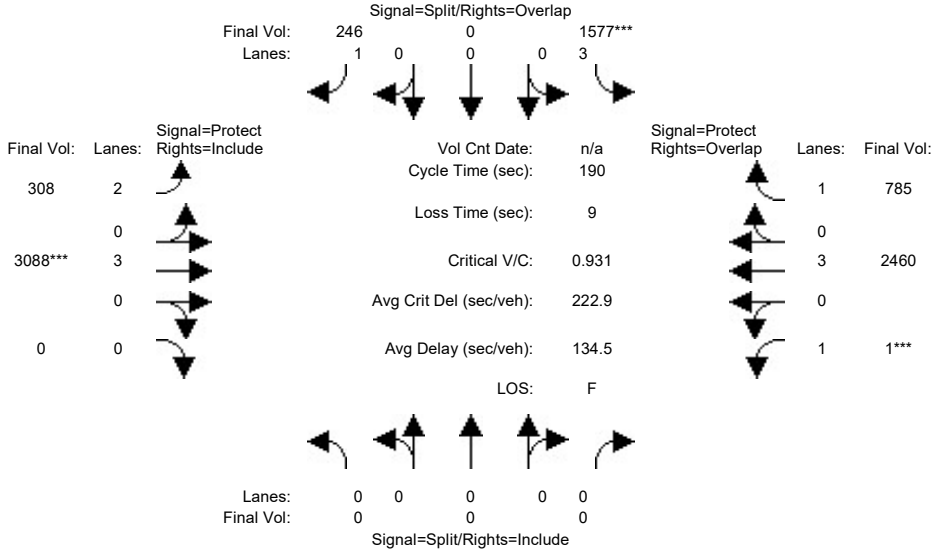
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1582	0	246	308	3861	0	1	3619	792
Growth Adj:	1.00	1.00	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	1582	0	246	308	3861	0	1	3619	792
Added Vol:	0	0	0	-5	0	0	0	-1	0	0	-2	-7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1577	0	246	308	3860	0	1	3617	785
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	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	1577	0	246	308	3088	0	1	2460	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1577	0	246	308	3088	0	1	2460	785
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1577	0	246	308	3088	0	1	2460	785
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.14	0.10	0.54	0.00	0.00	0.43	0.45
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	150	0.0	1.9	124	153.7
Volume/Cap:	0.00	0.00	0.00	2.22	0.00	0.47	0.67	0.69	0.00	0.06	0.66	0.55
Delay/Veh:	0.0	0.0	0.0	639.6	0.0	57.1	84.3	10.1	0.0	98.9	21.5	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	639.6	0.0	57.1	84.3	10.1	0.0	98.9	21.5	7.1
LOS by Move:	A	A	A	F	A	E+	F	B+	A	F	C+	A
HCM2k95thQ:	0	0	0	124	0	22	21	46	0	0	48	30

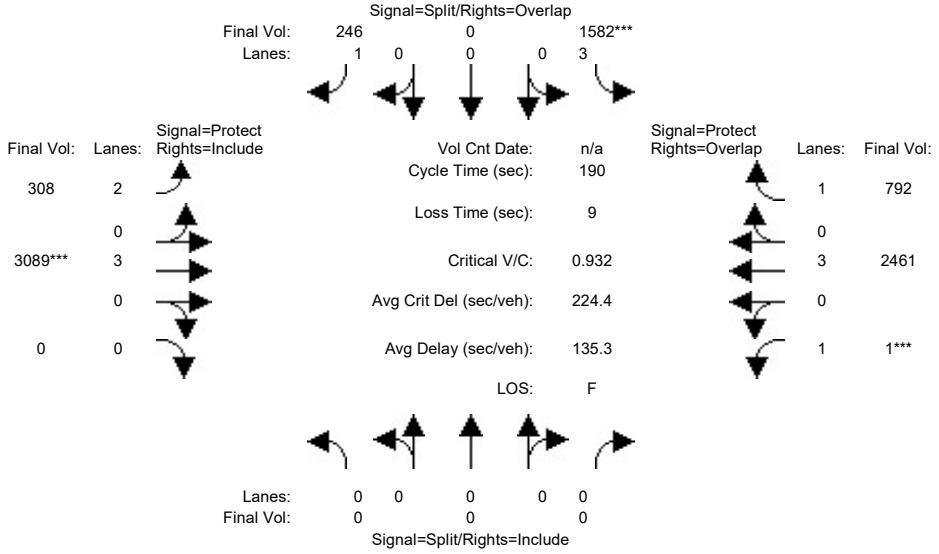
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #22: Lick Mill Boulevard/Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1582	0	246	308	3861	0	1	3619	792
Growth Adj:	1.00	1.00	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	1582	0	246	308	3861	0	1	3619	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1582	0	246	308	3861	0	1	3619	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	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	1582	0	246	308	3089	0	1	2461	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1582	0	246	308	3089	0	1	2461	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1582	0	246	308	3089	0	1	2461	792
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.14	0.10	0.54	0.00	0.00	0.43	0.45
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	150	0.0	1.9	124	153.7
Volume/Cap:	0.00	0.00	0.00	2.23	0.00	0.47	0.67	0.69	0.00	0.06	0.66	0.56
Delay/Veh:	0.0	0.0	0.0	642.7	0.0	57.1	84.3	10.1	0.0	98.9	21.5	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	642.7	0.0	57.1	84.3	10.1	0.0	98.9	21.5	7.1
LOS by Move:	A	A	A	F	A	E+	F	B+	A	F	C+	A
HCM2k95thQ:	0	0	0	124	0	22	21	46	0	0	48	31

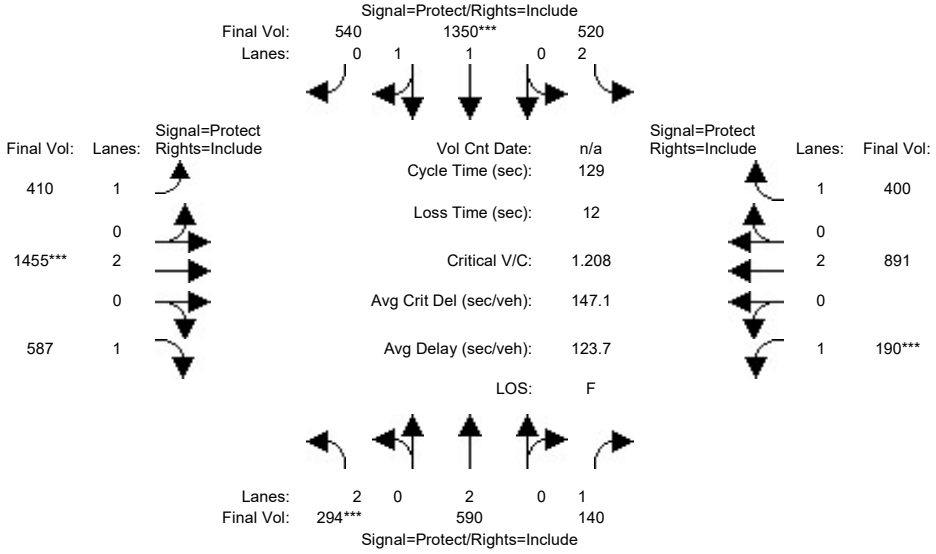
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	590	140	520	1350	540	410	1470	600	190	910	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540	410	1470	600	190	910	400
Added Vol:	-16	0	0	0	0	0	0	-15	-13	0	-19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	590	140	520	1350	540	410	1455	587	190	891	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	590	140	520	1350	540	410	1455	587	190	891	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	590	140	520	1350	540	410	1455	587	190	891	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	590	140	520	1350	540	410	1455	587	190	891	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2642	1057	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.17	0.51	0.51	0.23	0.38	0.34	0.11	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	10.0	31.3	31.3	33.3	54.6	54.6	26.2	40.9	40.9	11.6	26.2	26.2
Volume/Cap:	1.21	0.64	0.33	0.64	1.21	1.21	1.15	1.21	1.06	1.21	1.15	1.12
Delay/Veh:	185.2	45.4	40.7	44.3	137	137.1	147.3	146	98.6	197.3	134	136.8
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:	185.2	45.4	40.7	44.3	137	137.1	147.3	146	98.6	197.3	134	136.8
LOS by Move:	F	D	D	D	F	F	F	F	F	F	F	F
HCM2k95thQ:	24	20	10	21	92	92	40	67	48	27	45	43

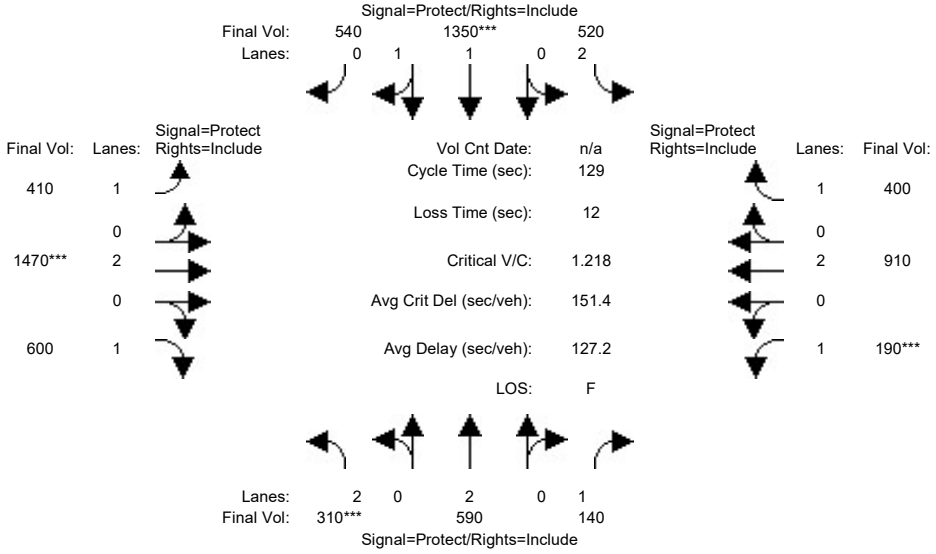
Note: Queue reported is the number of cars per lane.

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Tasman East Specific Plan Update
SJ16-1669

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

Intersection #23: 1st Street/Tasman Drive



Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	590	140	520	1350	540	410	1470	600	190	910	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540	410	1470	600	190	910	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	590	140	520	1350	540	410	1470	600	190	910	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	590	140	520	1350	540	410	1470	600	190	910	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	590	140	520	1350	540	410	1470	600	190	910	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	590	140	520	1350	540	410	1470	600	190	910	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2642	1057	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.08	0.17	0.51	0.51	0.23	0.39	0.34	0.11	0.24	0.23
Crit Moves:	****				****			****			****	
Green Time:	10.4	31.3	31.3	33.3	54.1	54.1	25.9	41.0	41.0	11.5	26.5	26.5
Volume/Cap:	1.22	0.64	0.33	0.64	1.22	1.22	1.16	1.22	1.08	1.22	1.16	1.11
Delay/Veh:	187.6	45.3	40.7	44.3	142	141.7	152.3	150	105.4	201.3	139	132.4
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:	187.6	45.3	40.7	44.3	142	141.7	152.3	150	105.4	201.3	139	132.4
LOS by Move:	F	D	D	D	F	F	F	F	F	F	F	F
HCM2k95thQ:	25	20	10	21	93	93	41	68	50	27	47	43

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

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Freeway Segment	Segment Length	Peak Hour[1]	Existing								Existing With Project									
			Lanes[2]		Density		LOS		Capacity[3]		Density		v/c[4] > 1.0?		Project Trips		v/c % Increase		Project Impact?[5]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound																				
Old Bayshore Hwy. to N. First St.	0.49	AM	3	1	122	108	F	F	6900	1650	122	108	NO	NO	4	1	0.06%	0.06%	NO	NO
Old Bayshore Hwy. to N. First St.	0.49	PM	3	1	17	8	B	A	6900	1650	17	8	NO	NO	11	0	0.16%	0.00%	NO	NO
N. First St. to Guadalupe Pkwy.	0.64	AM	3	1	108	110	F	F	6900	1650	108	110	NO	NO	6	1	0.09%	0.06%	NO	NO
N. First St. to Guadalupe Pkwy.	0.64	PM	3	1	14	9	B	A	6900	1650	14	9	NO	NO	15	0	0.22%	0.00%	NO	NO
Guadalupe Pkwy. to De La Cruz Blvd.	0.77	AM	3	1	127	107	F	F	6900	1650	127	108	NO	NO	8	2	0.12%	0.12%	NO	NO
Guadalupe Pkwy. to De La Cruz Blvd.	0.77	PM	3	1	19	9	C	A	6900	1650	19	9	NO	NO	21	0	0.30%	0.00%	NO	NO
De La Cruz Blvd. to Montague Expwy. / Santa Tomas Expwy.	1.28	AM	3	1	76	71	F	F	6900	1650	76	71	NO	NO	14	0	0.20%	0.00%	NO	NO
De La Cruz Blvd. to Montague Expwy. / Santa Tomas Expwy.	1.28	PM	3	1	24	11	C	A	6900	1650	24	11	NO	NO	30	0	0.43%	0.00%	NO	NO
Montague Expwy. / Santa Tomas Expwy. to Bower Av. / Great America Pkwy.	0.75	AM	3	1	97	86	F	F	6900	1650	99	87	NO	NO	65	12	0.94%	0.73%	NO	NO
Montague Expwy. / Santa Tomas Expwy. to Bower Av. / Great America Pkwy.	0.75	PM	3	1	28	11	D	A	6900	1650	28	11	NO	NO	38	5	0.55%	0.30%	NO	NO
Bower Av. / Great American Pkwy. to Lawrence Expwy.	1.12	AM	3	1	93	81	F	F	6900	1650	96	83	YES	YES	152	27	2.20%	1.64%	**YES**	**YES**
Bower Av. / Great American Pkwy. to Lawrence Expwy.	1.12	PM	3	1	29	16	D	B	6900	1650	29	16	NO	NO	25	5	0.36%	0.30%	NO	NO
Lawrence Expwy. to N. Fair Oaks Av.	0.98	AM	3	1	84	73	F	F	6900	1650	86	74	YES	YES	106	19	1.54%	1.15%	**YES**	**YES**
Lawrence Expwy. to N. Fair Oaks Av.	0.98	PM	3	1	29	12	D	B	6900	1650	29	12	NO	NO	18	3	0.26%	0.18%	NO	NO
N. Fair Oaks Av. to N. Mathilda Av.	0.85	AM	3	1	60	54	F	E	6900	1650	61	55	YES	NO	75	13	1.09%	0.79%	**YES**	NO
N. Fair Oaks Av. to N. Mathilda Av.	0.85	PM	3	1	24	11	C	A	6900	1650	24	11	NO	NO	13	2	0.19%	0.12%	NO	NO
N. Mathilda Av. to SR 237	0.35	AM	3	1	49	71	E	F	6900	1650	49	72	NO	NO	53	9	0.77%	0.55%	NO	NO
N. Mathilda Av. to SR 237	0.35	PM	3	1	24	20	C	C	6900	1650	24	20	NO	NO	9	2	0.13%	0.12%	NO	NO
SR 237 to Moffett Blvd.	1.68	AM	3	1	67	64	F	F	6900	1650	67	64	NO	NO	37	6	0.54%	0.36%	NO	NO
SR 237 to Moffett Blvd.	1.68	PM	3	1	53	33	E	D	6900	1650	53	33	NO	NO	7	1	0.10%	0.06%	NO	NO
Moffett Blvd. to SR 85	0.33	AM	3	1	97	67	F	F	6900	1650	98	67	NO	NO	25	5	0.36%	0.30%	NO	NO
Moffett Blvd. to SR 85	0.33	PM	3	1	93	36	F	D	6900	1650	93	36	NO	NO	5	1	0.07%	0.06%	NO	NO
SR 85 to N. Shoreline Blvd.	0.38	AM	4	1	75	34	F	D	9200	1650	75	34	NO	NO	18	3	0.20%	0.18%	NO	NO
SR 85 to N. Shoreline Blvd.	0.38	PM	4	1	68	34	F	D	9200	1650	68	34	NO	NO	3	1	0.03%	0.06%	NO	NO
N. Shoreline Blvd. to Rengstorff Av.	1.01	AM	3	2	70	34	F	D	6900	3300	70	34	NO	NO	13	2	0.19%	0.06%	NO	NO
N. Shoreline Blvd. to Rengstorff Av.	1.01	PM	3	2	112	18	F	B	6900	3300	112	18	NO	NO	3	0	0.04%	0.00%	NO	NO
Rengstorff Av. to San Antonio Av.	0.71	AM	3	2	54	25	E	C	6900	3300	54	25	NO	NO	9	2	0.13%	0.06%	NO	NO
Rengstorff Av. to San Antonio Av.	0.71	PM	3	2	91	23	F	C	6900	3300	91	23	NO	NO	2	0	0.03%	0.00%	NO	NO
San Antonio Av. to Oregon Expwy.	1.85	AM	3	2	58	40	E	D	6900	3300	58	32	NO	NO	7	1	0.10%	0.03%	NO	NO
San Antonio Av. to Oregon Expwy.	1.85	PM	3	2	77	45	F	D	6900	3300	77	36	NO	NO	1	0	0.01%	0.00%	NO	NO
Oregon Expwy. to Embarcadero Rd.	0.15	AM	3	1	68	72	F	F	6900	1650	68	72	NO	NO	5	1	0.07%	0.06%	NO	NO
Oregon Expwy. to Embarcadero Rd.	0.15	PM	3	1	61	66	F	F	6900	1650	61	66	NO	NO	1	0	0.01%	0.00%	NO	NO
US 101 - Southbound																				
Embarcadero Rd. to Oregon Expwy.	0.15	AM	3	1	27	36	D	D	6900	1650	27	36	NO	NO	0	0	0.00%	0.00%	NO	NO
Embarcadero Rd. to Oregon Expwy.	0.15	PM	3	1	100	86	F	F	6900	1650	100	86	NO	NO	0	0	0.00%	0.00%	NO	NO
Oregon Expwy. to San Antonio Av.	1.85	AM	3	2	37	19	D	C	6900	3300	37	15	NO	NO	0	0	0.00%	0.00%	NO	NO
Oregon Expwy. to San Antonio Av.	1.85	PM	3	2	95	34	F	D	6900	3300	95	27	NO	NO	0	0	0.00%	0.00%	NO	NO
San Antonio Av. to Rengstorff Av.	0.71	AM	3	2	50	19	E	C	6900	3300	50	19	NO	NO	0	0	0.00%	0.00%	NO	NO
San Antonio Av. to Rengstorff Av.	0.71	PM	3	2	92	20	F	C	6900	3300	92	20	NO	NO	0	0	0.00%	0.00%	NO	NO
Rengstorff Av. to N. Shoreline Blvd.	1.01	AM	3	2	38	22	D	C	6900	3300	38	22	NO	NO	1	0	0.01%	0.00%	NO	NO
Rengstorff Av. to N. Shoreline Blvd.	1.01	PM	3	2	66	25	F	C	6900	3300	66	25	NO	NO	1	0	0.01%	0.00%	NO	NO
N. Shoreline Blvd. to SR 85	0.38	AM	3	1	38	37	D	D	6900	1650	38	37	NO	NO	2	0	0.03%	0.00%	NO	NO
N. Shoreline Blvd. to SR 85	0.38	PM	3	1	68	51	F	E	6900	1650	68	51	NO	NO	2	0	0.03%	0.00%	NO	NO
SR 85 to Moffett Blvd.	0.33	AM	3	1	31	17	D	B	6900	1650	31	17	NO	NO	3	0	0.04%	0.00%	NO	NO
SR 85 to Moffett Blvd.	0.33	PM	3	1	95	84	F	F	6900	1650	95	84	NO	NO	3	0	0.04%	0.00%	NO	NO
Moffett Blvd. to SR 237	1.68	AM	3	1	44	31	D	D	6900	1650	44	31	NO	NO	3	1	0.04%	0.06%	NO	NO
Moffett Blvd. to SR 237	1.68	PM	3	1	76	57	F	E	6900	1650	76	57	NO	NO	3	1	0.04%	0.06%	NO	NO
SR 237 to N. Mathilda Av.	0.35	AM	3	1	23	40	C	D	6900	1650	23	40	NO	NO	5	1	0.07%	0.06%	NO	NO
SR 237 to N. Mathilda Av.	0.35	PM	3	1	87	60	F	F	6900	1650	87	60	NO	NO	4	1	0.06%	0.06%	NO	NO
N. Mathilda Av. to N. Fair Oaks Av.	0.85	AM	3	1	24	18	C	B	6900	1650	24	18	NO	NO	8	1	0.12%	0.06%	NO	NO
N. Mathilda Av. to N. Fair Oaks Av.	0.85	PM	3	1	72	68	F	F	6900	1650	72	68	NO	NO	6	1	0.09%	0.06%	NO	NO
N. Fair Oaks Av. to Lawrence Expwy.	0.98	AM	3	1	28	17	D	B	6900	1650	28	17	NO	NO	11	2	0.16%	0.12%	NO	NO
N. Fair Oaks Av. to Lawrence Expwy.	0.98	PM	3	1	92	106	F	F	6900	1650	92	106	NO	NO	8	2	0.12%	0.12%	NO	NO
Lawrence Expwy. to Bower Av. / Great American Pkwy.	1.12	AM	3	1	35	15	D	B	6900	1650	35	15	NO	NO	16	3	0.23%	0.18%	NO	NO
Lawrence Expwy. to Bower Av. / Great American Pkwy.	1.12	PM	3	1	111	102	F	F	6900	1650	112	102	NO	NO	12	2	0.17%	0.12%	NO	NO
Bower Av. / Great American Pkwy. to Montaque Expwy. / Santa Tomas Expwy.	0.75	AM	3	1	21	14	C	B	6900	1650	21	14	NO	NO	7	1	0.10%	0.06%	NO	NO
Bower Av. / Great American Pkwy. to Montaque Expwy. / Santa Tomas Expwy.	0.75	PM	3	1	108	109	F	F	6900	1650	109	109	NO	NO	17	3	0.25%	0.18%	NO	NO
Montaque Expwy. / Santa Tomas Expwy. to De La Cruz Blvd.	1.28	AM	3	1	25	11	C	A	6900	1650	26	11	YES	YES	113	17	1.64%	1.03%	NO	NO
Montaque Expwy. / Santa Tomas Expwy. to De La Cruz Blvd.	1.28	PM	3	1	111	71	F	F	6900	1650	112	71	NO	NO	12	2	0.17%	0.12%	NO	NO
De La Cruz Blvd. to Guadalupe Pkwy.	0.77	AM	3	1	25	6	C	A	6900	1650	25	6	YES	NO	84	7	1.22%	0.42%	NO	NO
De La Cruz Blvd. to Guadalupe Pkwy.	0.77	PM	3	1	52	36	E	D	6900	1650	52	36	NO	NO	8	2	0.12%	0.12%	NO	NO
Guadalupe Pkwy. to N. First St.	0.64	AM	3	1	16	3	B	A	6900	1650	16	3	NO	NO	60	4	0.87%	0.24%	NO	NO
Guadalupe Pkwy. to N. First St.	0.64	PM	3	1	75	73	F	F	6900	1650	75	73	NO	NO	6	1	0.09%	0.06%	NO	NO
N. First St. to Old Bayshore Hwy.	0.49	AM	3	1	13	2	B	A	6900	1650	13	2	NO	NO	43	2	0.62%	0.12%	NO	NO
N. First St. to Old Bayshore Hwy.	0.49	PM	3	1	160	108	F	F	6900	1650	160	108	NO	NO	4	1	0.06%	0.06%	NO	NO
State Route 237 - Eastbound																				
US 101 to Mathilda Av.	0.53	AM	2	0	40	0	D	0	4400	0	40	0	NO	NO	13	0	0.30%	0.00%	NO	NO

US 101 to Mathilda Av.	0.53	PM	2	0	121	0	F	0	4400	0	122	0	NO	NO	22	0	0.50%	0.00%	NO	NO
Mathilda Av. to N. Fair Oaks Av.	0.96	AM	2	1	33	12	D	B	4600	1650	33	12	NO	NO	16	3	0.35%	0.18%	NO	NO
Mathilda Av. to N. Fair Oaks Av.	0.96	PM	2	1	100	96	F	F	4600	1650	101	96	NO	NO	26	5	0.57%	0.30%	NO	NO
N. Fair Oaks Av. to Lawrence Expwy.	0.63	AM	2	1	33	19	D	C	4600	1650	33	19	NO	NO	23	4	0.50%	0.24%	NO	NO
N. Fair Oaks Av. to Lawrence Expwy.	0.63	PM	2	1	115	62	F	F	4600	1650	117	62	NO	NO	37	7	0.80%	0.42%	NO	NO
Lawrence Expwy. to Great America Pkwy.	1.27	AM	2	1	32	18	D	B	4600	1650	32	18	NO	NO	33	6	0.72%	0.36%	NO	NO
Lawrence Expwy. to Great America Pkwy.	1.27	PM	2	1	101	69	F	F	4600	1650	103	69	YES	NO	54	9	1.17%	0.55%	**YES**	NO
Great America Pkwy. to N. First St.	1	AM	2	1	32	21	D	C	4600	1650	32	21	NO	NO	45	8	0.98%	0.48%	NO	NO
Great America Pkwy. to N. First St.	1	PM	2	1	106	64	F	F	4600	1650	107	64	NO	NO	28	5	0.61%	0.30%	NO	NO
N. First St. to Zanker Rd.	1.61	AM	2	1	45	15	D	B	4600	1650	45	15	NO	NO	31	6	0.67%	0.36%	NO	NO
N. First St. to Zanker Rd.	1.61	PM	2	1	72	47	F	E	4600	1650	72	47	NO	NO	20	3	0.43%	0.18%	NO	NO
Zanker Rd. to McCarthy Blvd.	0.94	AM	2	1	28	15	D	B	4600	1650	28	15	NO	NO	22	4	0.48%	0.24%	NO	NO
Zanker Rd. to McCarthy Blvd.	0.94	PM	2	1	42	28	D	D	4600	1650	42	28	NO	NO	14	2	0.30%	0.12%	NO	NO
McCarthy Blvd. to I-880	0.4	AM	2	1	21	7	C	A	4600	1650	22	7	NO	NO	15	3	0.33%	0.18%	NO	NO
McCarthy Blvd. to I-880	0.4	PM	2	1	20	38	C	D	4600	1650	21	38	NO	NO	9	2	0.20%	0.12%	NO	NO
State Route 237 - Westbound																				
I-880 to McCarthy Blvd.	0.4	AM	2	1	113	65	F	F	4600	1650	114	65	NO	NO	8	1	0.17%	0.06%	NO	NO
I-880 to McCarthy Blvd.	0.4	PM	2	1	20	9	C	A	4600	1650	20	9	NO	NO	12	2	0.26%	0.12%	NO	NO
McCarthy Blvd. to Zanker Rd.	0.94	AM	2	1	115	74	F	F	4600	1650	139	74	NO	NO	11	2	0.24%	0.12%	NO	NO
McCarthy Blvd. to Zanker Rd.	0.94	PM	2	1	32	17	D	B	4600	1650	39	17	NO	NO	17	3	0.37%	0.18%	NO	NO
Zanker Rd. to N. 1st St.	1.61	AM	2	1	98	70	F	F	4600	1650	99	70	NO	NO	15	3	0.33%	0.18%	NO	NO
Zanker Rd. to N. 1st St.	1.61	PM	2	1	45	11	D	A	4600	1650	45	11	NO	NO	25	4	0.54%	0.24%	NO	NO
N. 1st St. to Great America Pkwy.	1	PM	2	1	92	84	F	F	4600	1650	93	84	NO	NO	21	4	0.46%	0.24%	NO	NO
N. 1st St. to Great America Pkwy.	1	AM	2	1	38	14	D	B	4600	1650	38	14	NO	NO	35	6	0.76%	0.36%	NO	NO
Great America Pkwy. to Lawrence Expwy.	1.27	PM	2	1	103	82	F	F	4600	1650	106	83	YES	NO	70	12	1.52%	0.73%	**YES**	NO
Great America Pkwy. to Lawrence Expwy.	1.27	AM	2	1	27	15	D	B	4600	1650	27	15	NO	NO	43	8	0.93%	0.48%	NO	NO
Lawrence Expwy. to N. Fair Oaks Av.	0.63	PM	2	1	95	93	F	F	4600	1650	97	94	YES	NO	48	9	1.04%	0.55%	**YES**	NO
Lawrence Expwy. to N. Fair Oaks Av.	0.63	AM	2	1	61	38	F	D	4600	1650	62	38	NO	NO	31	5	0.67%	0.30%	NO	NO
N. Fair Oaks Av. to Mathilda Av.	0.96	PM	3	0	89	0	F	0	6900	0	90	0	NO	NO	40	0	0.58%	0.00%	NO	NO
N. Fair Oaks Av. to Mathilda Av.	0.96	AM	3	0	84	0	F	0	6900	0	84	0	NO	NO	25	0	0.36%	0.00%	NO	NO
Mathilda Av. to US 101	0.53	PM	2	0	51	0	E	0	4400	0	51	0	NO	NO	28	0	0.64%	0.00%	NO	NO
Mathilda Av. to US 101	0.53	AM	2	0	82	0	F	0	4400	0	82	0	NO	NO	18	0	0.41%	0.00%	NO	NO
Interstate 880 - Northbound																				
US 101 to E. Brokaw Rd.	1.29	AM	3	1	48	14	E	B	6900	1650	48	14	NO	NO	1	0	0.01%	0.00%	NO	NO
US 101 to E. Brokaw Rd.	1.29	PM	3	1	31	15	D	B	6900	1650	31	15	NO	NO	0	0	0.00%	0.00%	NO	NO
E. Brokaw Rd. to Montague Expwy.	1.35	AM	3	1	24	18	C	B	6900	1650	24	18	NO	NO	2	0	0.03%	0.00%	NO	NO
E. Brokaw Rd. to Montague Expwy.	1.35	PM	3	1	23	12	C	B	6900	1650	23	12	NO	NO	0	0	0.00%	0.00%	NO	NO
Montague Expwy. to Great Mall Pkwy.	0.98	AM	3	1	22	17	C	B	6900	1650	22	17	NO	NO	3	1	0.04%	0.06%	NO	NO
Montague Expwy. to Great Mall Pkwy.	0.98	PM	3	1	28	13	D	B	6900	1650	28	13	NO	NO	1	0	0.01%	0.00%	NO	NO
Great Mall Pkwy. to SR 237	0.72	AM	3	1	27	27	D	D	6900	1650	27	27	NO	NO	8	1	0.12%	0.06%	NO	NO
Great Mall Pkwy. to SR 237	0.72	PM	3	1	34	20	D	C	6900	1650	34	20	NO	NO	3	0	0.04%	0.00%	NO	NO
SR 237 to Dixon Landing Rd.	1.99	PM	3	1	24	11	C	A	6900	1650	27	11	NO	NO	19	3	0.28%	0.18%	NO	NO
SR 237 to Dixon Landing Rd.	1.99	AM	3	1	46	39	D	D	6900	1650	52	39	NO	NO	7	1	0.10%	0.06%	NO	NO
Interstate 880 - Southbound																				
Dixon Landing Rd. to SR 237	1.99	AM	3	1	57	122	E	F	6900	1650	65	122	NO	NO	6	1	0.09%	0.06%	NO	NO
Dixon Landing Rd. to SR 237	1.99	PM	3	1	29	19	D	C	6900	1650	33	19	NO	NO	3	1	0.04%	0.06%	NO	NO
SR 237 to Great Mall Pkwy.	0.72	AM	3	1	44	36	D	D	6900	1650	44	36	NO	NO	3	0	0.04%	0.00%	NO	NO
SR 237 to Great Mall Pkwy.	0.72	PM	3	1	82	38	F	D	6900	1650	82	38	NO	NO	2	0	0.03%	0.00%	NO	NO
Great Mall Pkwy. to Montague Expwy.	0.98	PM	3	1	60	30	F	D	6900	1650	60	30	NO	NO	1	0	0.01%	0.00%	NO	NO
Great Mall Pkwy. to Montague Expwy.	0.98	AM	3	1	68	28	F	D	6900	1650	68	28	NO	NO	1	0	0.01%	0.00%	NO	NO
Montague Expwy. to E. Brokaw Rd.	1.35	PM	3	1	91	21	F	C	6900	1650	91	21	NO	NO	0	0	0.00%	0.00%	NO	NO
Montague Expwy. to E. Brokaw Rd.	1.35	AM	3	1	84	40	F	D	6900	1650	84	40	NO	NO	0	0	0.00%	0.00%	NO	NO
E. Brokaw Rd. to US 101	1.29	PM	3	1	92	68	F	F	6900	1650	92	68	NO	NO	0	0	0.00%	0.00%	NO	NO
E. Brokaw Rd. to US 101	1.29	AM	3	1	75	41	F	D	6900	1650	75	41	NO	NO	0	0	0.00%	0.00%	NO	NO

Notes:

Bold and highlighted indicates a significant impact.

1. AM = morning peak hour, PM = evening peak hour
2. Existing and future lanes are from 2016 and are presented in the VTA 2016 Conformance and Monitoring Report.
3. Freeway capacity is assumed to be 2,200 vehicles per hour per lane (vphpl) for two lanes orless mixed-flow laness and 2,300 vphpl for three or more mixed flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
4. V/C = volume-to-capacity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
5. If the Project causes a freeway segment to increase from V/C ratio<1 to a V/C ratio>1 or contributes more than one percent of capacity on a freeway segment already operating at a V/C ratio>1, then the Project is considered to have a an impact.

Appendix C: Peak Hour Signal Warrants

FEHR PEERS

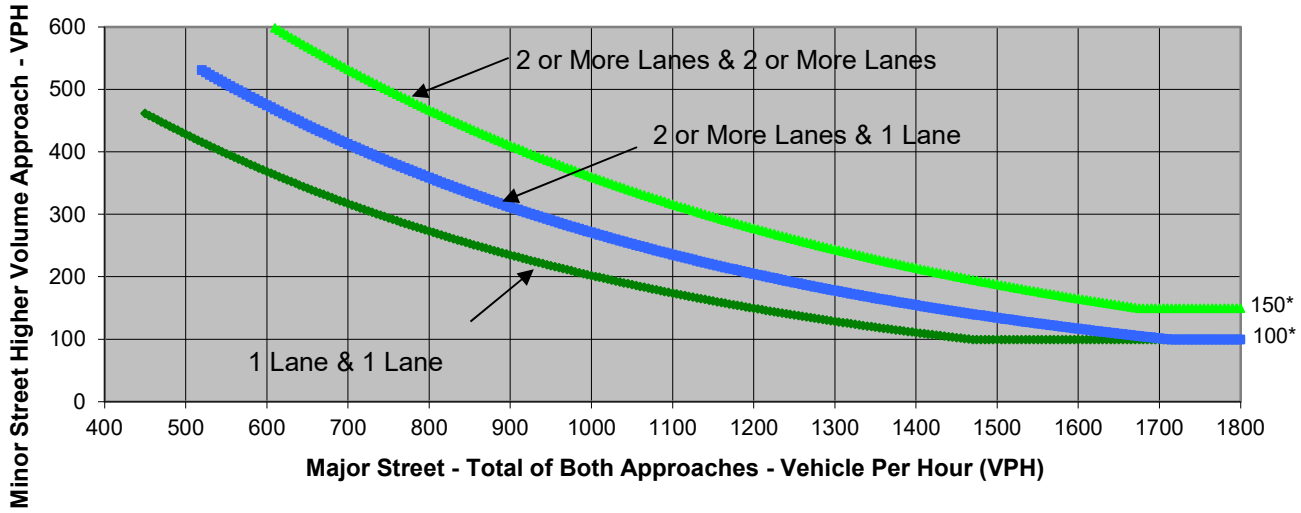
Major Street	Lafayette Street	Project	Tasman East Specific Plan
Minor Street	Great America Way	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	552	0	2	0
Through	947	295	20	42
Right	0	20	177	1
Total	1,499	315	199	43

Major Street Direction

x	North/South
	East/West



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

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

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**1,814**	**199**	

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

FEHR PEERS

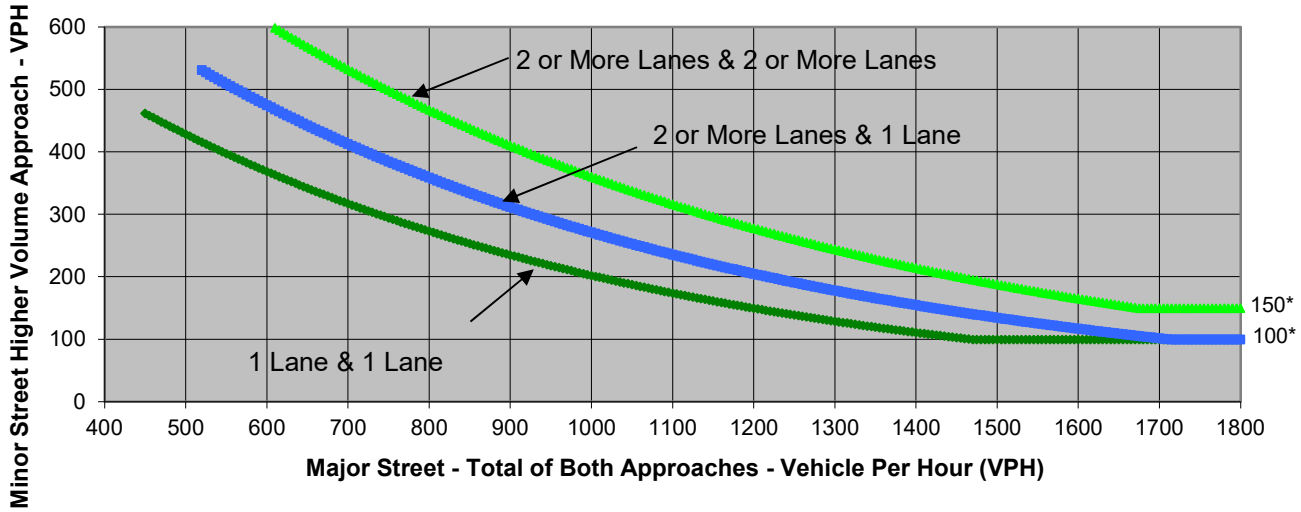
Major Street	Lafayette Street	Project	Tasman East Specific Plan
Minor Street	Great America Way	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	174	1	53	0
Through	424	833	32	26
Right	0	8	709	1
Total	598	842	794	27

Major Street Direction

x	North/South
	East/West



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

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

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**1,440**	**794**	

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

FEHR PEERS

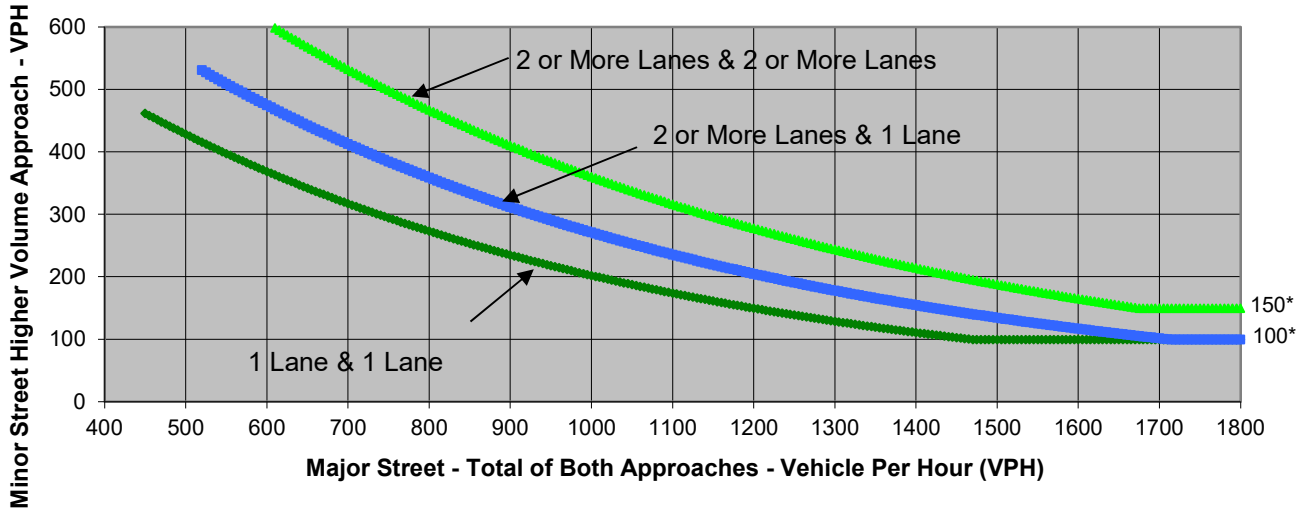
Major Street	Lafayette Street	Project	Tasman East Specific Plan
Minor Street	Calle Del Mundo	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	104	0	109
Through	1,442	356	0	0
Right	22	0	0	354
Total	1,465	460	0	463

Major Street Direction

x	North/South
	East/West



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

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

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,925**	**463**	

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

FEHR PEERS

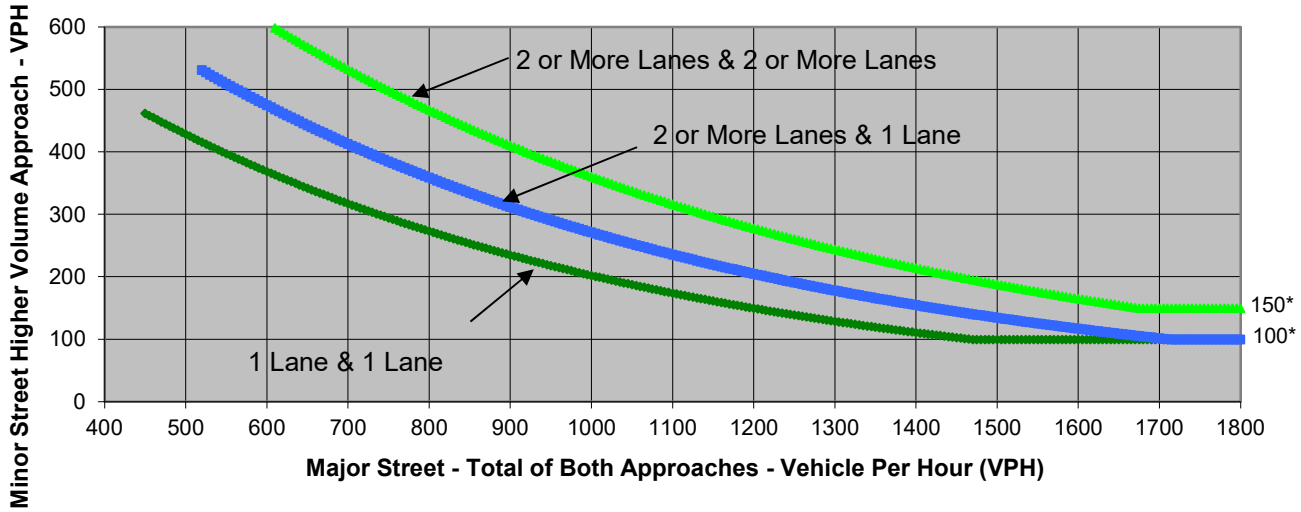
Major Street	Lafayette Street	Project	Tasman East Specific Plan
Minor Street	Calle Del Mundo	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	324	0	45
Through	617	1,616	0	0
Right	103	0	0	170
Total	724	1,940	0	215

Major Street Direction

x	North/South
	East/West



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

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

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,664**	**215**	

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

Appendix D: VMT Screening Report

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

Timestamp of Analysis	May 23, 2022, 02:15:28 PM
Project Name	Tasman East Specific Plan VMT Screening
Project Description	Screening for Transit Priority

Project Location Map

Jurisdiction:

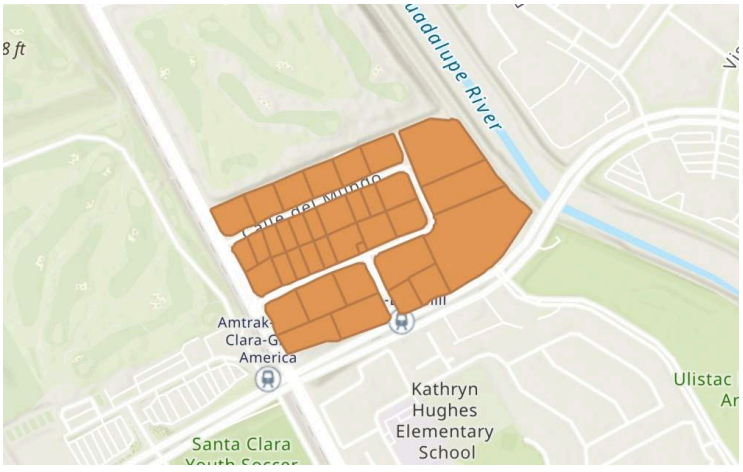
Santa Clara

APN	TAZ
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09705063	1232
09705062	1232
09705061	1232
09705060	1232
09746002	1232
09746003	1232
09746004	1232
09746005	1232

APN	TAZ
09746001	1232
09746023	1232
09746022	1232
09746007	1232
09746016	1232
09746017	1232
09746018	1232
09705059	1232
09705058	1232
09746026	1232

APN	TAZ
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09705057	1232
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09746009	1232
09746010	1232
09746006	1232
09746008	1232
09746015	1232
09746028	1232

APN	TAZ
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09705056	1232
09746019	1232
09746021	1232
09746030	1232
09746025	1232



Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2022

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.33
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	0		
Low VMT Screening Analysis	Yes (Pass)		

