APPENDIX H

Traffic Impact Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

First Street Office Development

Traffic Impact Analysis

Prepared for:

Sares Regis

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 16GB45
Phone: 408.971.6100
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Table of Contents

Appendices

List of Tables

List of Figures

Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed office development at 101 to 151 First Street in downtown Los Altos, California. The project would consist of a three-level office building with 80,000 square feet of office space and 960 square feet of café space, approximately 22,000 square feet of public open space, and a three-level subterranean parking garage. The existing buildings on the site house a variety of commercial uses and will be removed. The proposed open space could be used for a market fair, concert, or movie night event. The maximum attendance that would fit on the site is estimated to be 500 people. The proposed office space includes a 1,200 square-foot community meeting room. The project would replace 67 public parking spaces in the Plaza 7 parking lot with the proposed public open space. The removed parking spaces would be replaced in the proposed parking garage. The project would also provide 40 extra parking spaces (with the potential to add another 39 spaces) in the parking garage as a community benefit. Vehicle access to the parking garage would be provided via two driveways: one on Shasta Street and the second one in Plaza 7.

As required by the Santa Clara Valley Transportation Authority (VTA)'s TIA Guidelines, an Auto Trip Reduction Statement (ATRS) form is included at the end of the Executive Summary.

Scope of Study

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Los Altos and the Santa Clara Valley Transportation Authority (VTA). VTA administers the Santa Clara County Congestion Management Program (CMP). The traffic study analyzed AM and PM peak-hour traffic conditions for ten intersections. The traffic study also includes an operations analysis, based on vehicle-storage requirements at select intersections, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Project Trip Estimates

Hexagon prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. The recommended ITE trip generation rates for office buildings, coffee/donut shops, city parks, post offices, mini-warehouses, health/fitness clubs, restaurants, and specialty retail stores were used to estimate the vehicle trips generated by the proposed and existing uses on the project site. The trip estimates accounted for trip reductions due to internal mixed-use trips in the downtown area, based on the EPA's MXD model (mixed-use trip generation model) as recommended by the VTA TIA Guidelines. The trip estimates also include credit for the existing buildings on the site, which would be removed.

The project consists of 80,000 square feet of office space, 960 square feet of café space, and approximately 22,000 square feet of public open space. The project would also provide 40 extra public parking spaces (with the potential to add another 39 spaces) in the parking garage as a community benefit. Under the typical day to day use, it is expected that the open space would mostly serve the residents, employees, and customers already in the downtown area and would normally generate minimal new trips. However, as a community benefit, the open space could also be used for events, such as a market fair, concert, or movie night that would generate vehicle trips (The existing Los Altos Farmers Market takes place on Thursdays from 4 PM to 8 PM on State Street. If the farmers market is relocated to the project site, it is not expected to result in new trips). It is expected that the events would be infrequent and mostly held on weekends. Although these events have not been programmed, events could be held on weekdays, but would mostly occur in the off-peak hours. Therefore, on most typical weekdays, the events would not add new peak-hour vehicle trips to the study area. It is expected that very infrequently, the events would start at 7 PM on weekdays and would add some inbound trips to the PM peak hour (5-6 PM). For the study, the project trips were estimated for (1) typical weekdays, (2) typical weekdays with additional 39 public spaces, and (3) a special event day during a weekday.

On typical weekdays, the project would generate 871 net new daily trips, with 107 net trips (94 in and 13 out) occurring during the AM peak hour and 128 net trips (29 in and 99 out) occurring during the PM peak hour.

On typical weekdays with 39 additional parking spaces, the project would generate 1,178 net new daily trips, with 114 net trips (97 in and 17 out) occurring during the AM peak hour and 175 net trips (52 in and 123 out) occurring during the PM peak hour.

On a special event day with 39 additional parking spaces, the project would generate 1,667 net new daily trips, with 114 net trips (97 in and 17 out) occurring during the AM peak hour and 235 net trips (113 in and 122 out) occurring during the PM peak hour. The estimated daily, AM peak-hour, and PM peak-hour trips are 799 trips, 7 trips, and 108 trips, respectively, more than the trips estimated for typical weekdays. Although the scenario would rarely occur, the estimated trips for the special event day were used to evaluate intersection level of services and traffic operations in the study. Therefore, the traffic study presents a conservative, worst case scenario analysis that would occur infrequently. As discussed below, the added project trips would not result in a significant intersection level of service impact at study intersections.

Intersection Levels of Service

Traffic analysis typically focuses on intersections, especially signalized intersections, because intersections act as the chokepoints in the system. Traffic conditions at the study intersections were evaluated using a concept called “level of service” (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City Los Altos seek to maintain intersection operations at LOS D or better for local (non-CMP) signalized intersections and LOS E or better for CMP intersections.

Intersection levels of service were evaluated using TRAFFIX software to determine level of service. The City Los Altos level of service methodologies for signalized and unsignalized intersections are both the 2000 *Highway Capacity Manual* (HCM) method. Traffic impacts were analyzed for the AM (7-9 AM) and PM (4-6 PM) peak periods of commute traffic. The intersection level of service analysis results (see Table ES-1) show that all study intersections would operate at acceptable levels of service under all analysis scenarios.

Vehicle Queuing

The vehicle queueing analysis indicates that the estimated maximum queues would exceed the left-turn storage capacity on Main Street at the First Street/Main Street and Foothill Expressway/Main Street intersections under existing and project conditions in both AM and PM peak hours. Site observations indicate that vehicle queues on Main Street occasionally extended between the First Street/Main Street and Foothill Expressway/Main Street intersections during red lights. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The vehicle queues also dissipated quickly during green lights. Although the project is expected to slightly increase the maximum vehicle queues (one to two vehicles), because the signals are coordinated, the left-turn vehicle queues are not expected to adversely affect the traffic operations at these two intersections.

Traffic Operations on First Street between Edith Avenue and Main Street

Field observations indicated that traffic flow was smooth on First Street between Edith Avenue and Main Street during both AM and PM peak hours. There were vehicle queues on First Street at Edith Avenue and Main Street during red lights, but the vehicle queues did not block the upstream intersections and cleared quickly during green lights. Although there were occasional pedestrian crossings at the Plaza 7/Safeway crosswalk and the Plaza Central crosswalk, traffic flow on First Street was not adversely affected, and the vehicle queues dissipated quickly after pedestrians crossed. The project would not add a substantial amount of traffic on First Street. The added project trips would only slightly increase the vehicle delay at these study intersections on First Street. Therefore, the project traffic is not expected to result in a noticeable increase in vehicle queues or travel delay on First Street.

Traffic Operations at Unsignalized Intersections

Two of the study intersections are unsignalized. The First Street/State Street intersection is all-way stop-controlled, and the First Street/Shasta Street intersection is two-way stop-controlled on the eastbound and westbound movements. Based on the level of service analysis results, the intersections would operate at LOS B or better under all study scenarios. There were no existing queuing or sight distance issues identified at these intersections. The vehicle queuing analysis also shows that with the project traffic, the westbound vehicle queue on Shasta Street would not block the project driveway to the parking garage and the back alley. Therefore, it is concluded that the project traffic would not result in the need for intersection improvements or modification of traffic control at the intersections.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and onsite circulation would be provided, using commonly accepted transportation planning principles and traffic engineering standards. This review was based on the site plan prepared by EHDD dated June 6, 2017. Generally, the proposed plan would provide adequate connectivity through the site and parking areas for pedestrians, bicycles, and vehicles.

The project would provide sidewalks along the project's frontages on First Street and Shasta Street and extend the curb on the east leg of the First Street/Shasta Street intersection to reduce the crossing distance on Shasta Street. Within the project site, pedestrian access would be provided between the surrounding streets, the project building, and the parking garage via sidewalks, the open space, and parking garage stairwells.

Vehicle access to the parking garage would be provided via two driveways: one full access driveway on Shasta Street and one driveway that connect to a northbound driving aisle in Plaza 7 parking lot. Given the low traffic volume and low travel speed on Shasta Street and the Plaza 7 driving aisle, the entering vehicles are not expected to cause a noticeable delay on these streets or cause queuing issues at the project driveways. The outbound vehicles would not experience excessive delay and would be able to find sufficient gaps to exit the driveways.

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on the street. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Street parking is allowed on Shasta Street and could obstruct the vision of exiting drivers if there are cars parked next to the driveways. Therefore, Hexagon recommends prohibiting street parking within 15 feet of both driveways by installing red curbs on either side of the driveway.

The site plan shows that a trash room would be located at the northeast corner of the building facing the back alley and the building would have a delivery entrance facing the alley. Therefore, it is presumed that all garbage and delivery trucks would perform their operations outside of the building in the back alley.

Generally, the site plan shows good circulation through the parking garage except for the three parking spaces near the ramp in the parking levels 1 and 2. Vehicles exiting the parking stalls would need to back out to the ramp which could cause safety issues for upcoming vehicles on the ramp. It is recommended to install mirrors in these locations to help drivers make turns safely.

Underground Public Parking Spaces

The project would provide 146 public parking spaces in the underground parking garage (67 replaced parking spaces and 79 extra parking spaces as a community benefit). The downtown public parking spaces have a three-hour parking limit. However, downtown business owners and employees can obtain parking permits and park all day in the public parking spaces with white dots. The public parking spaces provided the by the project should be considered for white dot spaces. They could be attractive to downtown employees because the parking spaces would be covered and secure. Employees would have no trouble finding the spaces because they are more likely to park in the same area day to day. With more downtown employees using these parking spaces, more ground level public parking spaces would be available for retail and restaurant customers.

Potential Impacts on Pedestrians, Bicycles, and Transit Servicies

Overall, the project is well served by the existing pedestrian and bicycle facilities. Sidewalks are found on both sides of all local roadways in downtown area. Crosswalks with pedestrian signal heads and push buttons are located at all signalized study intersections. Crosswalks are also present at the unsignalized study intersections and on First Street at Plaza 7/Safeway.

The signalized study intersections on Foothill Expressway, although having crosswalks with pedestrian signal heads and push buttons, all have slip lanes that are uncontrolled. Therefore, pedestrians need to cross the slip lane with caution. Among these intersections, the Foothill Expressway/Edith Avenue intersection has a higher number of pedestrian crossings. To improve the pedestrian crossings, the Los Altos Pedestrian Master Plan (2015) proposes to remove the slip lanes at the Foothill Expressway/Edith Avenue intersection and to improve the slip lane crossings with raised crosswalks, markings, and signs at the Foothill Expressway/Main Street intersection.

Within the project vicinity, designated bike lanes are present along Foothill Expressway, San Antonio Road, Los Altos Avenue, El Monte Avenue, and westbound Edith Avenue. Eastbound Edith Avenue and Cuesta Drive are marked as bike routes. Local streets in downtown, such as First Street and State Street, are not marked as bike lanes or routes, but they carry low traffic volumes and are conducive to bicycling. The Los Altos Bicycle Transportation Plan (2012) proposes bike routes with shared lane markings ("sharrows") on streets in and around downtown, including First Street and State Street.

Existing transit service to the study area is provided via the VTA bus route 40 with bus stops on both sides of San Antonio Road between Edith Avenue and Lyell Street. The bus travel time in the study area is about 4 to 6 minutes and the project traffic would only increase the transit vehicle delay by less than 2 seconds. Therefore, the project traffic is not expected to result in a noticeable increase in transit travel time in the study area.

Parking

According to the City parking requirements, the project would need to provide 273 vehicle parking spaces plus the replacement of 67 existing parking spaces and 79 extra parking spaces for a total of 419 vehicle parking spaces. The project would provide 419 vehicle parking spaces to meet the City's parking requirements.

For the infrequent events held in the public open space, it is expected that these events would occur in the evening or weekend when the downtown parking is mostly available. The project would also provide extra public parking spaces and if needed, the office parking spaces could be used for event parking after office hours.

The project would provide secured bicycle storage with 24 spaces in Level 1 of the parking garage and 24 bicycle racks (48 spaces) at the main office entry on First Street and near the open space. The City of Los Altos does not have minimum parking requirements for bicycles. It is recommended that the project provide bicycle parking according to the recommendations contained in the VTA Bicycle Technical Guidelines, 2012. Based on the VTA guidelines, it is recommended the project provide 10 long-term and 4 short-term bicycle parking spaces for the office building and 1 long-term and 2 short-term bicycle parking spaces for the café for a total of 11 long-term and 6 short-term bicycle parking spaces.

For the public open space, it is expected that during a typical non-event day, there would be only a few people gathering or stopping the area. Therefore, the demand for short-term bicycle parking would be low during these non-event days. When there are weekly farmers markets, movie nights, or midsize events, it is expected that up to 340 persons would attend these events. Because these events are likely to occur regularly, based on the VTA guidelines, it is recommended that the project provide 38 short-term bicycle parking spaces in or near the open space area for these attendees. For infrequent special events that could have up to 500 attendees, it is recommended that the event organizer provide temporary bicycle parking, such as bike corrals.

In summary, based on the VTA guidelines, a total of 11 long-term and 44 short-term bicycle parking spaces are recommended for the proposed office building, café, and open space. The proposed 24 long-term and 48 short-term bicycle parking spaces exceed the VTA recommendation and are expected to meet the future bicycle parking demand.

Table ES 1
Intersection Level of Service Summary

ID	Intersection	LOS Standard	Existing Control[1]	Peak Hour	Existing Avg. Delay[2]	Existing LOS	Existing+ Project Avg. Delay[2]	Existing+ Project LOS	Background Avg. Delay[2]	Background LOS	Background +Project Avg. Delay[2]	Background +Project LOS	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative+ Project Avg. Delay[2]	Cumulative+ Project LOS
1	Foothill Expressway and Edith Avenue	D	Signal	AM	29.7	C	30.7	C	29.7	C	30.7	C	31.9	C	33.1	C
				PM	25.8	C	25.9	C	25.8	C	25.9	C	28.5	C	28.7	C
2	Foothill Expressway and Main Street*	E	Signal	AM	12.0	B	11.9	B	12.2	B	12.1	B	12.7	B	12.6	B
				PM	20.1	C	20.3	C	20.2	C	20.3	C	21.7	C	21.8	C
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	12.3	B	12.2	B	12.3	B	12.3	B	13.4	B	13.4	B
				PM	46.1	D	49.4	D	44.7	D	45.4	D	60.5	E	62.6	E
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	52.6	D	53.2	D	53.0	D	53.7	D	58.8	E	60.0	E
				PM	74.7	E	78.0	E	70.2	E	71.7	E	77.0	E	79.5	E
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	27.3	C	27.4	C	27.2	C	27.3	C	27.4	C	27.5	C
				PM	22.2	C	22.2	C	22.0	C	22.1	C	22.3	C	22.4	C
6	San Antonio Road and Edith Avenue	D	Signal	AM	17.3	B	16.9	B	17.3	B	16.9	B	17.5	B	17.2	B
				PM	46.5	D	46.9	D	46.0	D	46.6	D	47.2	D	47.8	D
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	17.8	B	17.8	B	17.8	B	17.8	B	18.2	B	18.2	B
				PM	13.4	B	14.4	B	13.4	B	14.4	B	13.7	B	14.8	B
8	Main Street and First Street	D	Signal	AM	20.8	C	21.8	C	20.9	C	21.8	C	21.1	C	22.0	C
				PM	30.9	C	32.0	C	31.3	C	32.4	C	33.0	C	34.3	C
9	State Street and First Street	D	AWSC	AM	8.0	A	8.3	A	8.1	A	8.3	A	8.2	A	8.5	A
				PM	8.7	A	9.4	A	8.8	A	9.4	A	9.1	A	9.8	A
10	Shasta Street and First Street	D	TWSC	AM	9.2	A	9.9	A	9.2	A	9.9	A	9.3	A	9.9	A
				PM	10.7	B	12.4	B	10.8	B	12.4	B	11.0	B	12.7	B

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop-controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections.
   Worst stop-controlled movement/approach delay (seconds per vehicle) is reported for TWSC intersections.
3. Changes in critical delay and v/c are not applicable to unsignalized intersections.

AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014

SANTA CLARA Valley Transportation Authority

PROJECT INFORMATION	*Relevant TIA Section:*	1. Introduction
Project Name: First Street Office Development		
Location: 101 to 151 First Street, Los Altos, CA		
Description: The project proposes to construct one office building with 80,000 square feet of office space and 960 square feet of café space, and approximately 22,000 square feet of public open space.		

Size (net new):	n/a	*D.U. Residential*	80,000	*Sq. Ft. Comm.*	1.15 *Acres (Gr.)*
Density:	n/a	*D.U. / Acre*	n/a		*Floor Area Ratio (FAR)*

Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop? No

PROJECT AUTO TRIP GENERATION	*Relevant TIA Section:*	3. Existing Plus Project		
Auto Trips Generated:	114 *AM Pk Hr*	235 *PM Pk Hr*	1,667 *Total Weekday*	
Methodology (check one)	☒ **ITE**	☐ **Other** *(Please describe below)*		

AUTO TRIP REDUCTION APPROACH	*Relevant TIA Section:*	3. Existing Plus Project	
☐ **Standard** *Complete Table A below*	☒ **Peer/Study-Based** *Complete Table B below*	☐ **Target-Based** *Complete Table C below*	☐ **None Taken**

TRIP REDUCTION REQUIREMENTS	*Relevant TIA Section:*	n/a
Is the project required to meet any trip reduction requirements or targets? No	**If so, specify percent:**	
Reference code or requirement:		

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH — *Relevant TIA Section:*

Type of Reduction *Specify reduction. See Table 2 in TIA Guidelines*		% Reduction from ITE Rates	Total Trips Reduced (AM/PM/Daily)	TOTAL REDUCTION CLAIMED	
				%	Trips
Transit					
Mixed-Use					
Financial Incentives					
Shuttle					

B. PEER/STUDY-BASED APPROACH — *Relevant TIA Section:* 3. Existing Plus Project

Basis of Reduction	TOTAL REDUCTION CLAIMED	
	%	Trips
The trip estimates accounted for trip reductions due to internal mixed-use trips in the downtown area, based on the EPA's MXD model (mixed-use trip generation model) as recommended by the VTA TIA Guidelines. Trip reduction rates of 11%, 8%, and 12% were applied to daily, AM peak-hour, and PM peak-hour trips.	8% AM 12% PM 11% Daily	11 AM 27 PM 174 Daily

C. TARGET-BASED APPROACH			Relevant TIA Section:				
Type of Reduction (check all that apply)						TOTAL REDUCTION CLAIMED	
❒ % Trip Reduction	❒ % SOV mode share	❒ Trip Cap				%	Trips
Description							
Time period for reduction	Peak Hour		Peak Period		Full Day		
	❒ AM/PM		❒ AM/PM		❒		

OTHER TDM/REDUCTION MEASURES			
Bicycle/Pedestrian	No	Relevant TIA Section:	
Parking Management	No	Relevant TIA Section:	
Transit	No	Relevant TIA Section:	
Site Planning and Design	No	Relevant TIA Section:	
TDM Program	No	Relevant TIA Section:	

IMPLEMENTATION		Relevant TIA Section:	n/a
Have the project sponsor and Lead Agency agreed to any of the following measures?			
❒Monitoring			
❒Enforcement			
❒Data Sharing			

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed office development at 101 to 151 First Street in downtown Los Altos, California (see Figure 1). The project would consist of a three-level office building with 80,000 square feet of office space and 960 square feet of café space, approximately 22,000 square feet of public open space, and a three-level subterranean parking garage. The existing buildings on the site house a variety of commercial uses and will be removed. The proposed open space could be used for a market fair, concert, or movie night event. The maximum attendance that would fit on the site is estimated to be 500 people. The proposed office space includes a 1,200 square-foot community meeting room. The project would replace 67 public parking spaces in the Plaza 7 parking lot with the proposed public open space. The removed parking spaces would be replaced in the proposed parking garage. The project would also provide 40 extra parking spaces (with the potential to add another 39 spaces) in the parking garage as a community benefit. Vehicle access to the parking garage would be provided via two driveways: one on Shasta Street and the second one in Plaza 7 (see Figure 2).

Scope of Study

The purpose of the traffic analysis is to satisfy the requirements of the City of Los Altos and the Santa Clara Valley Transportation Authority (VTA). VTA administers the Santa Clara County Congestion Management Program (CMP). The traffic analysis includes an analysis of weekday AM and PM peak-hour traffic conditions and determines the traffic impacts of the proposed office development on key intersections in the vicinity of the site. The intersections are identified below.

- Foothill Expressway and Edith Avenue
- Foothill Expressway and Main Street (CMP)
- Foothill Expressway and San Antonio Road (CMP)
- Foothill Expressway and El Monte Avenue (CMP)
- San Antonio Road and First Street/Cuesta Drive
- San Antonio Road and Edith Avenue
- Los Altos Avenue/First Street and Edith Avenue
- Main Street and First Street
- State Street and First Street (unsignalized)
- Shasta Street and First Street (unsignalized

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour

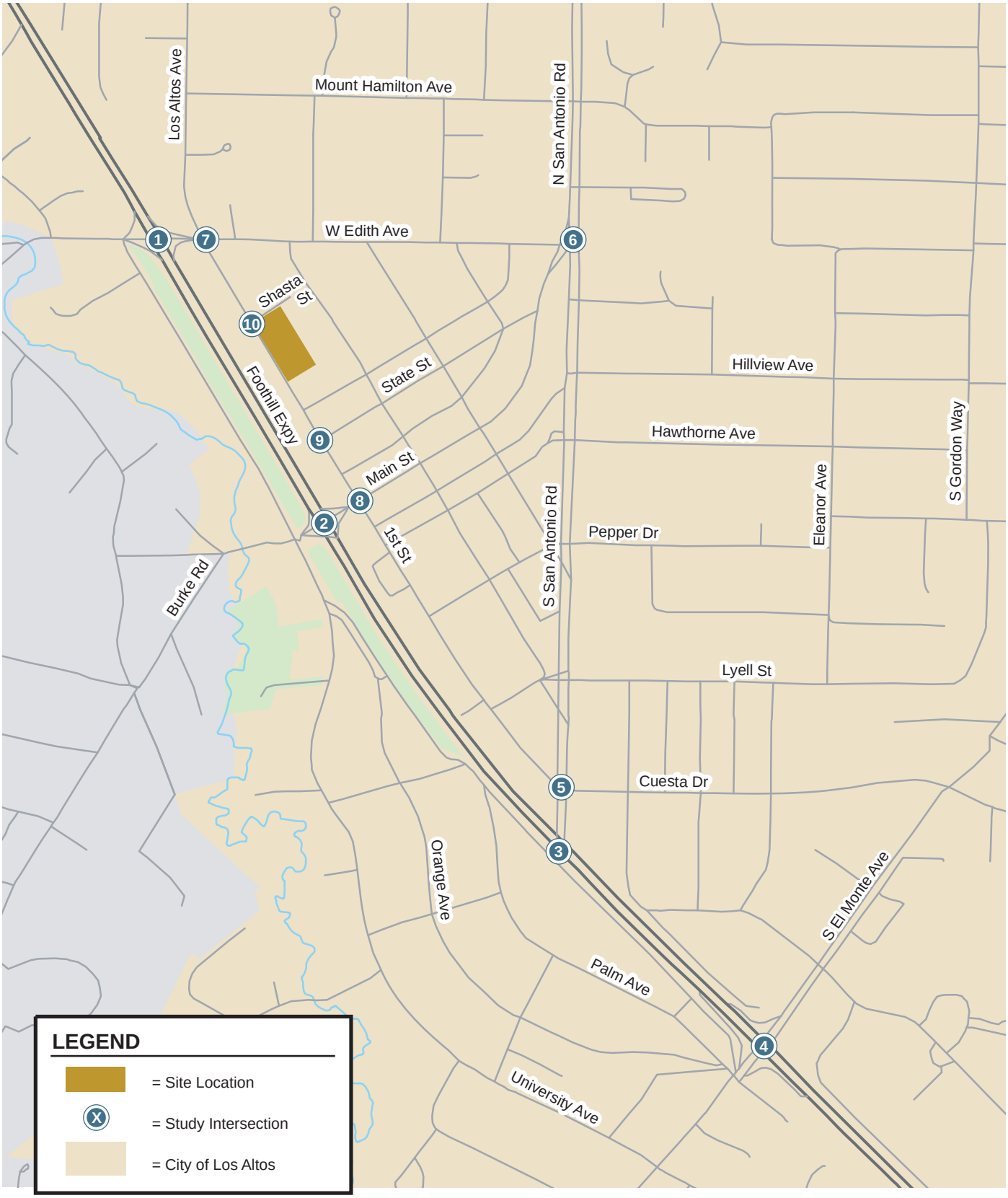


Figure 1
Site Location and Study Intersections

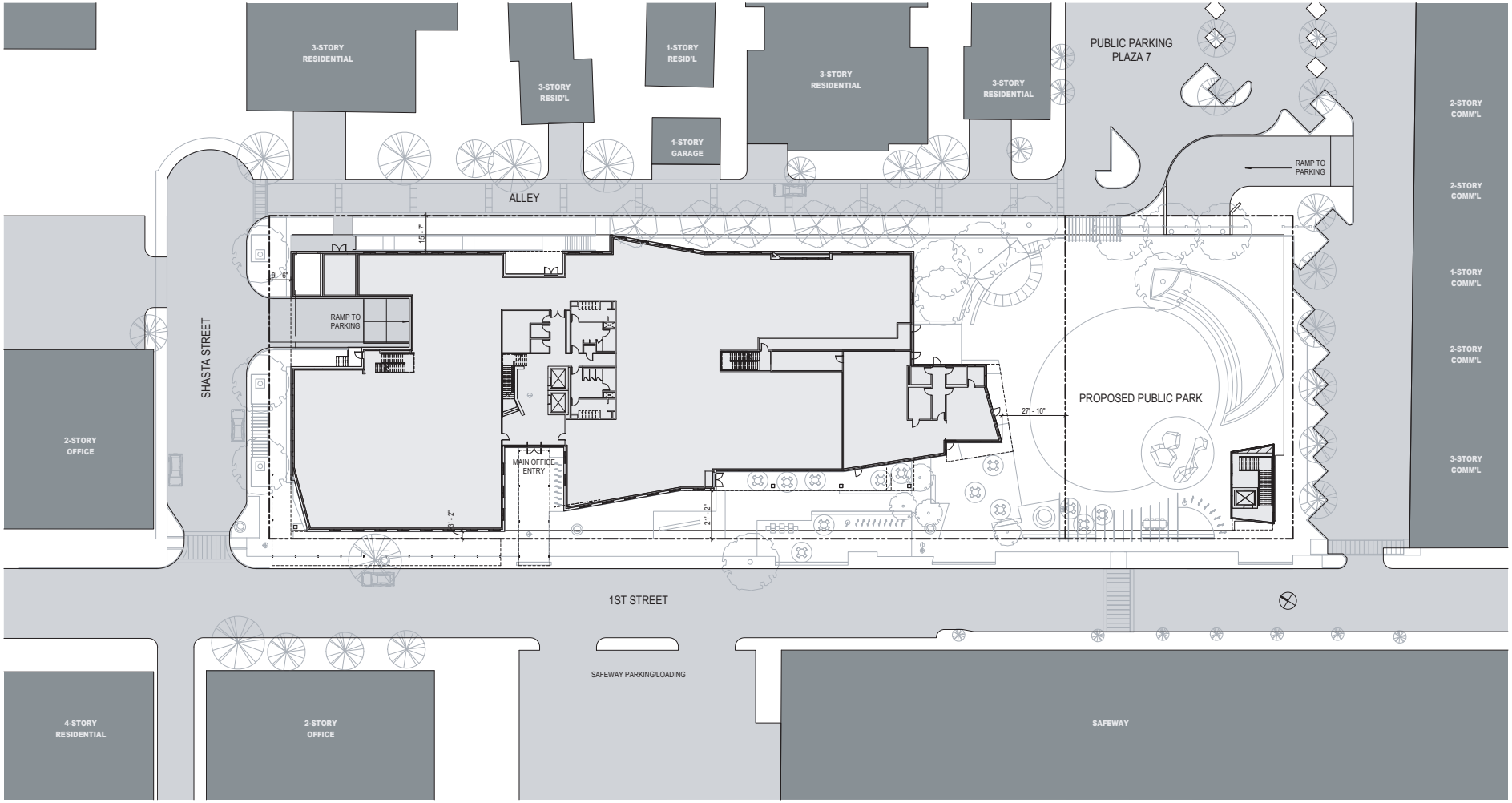


Figure 2
Proposed Site Plan

NORTH
Not to Scale

is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

The study also includes an operations analysis, based on vehicle queuing at selected intersections, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes at study intersections were based on new traffic counts collected in April 2017. Existing PM peak-hour traffic volumes at the CMP intersections were obtained from the 2016 CMP Annual Monitoring Report.
- ***Existing Plus Project Conditions.*** Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project.
- ***Background Conditions.*** Background traffic conditions are represented by background traffic volumes on the planned roadway network. Background traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by approved but not yet constructed developments in the area.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect the projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.
- ***Cumulative Conditions.*** Cumulative conditions represent future traffic conditions with the proposed project and the addition of expected growth in the area. Traffic volumes under cumulative conditions were estimated by applying a compound growth factor of one percent per year to existing traffic volumes for 10 years and adding trips from approved developments. The cumulative with project volumes were estimated by adding the project trips to the cumulative traffic volumes. Cumulative with project conditions were evaluated relative to cumulative conditions in order to determine the project's cumulative impacts.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above and the traffic impacts of the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, field observations, the City of Los Altos, the CMP Annual Monitoring Report, and previous traffic studies. The following data were collected from these sources:

- Intersection traffic volumes,
- Intersection lane configurations,
- Intersection signal timing and phasing, and
- Approved project trips.

Analysis Methodologies

Signalized Intersection Level of Service

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The City of Los Altos evaluate intersection levels of service using the TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the City of Los Altos employ the CMP defaults values for the analysis parameters. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+ B B-	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or 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-	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

The City of Los Altos level of service standard for signalized intersections is LOS D or better. Three of the study intersections are CMP intersections. The CMP level of service standard for signalized intersections is LOS E or better.

Unsignalized Intersection Level of Service

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

For unsignalized intersections, level of service depends on the average delay experienced by vehicles on the stop-controlled approaches. Thus, for all-way stop controlled intersections, level of service is determined by the average delay for all movements through the intersection. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. For two-way or T-intersections, the level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections is shown in Table 2. This study utilizes the TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology for unsignalized intersection.

The City of Los Altos does not have an adopted level of service standard for unsignalized intersections. For the purpose of this study, the minimum acceptable level of service for unsignalized intersections are LOS D.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	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	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Vehicle Queuing

The queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$\text{Probability } (X=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

Probability (X=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Average number of vehicles in queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of Los Altos Level of Service standards. Impacts to the unsignalized study intersections were identified based on engineering judgment. Impacts to pedestrian and bicycle facilities and transit services were evaluated based on the VTA Transportation Impact Analysis (TIA) Guidelines (October 2014) and professional judgment.

City of Los Altos Signalized Intersections

According to City of Los Altos level of service standard, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection operations back to background (without the project) conditions or better.

CMP Signalized Intersections

The definition of a significant impact at a CMP intersection is the same as for the City of Los Altos, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to background conditions or better.

Unsignalized Intersections

The City of Los Altos has not established significant impact criteria for unsignalized intersections. Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of

appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, movement traffic volumes, intersection safety, and need for signalization. For this reason, significant impacts and the associated improvements to unsignalized intersections are frequently determined on the basis of professional judgment.

Pedestrians, Bicycles, and Transit Services

According to the VTA TIA Guidelines, a traffic study should qualitatively address the project effects on existing bicyclists and pedestrians as well as the effects and benefits of site development and associated roadway improvements on bicycle/pedestrian infrastructure, circulation, and conformance to existing plans and policies.

For transit services, a traffic study should estimate the increase in transit vehicle delay as a result of the project development and qualitatively address the project effects on transit access and facilities.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian facilities. Chapter 3 describes the methods used to estimate project traffic, intersection operations under existing plus project conditions, and the project's impacts on the existing transportation system. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the near-term transportation system when the project is expected to be fully occupied. Chapter 6 presents the project's impacts on other transportation issues including transit, bicycle and pedestrian facilities, and vehicle queuing. Chapter 7 includes a summary of project impacts and recommended improvements.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, pedestrian and bicycle facilities.

Roadway Network

Regional access to the project is provided via Interstate 280 (I-280) and Foothill Expressway. Local access to the project site is provided via San Antonio Road, Edith Avenue, and First Street. These facilities are described below.

I-280 is an eight-lane freeway in the study area. It is considered to run north-south between San Francisco and San Jose although in the project area it runs east-west. In the project vicinity, I-280 has an interchange serving Los Altos at El Monte Avenue.

Foothill Expressway is a four-lane divided expressway that extends between Cupertino and Palo Alto through Los Altos. It has eight points of access within the Los Altos city limits including an interchange at I-280. The access to the project site from Foothill Expressway is via Edith Avenue, Main Street, and San Antonio Road.

San Antonio Road is a north-south arterial that extends northward from Foothill Expressway to US 101. In the project vicinity, it is four lanes wide and has landscaped medians with left-turn pockets at intersections and bike lanes and sidewalks on both sides of the street. San Antonio Road provides access to the project site via Edith Avenue and First Street.

Edith Avenue is east-west local street that extends eastward from Fremont road, through Foothill Expressway, to San Antonio Road. It is two lanes wide with a westbound bike lane and sidewalks on both sides of the street. Edith Avenue provides access to the project site via First Street.

First Street is a two-lane local street that runs parallel to and east of Foothill Expressway between San Antonio Road and Edith Avenue. East of San Antonio Road it becomes Cuesta Drive, and north of Edith Avenue it becomes Los Altos Avenue. First Street provides access to the project site via the project driveways on Shasta Street and in Plaza 7.

Shasta Street is a short two-lane local street that extends between First Street and the alley behind the project site. It mainly serves the office building on the street and residential buildings on the alley. Access to the project site is proposed via a driveway on Shasta Street.

Shasta Street Alley. There is a two-way alley at the end of Shasta Street that connects to the nearby public parking plaza. This alley provides access to the backs of the buildings along Second Street and also will provide access to the back of the proposed project. Project loading will occur from the alley.

Pedestrian and Bicycle Facilities

Pedestrian facilities within the study area are in the form of sidewalks, signalized crossings, and unsignalized crossings. Sidewalks are found on both sides of local streets in the study area, including First Street/Los Altos Avenue, Edith Avenue, State Street, Main Street, and San Antonio Road. Crosswalks with pedestrian signal heads and push buttons are located at all signalized study intersections. The study intersections on Foothill Expressway, although having crosswalks with pedestrian signal heads and push buttons, all have slip lanes that are uncontrolled. Therefore, pedestrians need to cross the slip lane with caution. Among these intersections, the Foothill Expressway/Edith Avenue intersection has a higher number of pedestrian crossings. A crossing guard is present during the morning peak period for students crossing Foothill Expressway along the north side of Edith Avenue. Crosswalks are also present at the unsignalized study intersections and on First Street at Plaza 7/Safeway. Overall, the existing network of sidewalks and crosswalks has good connectivity, without gaps, and provides pedestrians with safe routes to transit services and other points of interest in the project vicinity.

Existing pedestrian counts were conducted as part of the peak-hour intersection turning movement counts for the project. Based on the counts and field observations, pedestrian traffic is high on First Street between Shasta Street and Main Street with the highest pedestrian counts at the First Street/State Street and First Street/Main Street intersections in the PM peak hour. The pedestrian counts were relatively low along Edith Avenue and San Antonio Road and at all other study intersections during the peak commute hours. The pedestrian crossing counts at the First Street/Main Street intersection was 92 pedestrians and at the First Street/State Street intersection was 186 pedestrians during the PM peak hour.

Bicycle facilities in the study area include bike lanes and a bike route (see Figure 3). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs or pavement markers. Within the project study area, bike lanes are provided along Foothill Expressway, San Antonio Road, Los Altos Avenue, El Monte Avenue, and westbound Edith Avenue. Eastbound Edith Avenue and Cuesta Drive are marked as bike routes. Local streets in downtown, such as First Street and State Street, are not marked as bike lanes or routes, but they carry low traffic volumes and are conducive to bicycling.

Transit Services

Existing transit service to the study area is provided by VTA (see Figure 4). Local route 40 provides service between Foothill College in Los Altos Hills and La Avenida Street in Mountain View via San Antonio Road, with 30-minute commute hour headways Monday through Saturday and 60-minute headway on Sundays. In the project vicinity, bus stops are located on both sides of San Antonio Road between Edith Avenue and Lyell Street. The distance between the project site and these bus stops is approximately 2,400 feet, which is beyond the ¼ mile walking distance guideline to define transit accessibility. Therefore, the site is considered to have poor transit access.

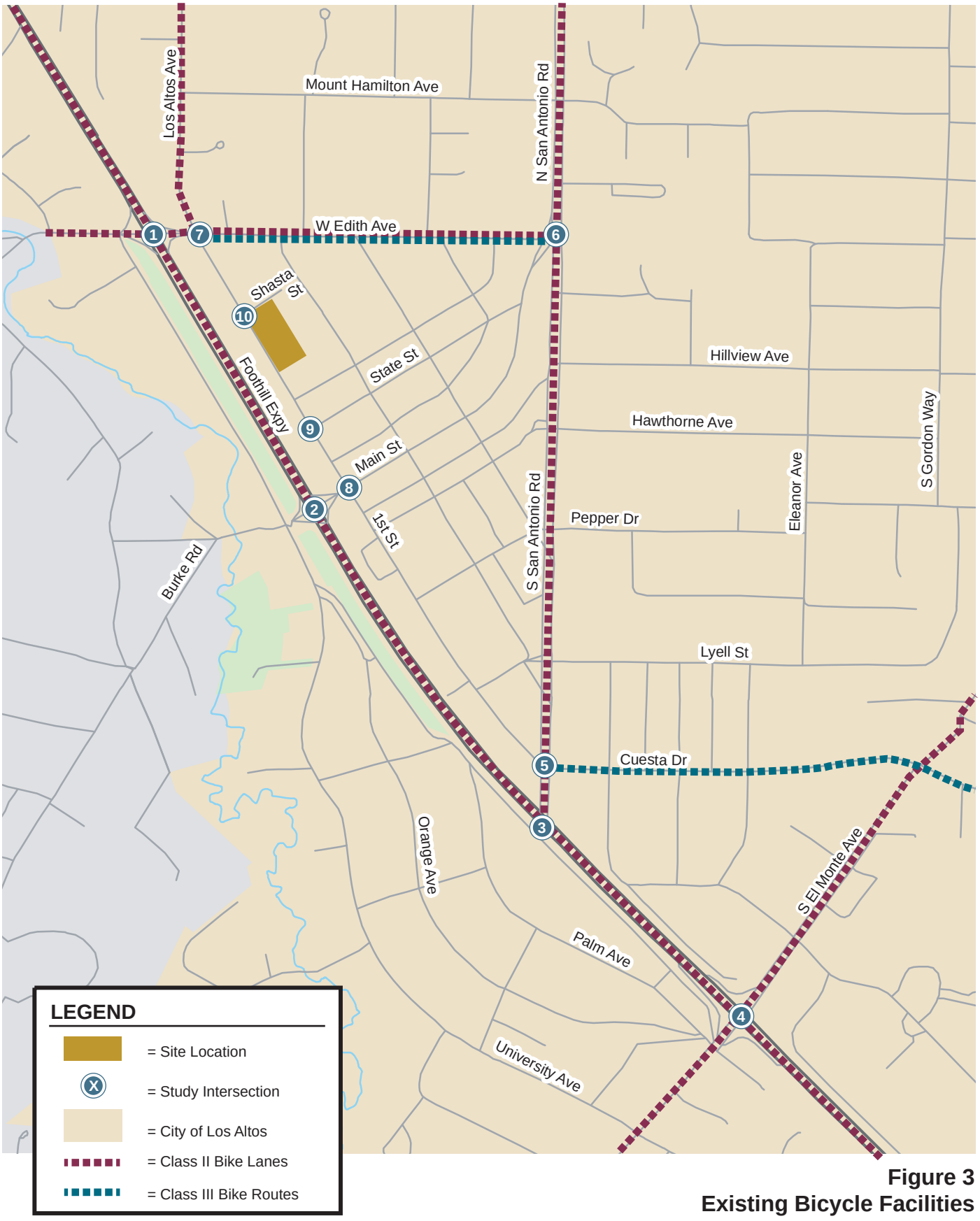


Figure 3
Existing Bicycle Facilities

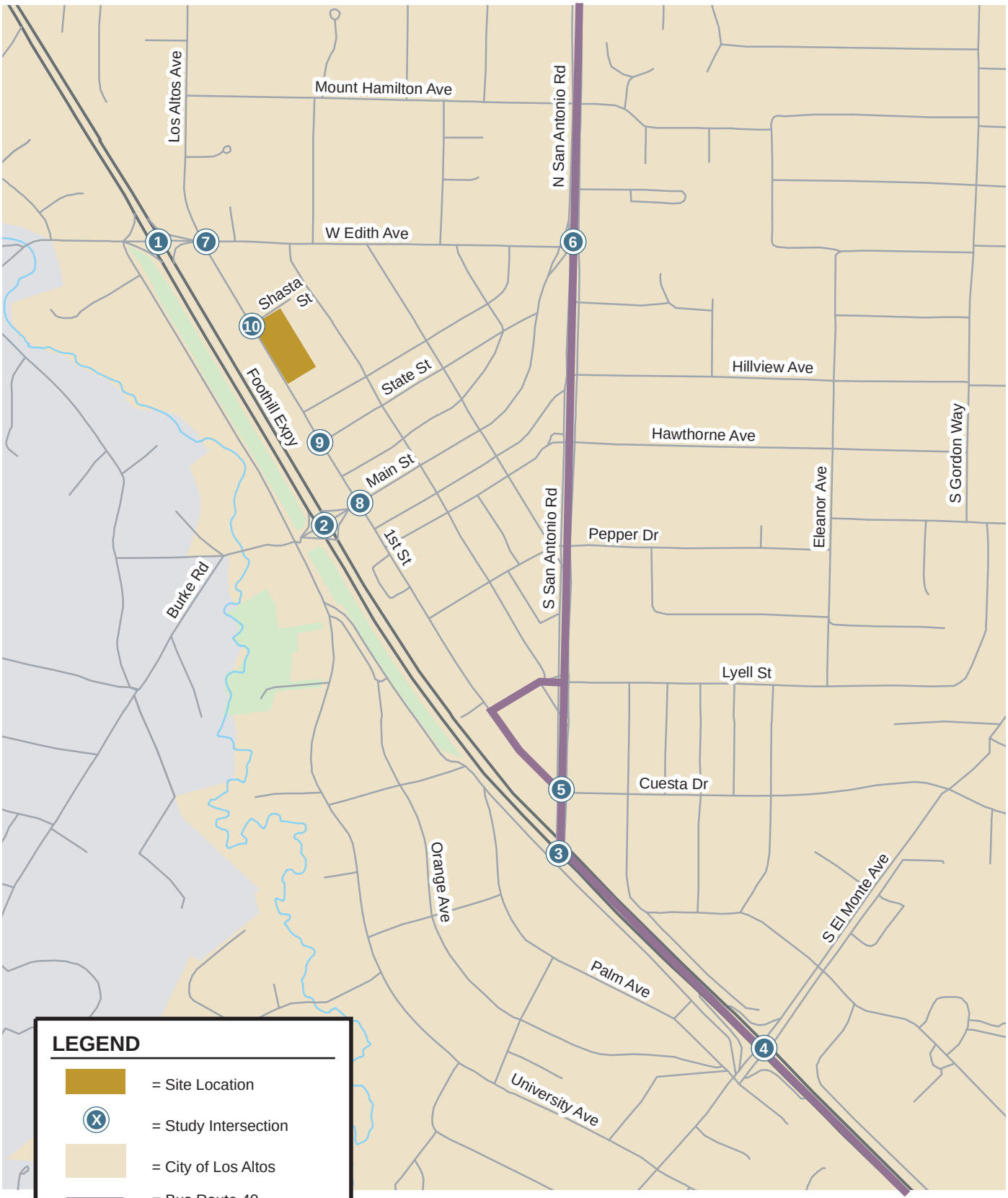


Figure 4
Existing Transit Services

Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 5).

Existing peak-hour traffic volumes were obtained from new turning-movement counts conducted in April 2017 and the 2016 CMP Annual Monitoring Report (see Figure 6). New intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections currently operate at acceptable levels of service during both AM and PM peak hours under existing conditions (see Table 3). The intersection level of service calculation sheets are included in Appendix B.

Field observations for key intersections adjacent to the project site are described in the section below.

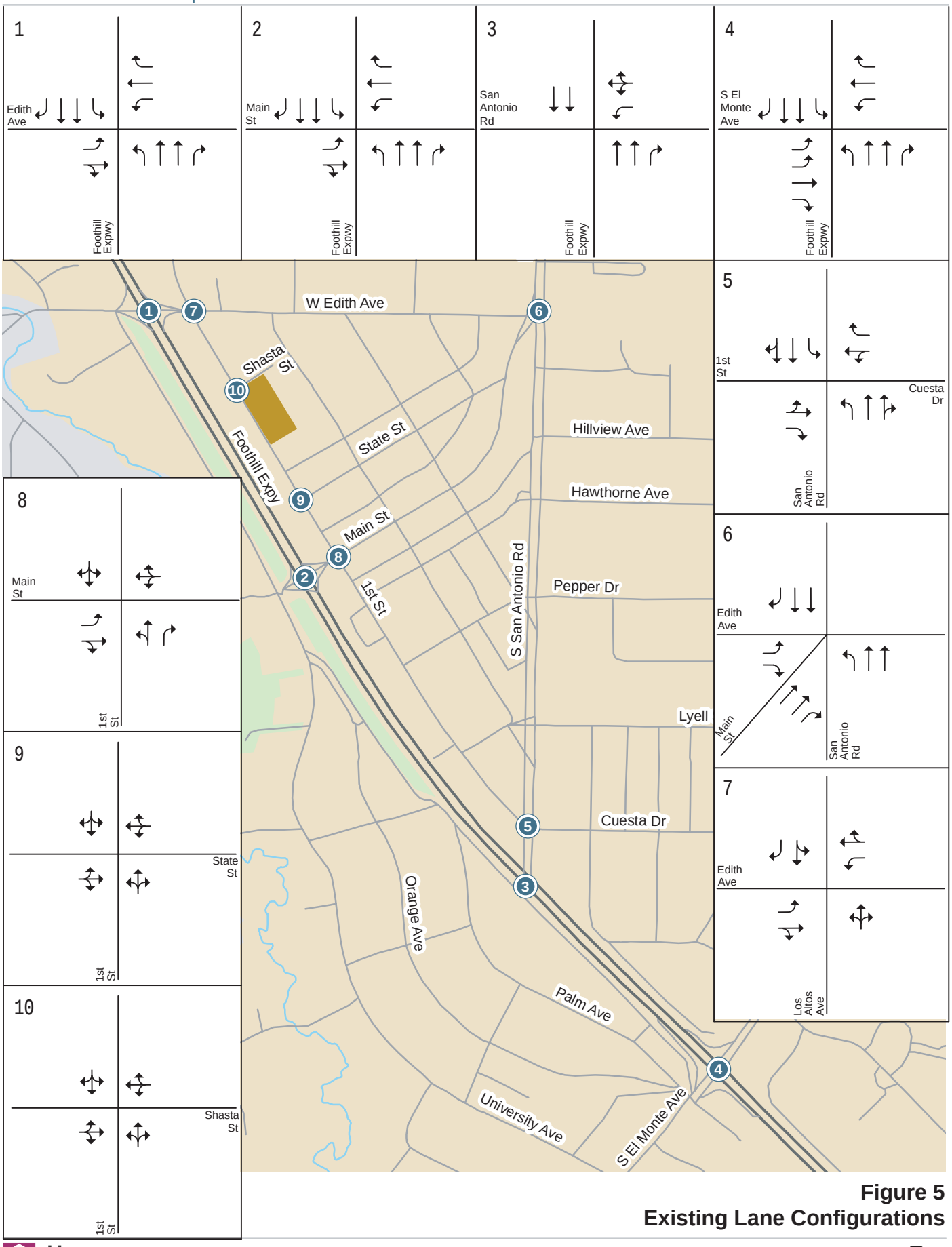


Figure 5
Existing Lane Configurations

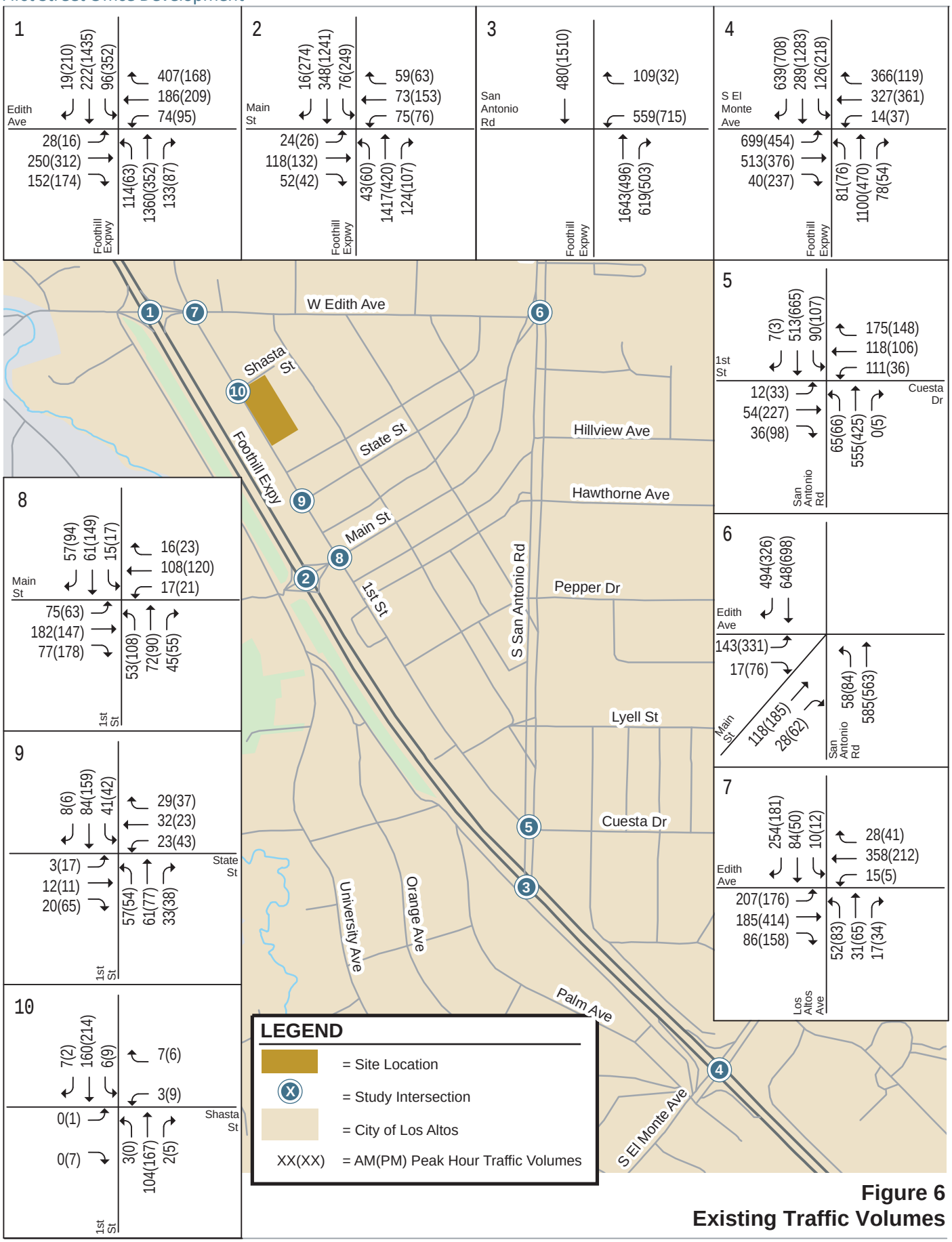


Figure 6
Existing Traffic Volumes

NORTH
Not to Scale

Table 3
Existing Intersection Levels of Service

ID	Intersection	LOS Standard	Existing Control[1]	Peak Hour	Count Date	Avg. Delay[2]	LOS
1	Foothill Expressway and Edith Avenue	D	Signal	AM	04/18/17	29.7	C
				PM	04/18/17	25.8	C
2	Foothill Expressway and Main Street*	E	Signal	AM	04/18/17	12.0	B
				PM	10/06/16	20.1	C
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	04/18/17	12.3	B
				PM	01/31/17	46.1	D
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	04/18/17	52.6	D
				PM	10/06/16	74.7	E
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	04/18/17	27.3	C
				PM	04/18/17	22.2	C
6	San Antonio Road and Edith Avenue	D	Signal	AM	04/18/17	17.3	B
				PM	04/18/17	46.5	D
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	04/18/17	17.8	B
				PM	04/18/17	13.4	B
8	Main Street and First Street	D	Signal	AM	04/18/17	20.8	C
				PM	04/18/17	30.9	C
9	State Street and First Street	D	AWSC	AM	04/18/17	8.0	A
				PM	04/18/17	8.7	A
10	Shasta Street and First Street	D	TWSC	AM	04/18/17	9.2	A
				PM	04/18/17	10.7	B

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop-controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled movement/approach delay (seconds per vehicle) is reported for TWSC intersections.

Observed Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect level of service in the field.

Overall the study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. Field observations showed that some operational issues occurred between the closely-spaced intersections on Edith Avenue, Main Street, and San Antonio Road and at the San Antonio Road/Edith Avenue intersection. However, the operational issues did not result in operational deficiencies at the intersections.

Edith Avenue between Foothill Expressway and First Street

During the AM peak hour, the westbound vehicle queues on Edith Avenue occasionally extended from Foothill Expressway to First Street during red lights. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The vehicle queues dissipated quickly when the westbound movement at both intersections received a green light. The eastbound left-turn pocket at the First Street/Edith Avenue intersection occasionally overflowed, but the left-turn vehicle queue dissipated quickly during green lights and did not affect the eastbound through traffic. The northbound vehicle queue at the First Street/Edith Avenue intersection was short (three to six vehicles) during red lights. However, the vehicle queue (mostly turning left to Edith Avenue) occasionally took more than one cycle to clear the First Street/Edith Avenue intersection because the westbound vehicle queues on Edith Avenue were backed up to First Street and prevented the vehicles from entering the intersection.

Main Street between Foothill Expressway and First Street

During the AM and PM peak hours, the eastbound and westbound vehicle queues on Main Street occasionally extended between First Street and Foothill Expressway during red lights. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The vehicle queues dissipated quickly during green lights.

San Antonio Road between Foothill Expressway and First Street

During the AM and PM peak hours, the southbound vehicle queues on San Antonio Road constantly extended from Foothill Expressway to First Street. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The long southbound vehicle queues at the San Antonio Road/First Street intersection occasionally took more than one cycle to clear both intersections.

San Antonio Road and Edith Avenue

During the PM peak hour, a long signal cycle was observed at the San Antonio Road/Edith Avenue intersection with a long green time for the northbound and southbound movements on San Antonio Road, which resulted in a long wait time for traffic on Edith Avenue. The long red lights for the eastbound traffic on Edith Avenue caused lengthy vehicle queues that occasionally took more than one cycle to clear the intersection.

3.
Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. It begins with a description of the roadway system under existing plus project conditions and the method by which project traffic is estimated. A summary of levels of service under existing plus project conditions as well as any traffic impacts caused by the project is presented in this chapter. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area.

Roadway Network

The roadway network under existing plus project conditions would be the same as the existing roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

The project consists of 80,000 square feet of office space, 960 square feet of café space, and approximately 22,000 square feet of public open space. The project would also provide 40 extra public parking spaces (with the potential to add another 39 spaces) in the parking garage as a community benefit. Under the typical day to day use, it is expected that the open space would mostly serve the residents, employees, and customers already in the downtown area and would normally generate minimal new trips. However, as a community benefit, the open space could also be used for events, such as a market fair, concert, or movie night that would generate vehicle trips (The existing Los Altos Farmers Market takes place on Thursdays from 4 PM to 8 PM on State Street. If the farmers market is relocated to the project site, it is not expected to result in new trips). It is expected that the events would be infrequent and mostly held on weekends. Although these events have not been programmed, events could be held on weekdays, but would mostly occur in the off-peak hours. Therefore, on most typical weekdays, the events would not add new peak-hour vehicle trips to the study area. It is expected that very infrequently, the events would start at 7 PM on weekdays and would add some inbound trips to the

PM peak hour (5-6 PM). For the study, the project trips were estimated for (1) typical weekdays, (2) typical weekdays with additional 39 public spaces, and (3) a special event day during a weekday.

Daily and peak-hour project trip generation were estimated based on trip rates published in the ITE *Trip Generation Manual,* 9th Edition, for the existing and proposed uses. The ITE manual is a compendium of trip generation research from California and around the country. The manual publishes the results of trip generation counts of existing developments of various types. The office category includes over 100 previous studies. Based on the trip generation studies, a correlation is calculated between the size of the office building and the number of daily and peak hour trips that it generates. This correlation, called a trip generation rate, can be applied to future office buildings to estimate the number of new trips that will be generated.

For typical weekdays, the ITE trip rates for office buildings, coffee/donut shops, city parks, and specialty retail/shopping centers were used to estimate the vehicle trips generated by the proposed office building, café shop, public open space, and public parking spaces, respectively. The trip generation for the 1,200 square-foot community room is included in the office trip generation. It is expected that the café shop would mostly serve employees working at the proposed office building and customers visiting nearby businesses. Therefore, the number of vehicle trips directly associated with the café shop would be small, and the vehicle trips generated by the café shop were adjusted accordingly. The project would provide 40 public parking spaces in the parking garage as a community benefit. For trip estimates, it was conservatively assumed the parking spaces would induce demand and therefore result in new vehicle trips generated by the project. The parking spaces were converted to an equivalent 8,000 square feet of retail space based on the Los Altos parking requirement of one space per 200 square feet for retail uses. Thus, the study assumes that the extra parking spaces would bring more people to downtown Los Altos equivalent to an extra 8,000 square feet of retail space.

The ITE trip rates for office buildings, post offices, mini-warehouses, health/fitness clubs, restaurants, and specialty retail stores were used to estimate the vehicle trips generated by the existing commercial uses on the project site. The trip estimates accounted for trip reductions due to internal mixed-use trips in the downtown area, based on the EPA's MXD model (mixed-use trip generation model) as recommended by the VTA TIA Guidelines. Trip reduction rates of 11%, 8%, and 12% were applied to daily, AM peak-hour, and PM peak-hour trips.

With the existing trip credits and mixed-use trip reduction, on typical weekdays, the project would generate 871 net new daily trips, with 107 net trips (94 in and 13 out) occurring during the AM peak hour and 128 net trips (29 in and 99 out) occurring during the PM peak hour (see Table 4).

Although the project is proposed to add 40 spaces in the parking garage as a community benefit, there is the potential for an additional 39 spaces for a total of 79 spaces. For trip estimates, the parking spaces were converted to an equivalent 15,800 square feet of retail space based on the Los Altos parking requirement of one space per 200 square feet for retail uses. On typical weekdays with 39 additional parking spaces, the project would generate 1,178 net new daily trips, with 114 net trips (97 in and 17 out) occurring during the AM peak hour and 175 net trips (52 in and 123 out) occurring during the PM peak hour (see Table 5).

For the weekdays with special events in the evening, it is estimated that the open space could hold up to 500 attendees. It is anticipated that some of the events would start at 7 PM, which would add some inbound trips to the PM peak hour (5-6 PM). For those events, it was assumed 25% of the attendees would come during the PM peak hour (75% would come after the peak hour), and there would be an average of 2 persons per vehicle; therefore, the events could add up to 63 inbound trips (500 x 25% / 2). Therefore, on a special event day with 39 additional parking spaces, the project would generate 1,667 net new daily trips, with 114 net trips (97 in and 17 out) occurring during the AM peak hour and 235 net trips (113 in and 122 out) occurring during the PM peak hour (see Table 6). The estimated daily, AM

peak-hour, and PM peak-hour trips are 799 trips, 7 trips, and 108 trips, respectively, more than the trips estimated for typical weekdays. Although the scenario would rarely occur, the estimated trips for the special event day were used to evaluate intersection level of services and traffic operations in the study. Therefore, the traffic study presents a conservative analysis.

Trip Distribution and Assignment

The trip distribution pattern for the proposed development was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 7).

The peak-hour trips generated by the existing and proposed uses were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the locations of project driveways (see Figure 8). The trips generated by the existing uses were subtracted from the roadway network prior to assigning project trips.

Intersection Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9). Traffic volumes for all components of traffic are tabulated in Appendix C.

Table 4
Project Trip Generation Estimates for Typical Weekdays

Land Use	Address	Size	Units	Daily Rate	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed Uses													
Office[1]		80,000	s.f.	11.03	882	1.56	110	15	125	1.49	20	99	119
Extra 40 Parking Spaces[2]		8,000	s.f.	44.32	355	0.96	5	3	8	6.84	26	29	55
- Downtown Mixed-Use Trip Reduction[3]					-136		-9	-2	-11		-6	-15	-21
Café[4]		960	s.f.	-	105	16.05	8	7	15	6.45	3	3	6
Public Open Space[5]		22,000	s.f.	22.75	11	4.50	1	1	2	5.00	2	1	3
Total Gross Project Trips					***1,217***		***115***	***24***	***139***		***45***	***117***	***162***
Existing Uses													
Los Altos Mail Office[6]	101 First St	850	s.f.	81.14	-69	8.23	-4	-3	-7	11.22	-5	-5	-10
Stone & Sieber[1]	111 First St	2,390	s.f.	11.03	-26	1.56	-4	0	-4	1.49	-1	-3	-4
The Vault[7]	121 First St	1,496	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Storage Space[7]	127 First St	7,000	s.f.	2.50	-18	0.14	-1	0	-1	0.26	-1	-1	-2
Momentum Cycle Studio[8]	129 First St	1,600	s.f.	32.93	-53	1.41	-1	-1	-2	3.53	-3	-3	-6
Securify (storage)[7]	139 First St	1,625	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Securify (office)[1]	141 First St	1,825	s.f.	11.03	-20	1.56	-3	0	-3	1.49	-1	-2	-3
Bumble[9]	145 First St	2,330	s.f.	63.58	-148	7.57	-10	-8	-18	0	0	0	0
Area 151[10]	151 First St	2,100	s.f.	22.16	-47	0	0	0	0	6.84	-7	-7	-14
- Downtown Mixed-Use Trip Reduction[3]					43		2	1	3		2	3	5
Total Existing Trips					***-346***		***-21***	***-11***	***-32***		***-16***	***-18***	***-34***
Net Project Trips					**871**		**94**	**13**	**107**		**29**	**99**	**128**

Notes:
Daily and peak-hour trip rates are from ITE's *Trip Generation Manual, 9th Edition (2012)*
1. Based on "General Office Building" (Land Use 710) average trip rates in trips per 1,000 s.f.
2. Extra 40 parking spaces are converted to 8,000 s.f. based on the City parking requirement of one space per 200 s.f. of retail uses. Trip rates in trips per 1,000 s.f are based on "Specialty Retail Center" (Land Use 826) for daily and PM peak-hour trips and "Shopping Center" (Land Use 820) for AM peak-hour trips.
3. Trip reduction rates of 11%, 8%, and 12% were applied to daily, AM peak-hour, and PM peak-hour trips, based on the EPA's MXD model (mixed-use trip generation model) to account for internal mixed-use trips in downtown area.
4. Based on "Coffee/Donut Shop without Drive-Through Window" (Land Use 936) average trip rates in trips per 1,000 s.f. Reduced the AM and PM peak-hour trip rates to reasonably represent the proposed use. It is expected that the Café would mostly serve the proposed office building and nearby businesses with high pass-by trips. Daily trips are estimated by multiply the average of peak-hour trips by ten.
5. Based on "City Park" (Land Use 411) average trip rates expressed in trips per acre.
6. Based on "United States Post Office" (Land Use 732) average trip rates. Reduced the daily trip rate to reasonably represent the current use.
7. Based on "Mini-Warehouse" (Land Use 151) average trip rates.
8. Based on "Health/Fitness Club" (Land Use 492) average trip rates.
9. Based on "High-turnover (Sit-Down) Restaurant" (Land Use 932) average trip rates. Reduced the AM peak-hour and daily trip rates to reasonably represent the current use. Bumble is not open after 2 PM.
10. Based on "Specialty Retail Center" (Land Use 826) average trip rates. Reduced the PM peak-hour and daily trip rates to reasonably represent the current use. Area 151 is not open before 2 PM.

Table 5
Project Trip Generation Estimates for Typical Weekdays with Additional 39 Parking Spaces

Land Use	Address	Size	Units	Daily Rate	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed Uses													
Office[1]		80,000	s.f.	11.03	882	1.56	110	15	125	1.49	20	99	119
Extra 79 Parking Spaces[2]		15,800	s.f.	44.32	700	0.96	9	6	15	6.84	52	56	108
- Downtown Mixed-Use Trip Reduction[3]					-174		-10	-1	-11		-9	-18	-27
Café[4]		960	s.f.	-	105	16.05	8	7	15	6.45	3	3	6
Public Open Space[5]		22,000	s.f.	22.75	11	4.50	1	1	2	5.00	2	1	3
Total Gross Project Trips					***1,524***		***118***	***28***	***146***		***68***	***141***	***209***
Existing Uses													
Los Altos Mail Office[6]	101 First St	850	s.f.	81.14	-69	8.23	-4	-3	-7	11.22	-5	-5	-10
Stone & Sieber[1]	111 First St	2,390	s.f.	11.03	-26	1.56	-4	0	-4	1.49	-1	-3	-4
The Vault[7]	121 First St	1,496	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Storage Space[7]	127 First St	7,000	s.f.	2.50	-18	0.14	-1	0	-1	0.26	-1	-1	-2
Momentum Cycle Studio[8]	129 First St	1,600	s.f.	32.93	-53	1.41	-1	-1	-2	3.53	-3	-3	-6
Securify (storage)[7]	139 First St	1,625	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Securify (office)[1]	141 First St	1,825	s.f.	11.03	-20	1.56	-3	0	-3	1.49	-1	-2	-3
Bumble[9]	145 First St	2,330	s.f.	63.58	-148	7.57	-10	-8	-18	0	0	0	0
Area 151[10]	151 First St	2,100	s.f.	22.16	-47	0	0	0	0	6.84	-7	-7	-14
- Downtown Mixed-Use Trip Reduction[3]					43		2	1	3		2	3	5
Total Existing Trips					***-346***		***-21***	***-11***	***-32***		***-16***	***-18***	***-34***
Net Project Trips					**1,178**		**97**	**17**	**114**		**52**	**123**	**175**

Notes:
Daily and peak-hour trip rates are from ITE's *Trip Generation Manual, 9th Edition (2012)*
1. Based on "General Office Building" (Land Use 710) average trip rates in trips per 1,000 s.f.
2. Extra 79 parking spaces are converted to 15,800 s.f. based on the City parking requirement of one space per 200 s.f. of retail uses. Trip rates in trips per 1,000 s.f are based on "Specialty Retail Center" (Land Use 826) for daily and PM peak-hour trips and "Shopping Center" (Land Use 820) for AM peak-hour trips.
3. Trip reduction rates of 11%, 8%, and 12% were applied to daily, AM peak-hour, and PM peak-hour trips, based on the EPA's MXD model (mixed-use trip generation model) to account for internal mixed-use trips in downtown area.
4. Based on "Coffee/Donut Shop without Drive-Through Window" (Land Use 936) average trip rates in trips per 1,000 s.f. Reduced the AM and PM peak-hour trip rates to reasonably represent the proposed use. It is expected that the Café would mostly serve the proposed office building and nearby businesses with high pass-by trips. Daily trips are estimated by multiply the average of peak-hour trips by ten.
5. Based on "City Park" (Land Use 411) average trip rates expressed in trips per acre.
6. Based on "United States Post Office" (Land Use 732) average trip rates. Reduced the daily trip rate to reasonably represent the current use.
7. Based on "Mini-Warehouse" (Land Use 151) average trip rates.
8. Based on "Health/Fitness Club" (Land Use 492) average trip rates.
9. Based on "High-turnover (Sit-Down) Restaurant" (Land Use 932) average trip rates. Reduced the AM peak-hour and daily trip rates to reasonably represent the current use. Bumble is not open after 2 PM.
10. Based on "Specialty Retail Center" (Land Use 826) average trip rates. Reduced the PM peak-hour and daily trip rates to reasonably represent the current use. Area 151 is not open before 2 PM.

Table 6
Project Trip Generation Estimates for A Special Event Day

Land Use	Address	Size	Units	Daily Rate	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed Uses													
Office[1]		80,000	s.f.	11.03	882	1.56	110	15	125	1.49	20	99	119
Extra 79 Parking Spaces[2]		15,800	s.f.	44.32	700	0.96	9	6	15	6.84	52	56	108
- Downtown Mixed-Use Trip Reduction[3]					-174		-10	-1	-11		-9	-18	-27
Café[4]		960	s.f.	-	105	16.05	8	7	15	6.45	3	3	6
Public Open Space with Event[5]		500	attendees	-	500	-	1	1	2	-	63	0	63
Total Gross Project Trips					***2,013***		***118***	***28***	***146***		***129***	***140***	***269***
Existing Uses													
Los Altos Mail Office[6]	101 First St	850	s.f.	81.14	-69	8.23	-4	-3	-7	11.22	-5	-5	-10
Stone & Sieber[1]	111 First St	2,390	s.f.	11.03	-26	1.56	-4	0	-4	1.49	-1	-3	-4
The Vault[7]	121 First St	1,496	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Storage Space[7]	127 First St	7,000	s.f.	2.50	-18	0.14	-1	0	-1	0.26	-1	-1	-2
Momentum Cycle Studio[8]	129 First St	1,600	s.f.	32.93	-53	1.41	-1	-1	-2	3.53	-3	-3	-6
Securify (storage)[7]	139 First St	1,625	s.f.	2.50	-4	0.14	0	0	0	0.26	0	0	0
Securify (office)[1]	141 First St	1,825	s.f.	11.03	-20	1.56	-3	0	-3	1.49	-1	-2	-3
Bumble[9]	145 First St	2,330	s.f.	63.58	-148	7.57	-10	-8	-18	0	0	0	0
Area 151[10]	151 First St	2,100	s.f.	22.16	-47	0	0	0	0	6.84	-7	-7	-14
- Downtown Mixed-Use Trip Reduction[3]					43		2	1	3		2	3	5
Total Existing Trips					***-346***		***-21***	***-11***	***-32***		***-16***	***-18***	***-34***
Net Project Trips					**1,667**		**97**	**17**	**114**		**113**	**122**	**235**

Notes:
Daily and peak-hour trip rates are from ITE's *Trip Generation Manual, 9th Edition (2012)*

1. Based on "General Office Building" (Land Use 710) average trip rates in trips per 1,000 s.f.
2. Extra 40 parking spaces are converted to 15,800 s.f. based on the City parking requirement of one space per 200 s.f. of retail uses. Trip rates in trips per 1,000 s.f are based on "Specialty Retail Center" (Land Use 826) for daily and PM peak-hour trips and "Shopping Center" (Land Use 820) for AM peak-hour trips.
3. Trip reduction rates of 11%, 8%, and 12% were applied to daily, AM peak-hour, and PM peak-hour trips, based on the EPA's MXD model (mixed-use trip generation model) to account for internal mixed-use trips in downtown area.
4. Based on "Coffee/Donut Shop without Drive-Through Window" (Land Use 936) average trip rates in trips per 1,000 s.f. Reduced the AM and PM peak-hour trip rates to reasonably represent the proposed use. It is expected that the Café would mostly serve the proposed office building and nearby businesses with high pass-by trips. Daily trips are estimated by multiply the average of peak-hour trips by ten.
5. The proposed public open space could be used for market fair, concert, and movie night events that are expected to have up to 500 attendees. It is anticipated that some of the events would start at 7 PM that would add inbound trips to the PM peak hour. For those events, it was assumed 25% of the attendees would come in the PM peak hour with 2 persons per vehicle; therefore, the events would add 63 inbound trips (500 x 25% / 2).
6. Based on "United States Post Office" (Land Use 732) average trip rates. Reduced the daily trip rate to reasonably represent the current use.
7. Based on "Mini-Warehouse" (Land Use 151) average trip rates.
8. Based on "Health/Fitness Club" (Land Use 492) average trip rates.
9. Based on "High-turnover (Sit-Down) Restaurant" (Land Use 932) average trip rates. Reduced the AM peak-hour and daily trip rates to reasonably represent the current use. Bumble is not open after 2 PM.
10. Based on "Specialty Retail Center" (Land Use 826) average trip rates. Reduced the PM peak-hour and daily trip rates to reasonably represent the current use. Area 151 is not open before 2 PM.

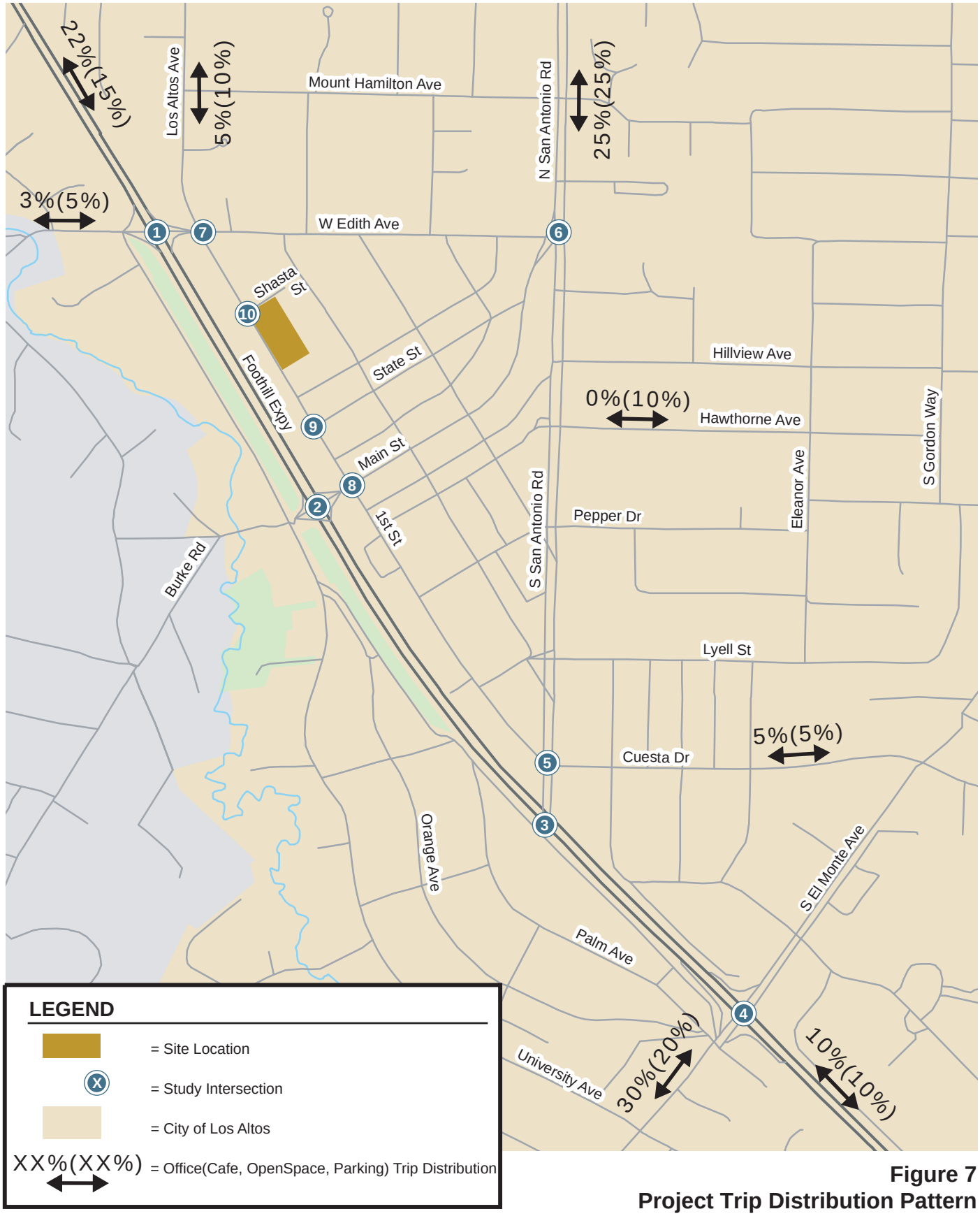


Figure 7
Project Trip Distribution Pattern

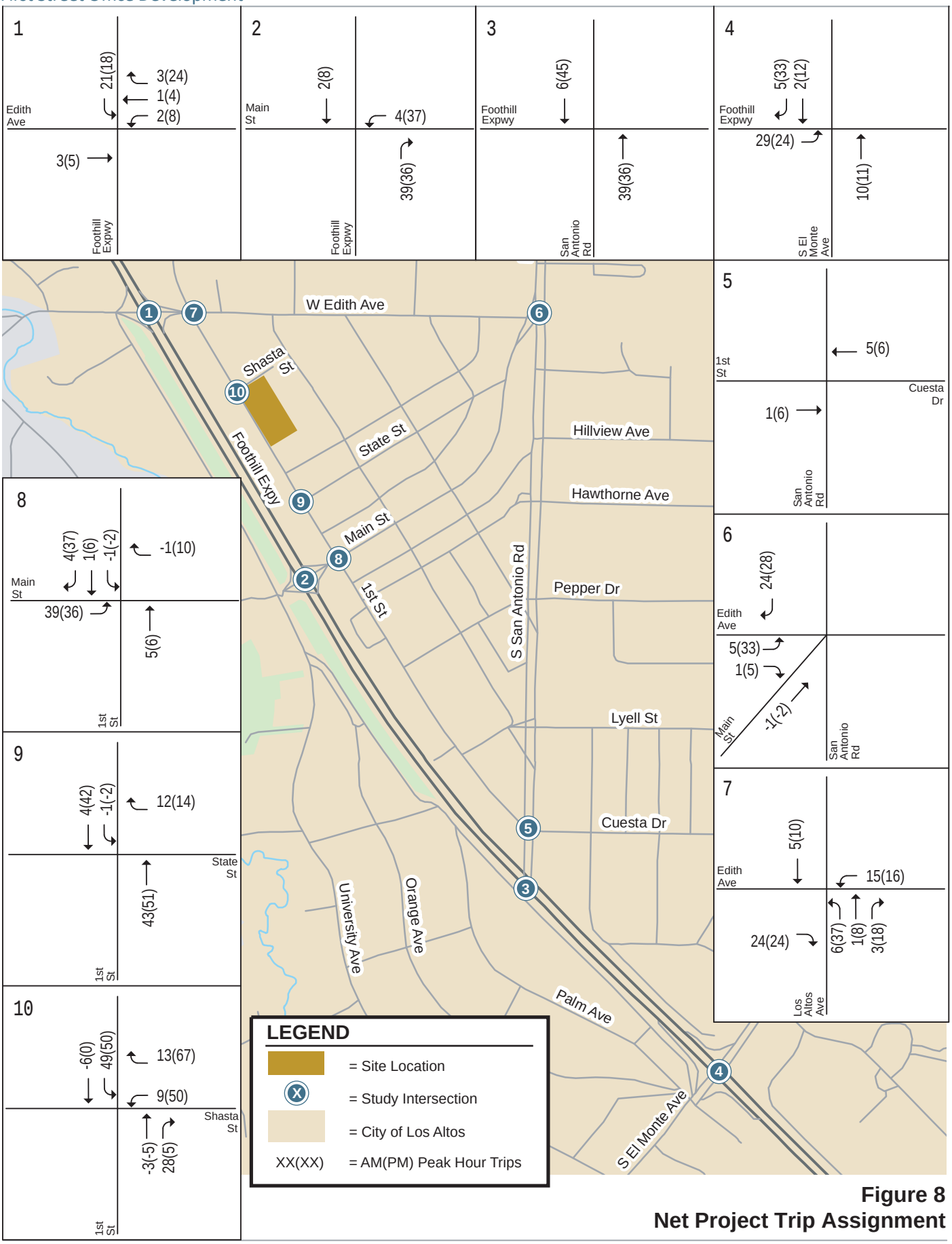


Figure 8
Net Project Trip Assignment

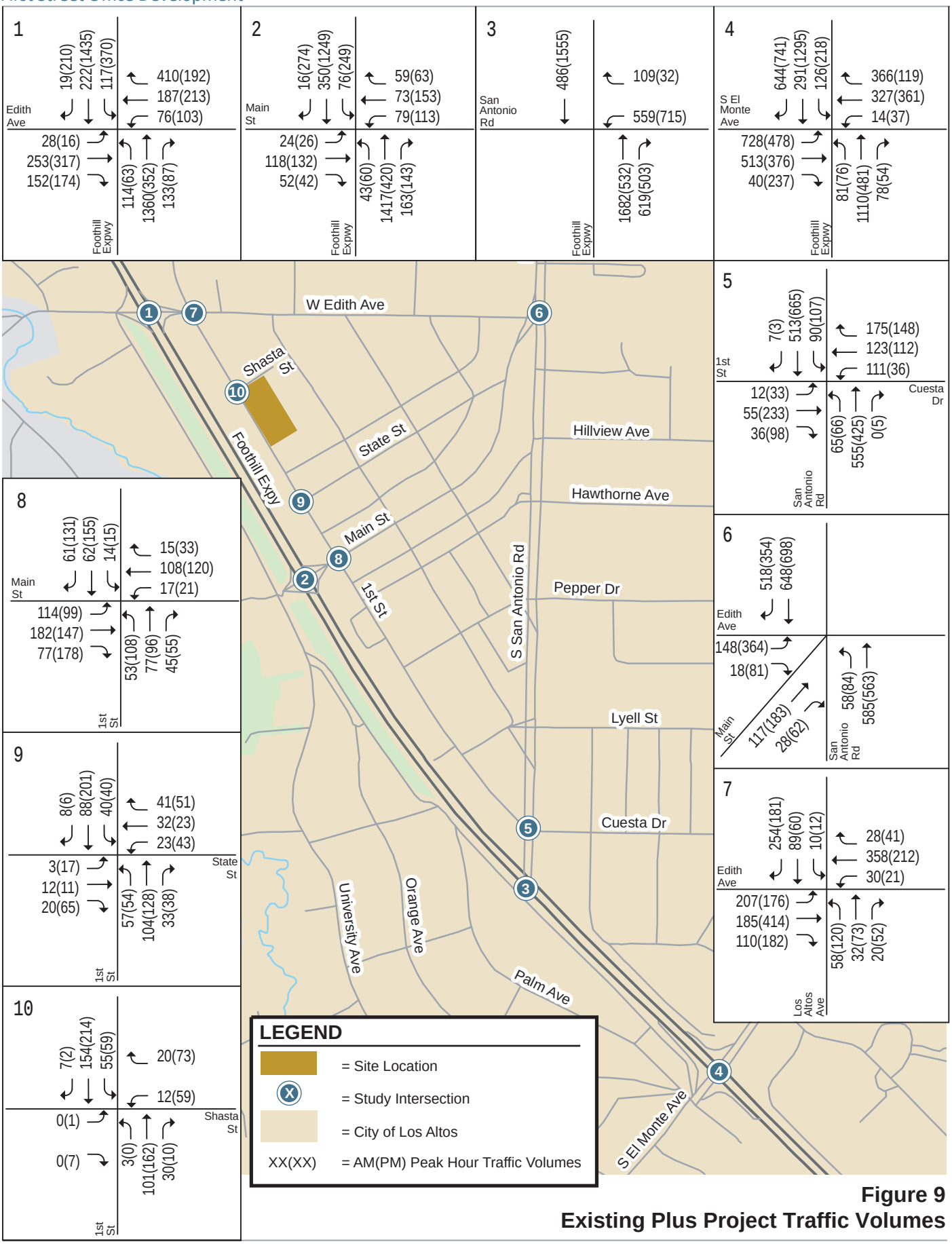


Figure 9
Existing Plus Project Traffic Volumes

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service during both AM and PM peak hours under existing plus project conditions (see Table 7). It should be noted that, at some study intersections, the average delay under project conditions is shown to be better than under no-project conditions. This occurs because the intersection delay is a weighted average of all intersection movements. When project traffic is added to movements with delays lower than the average intersection delay, the average delay for the entire intersection can decrease. The intersection level of service calculation sheets are included in Appendix B.

Table 7
Existing Plus Project Intersection Levels of Service

					Existing		Existing+Project			
ID	Intersection	LOS Standard	Control[1]	Peak Hour	Avg. Delay[2]	LOS	Avg. Delay[2]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Foothill Expressway and Edith Avenue	D	Signal	AM	29.7	C	30.7	C	1.4	0.015
				PM	25.8	C	25.9	C	0.2	0.003
2	Foothill Expressway and Main Street*	E	Signal	AM	12.0	B	11.9	B	0.0	0.000
				PM	20.1	C	20.3	C	0.0	0.000
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	12.3	B	12.2	B	-0.1	0.011
				PM	46.1	D	49.4	D	4.9	0.019
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	52.6	D	53.2	D	0.9	0.013
				PM	74.7	E	78.0	E	18.5	0.131
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	27.3	C	27.4	C	0.1	0.003
				PM	22.2	C	22.2	C	0.1	0.004
6	San Antonio Road and Edith Avenue	D	Signal	AM	17.3	B	16.9	B	-0.3	0.015
				PM	46.5	D	46.9	D	0.6	0.019
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	17.8	B	17.8	B	0.0	0.000
				PM	13.4	B	14.4	B	2.2	0.053
8	Main Street and First Street	D	Signal	AM	20.8	C	21.8	C	1.3	0.026
				PM	30.9	C	32.0	C	1.1	0.036
9	State Street and First Street	D	AWSC	AM	8.0	A	8.3	A	N/A[3]	N/A[3]
				PM	8.7	A	9.4	A	N/A[3]	N/A[3]
10	Shasta Street and First Street	D	TWSC	AM	9.2	A	9.9	A	N/A[3]	N/A[3]
				PM	10.7	B	12.4	B	N/A[3]	N/A[3]

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop-controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled movement/approach delay (seconds per vehicle) is reported for TWSC intersections.
3. Changes in critical delay and v/c are not applicable to unsignalized intersections.

4. Background Conditions

This chapter describes background traffic conditions. Background (baseline) conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Roadway Network

The roadway network under project conditions would be the same as the existing roadway network with the exception of the Foothill Expressway/El Monte Avenue and Foothill Expressway/San Antonio Road intersections. The intersection improvements are part of the Foothill Expressway improvement project that would widen Foothill Expressway between El Monte Avenue and San Antonio Road by adding auxiliary lanes in each direction. The intersection improvements would include the addition of a second through lane on westbound El Monte Avenue while keeping the dedicated right turn pocket, possibly a third left-turn lane from eastbound El Monte Avenue to northbound Foothill Expressway, elimination of right-turn islands and slip ramps on selected corners of the Foothill Expressway/El Monte Avenue intersection to improve bicycle and pedestrian safety, and modification of traffic signals. The improvements are expected to increase roadway capacity and improve traffic flow on Foothill Expressway between San Antonio Road and El Monte Avenue. Construction is anticipated to be completed by 2018.

Intersection Traffic Volumes

Background peak-hour traffic volumes (see Figure 10) were estimated by adding to existing volumes the estimated traffic from the approved but not yet constructed developments. As advised by the City staff, the approved developments in the Cities of Mountain View and Los Altos were reviewed. Based on the locations and the trip assignment of the approved developments, the following approved developments were considered under background conditions because they would contribute background trips to the study intersections:

- The Village at San Antonio Center Phase 2 (Mountain View) – a 167-room hotel, 54,184 square feet 9s.f.) of retail space, 392,853 s.f. of office space, 28,502 s.f. of commercial space, 35,358 s.f. of restaurant space, and a cinema with 1,710 seats.
- 400 San Antonio Road Mixed-Use Development (Mountain View) – 600 apartment units and 11,171 s.f. of commercial space
- 467 First Street Office Development (Los Altos) – 20,000 s.f. of office space

- 342 First Street (Los Altos) – an addition of 3,000 s.f and renovation to the existing Draeger's grocery store

The trips associated with the approved projects are shown in Appendix C.

Intersection Levels of Service

The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable level of service (see Table 8). The detailed level of service calculation sheets are included in Appendix B.

The intersection levels of service at the Foothill Expressway/San Antonio Road and Foothill Expressway/El Monte Avenue intersections reflect the Foothill Expressway improvement project described above, which is expected to increase roadway capacity on Foothill Expressway between San Antonio Road and El Monte Avenue. Therefore, the southbound capacity adjustments that apply to these intersections in the TRAFFIX software for the existing PM peak hour were adjusted accordingly.

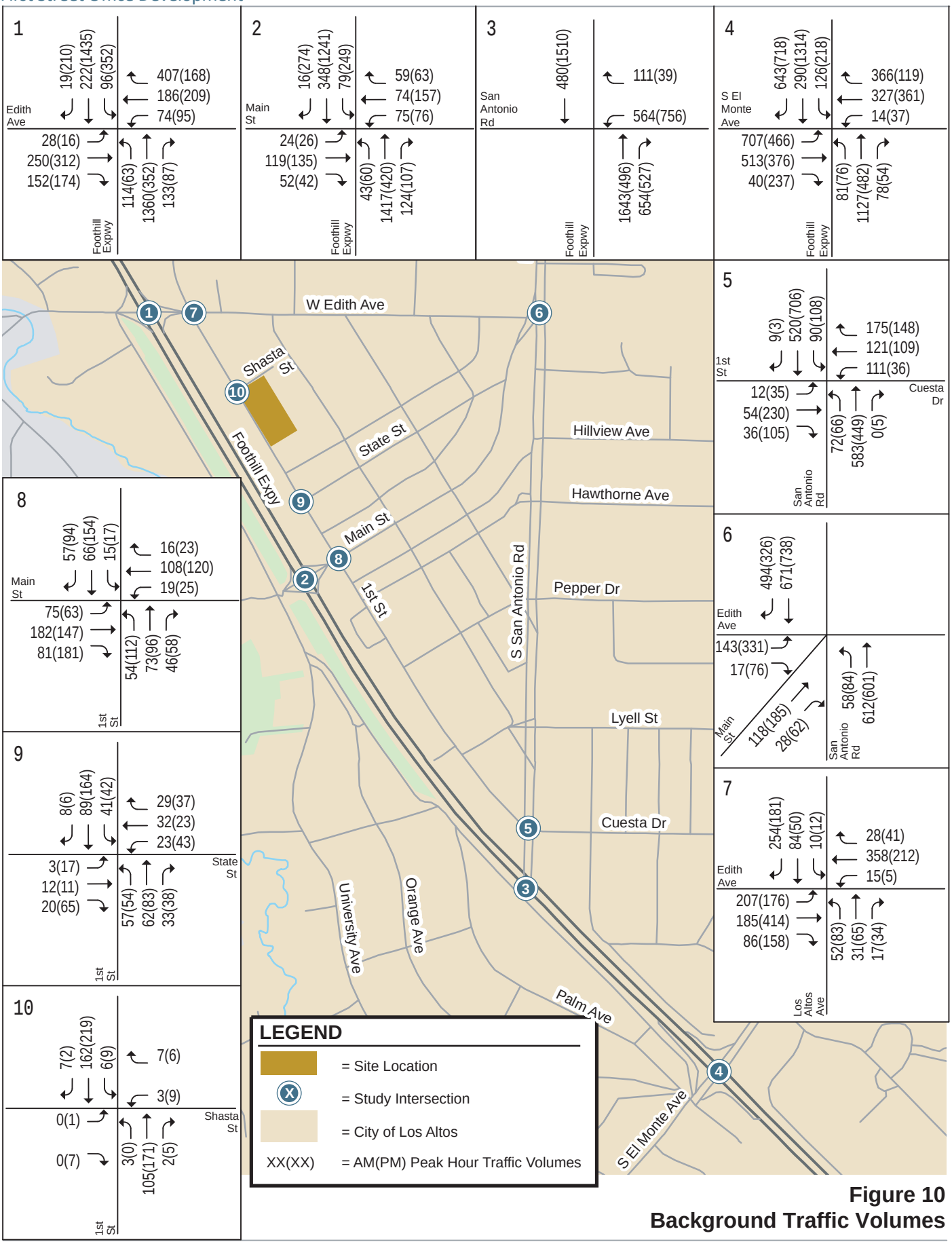


Figure 10
Background Traffic Volumes

Table 8
Background Intersection Levels of Service

ID	Intersection (Jurisdiction)	LOS Standard	Existing Control[1]	Peak Hour	Existing Avg. Delay[2]	Existing LOS	Background Avg. Delay[2]	Background LOS
1	Foothill Expressway and Edith Avenue	D	Signal	AM	29.7	C	29.7	C
				PM	25.8	C	25.8	C
2	Foothill Expressway and Main Street*	E	Signal	AM	12.0	B	12.2	B
				PM	20.1	C	20.2	C
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	12.3	B	12.3	B
				PM	46.1	D	44.7	D
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	52.6	D	53.0	D
				PM	74.7	E	70.2	E
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	27.3	C	27.2	C
				PM	22.2	C	22.0	C
6	San Antonio Road and Edith Avenue	D	Signal	AM	17.3	B	17.3	B
				PM	46.5	D	46.0	D
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	17.8	B	17.8	B
				PM	13.4	B	13.4	B
8	Main Street and First Street	D	Signal	AM	20.8	C	20.9	C
				PM	30.9	C	31.3	C
9	State Street and First Street	D	AWSC	AM	8.0	A	8.1	A
				PM	8.7	A	8.8	A
10	Shasta Street and First Street	D	TWSC	AM	9.2	A	9.2	A
				PM	10.7	B	10.8	B

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

5.
Background Plus Project Conditions

This chapter describes traffic conditions that would occur when the project is complete. It discusses any impacts caused by the project under background plus project conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Roadway Network

The roadway network under background plus project conditions would be the same as the background roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

Based on the project trip generation estimates presented in Chapter 3, the project trips were estimated for (1) typical weekdays, (2) typical weekdays with additional 39 public spaces, and (3) a special event day on a weekday with additional 39 public spaces. On a special event day, the project would generate 1,667 net new daily trips, with 114 net trips (97 in and 17 out) occurring during the AM peak hour and 235 net trips (113 in and 122 out) occurring during the PM peak hour (see Table 6). The estimated daily, AM peak-hour, and PM peak-hour trips are 799 trips, 7 trips, and 108 trips, respectively, more than the trips estimated for typical weekdays. Although the scenario would rarely occur (and may never occur if the additional 39 spaces are not included in the project), the estimated trips for the special event day were used to evaluate intersection level of services and traffic operations in the study.

Intersection Traffic Volumes

Background plus project traffic volumes (see Figure 11) were estimated by adding to background traffic volumes the net project trips.

Intersection Levels of Service

The results of the level of service analysis under background plus project conditions show that all of the study intersections would operate at an acceptable level of service (see Table 9). The detailed level of service calculation sheets are included in Appendix B.

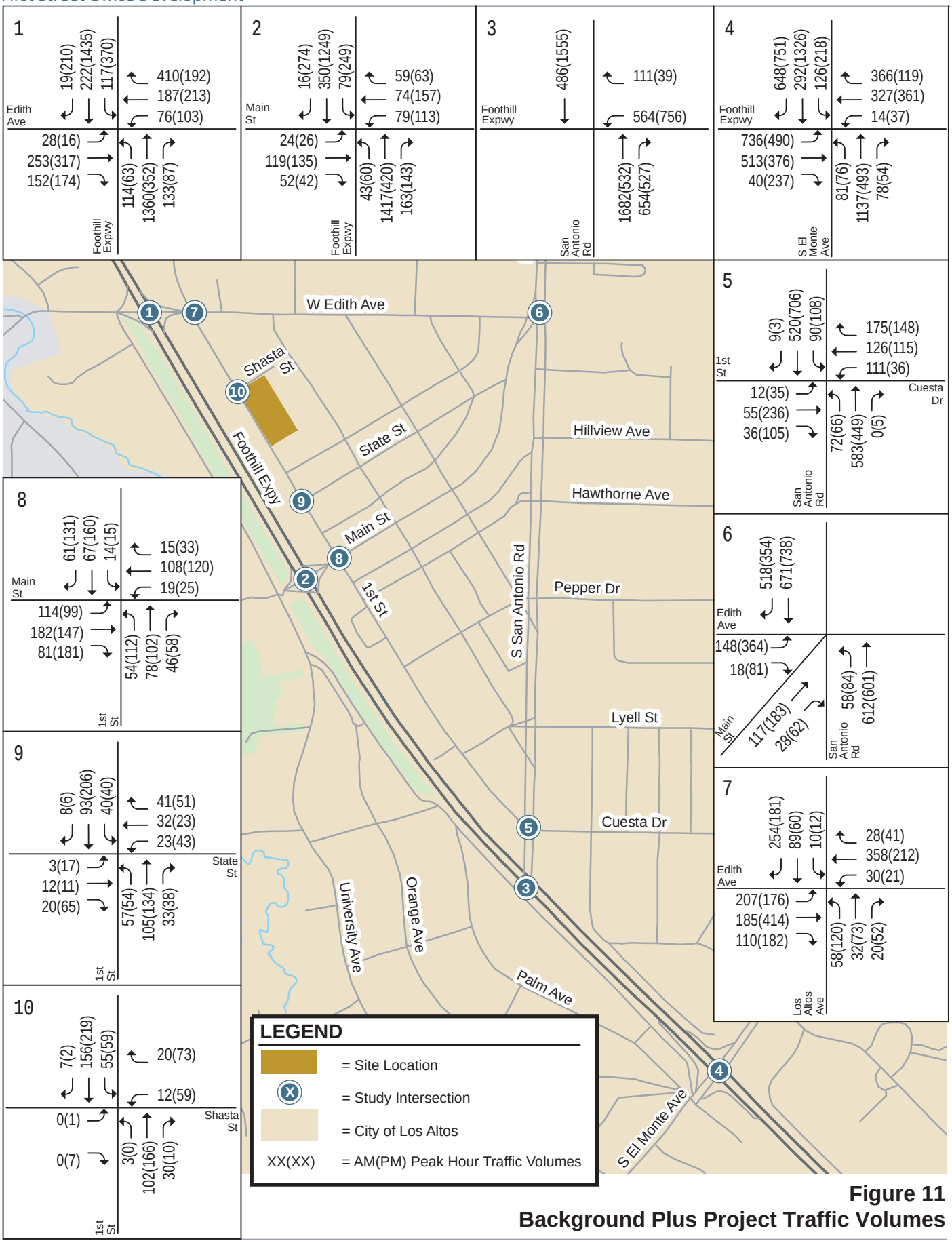


Figure 11
Background Plus Project Traffic Volumes

Table 9
Background Plus Project Intersection Levels of Service

ID	Intersection (Jurisdiction)	LOS Standard	Control[1]	Peak Hour	Background Avg. Delay[2]	Background LOS	Background+Project Avg. Delay[2]	Background+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Foothill Expressway and Edith Avenue	D	Signal	AM	29.7	C	30.7	C	1.4	0.015
				PM	25.8	C	25.9	C	0.2	0.003
2	Foothill Expressway and Main Street*	E	Signal	AM	12.2	B	12.1	B	0.0	0.000
				PM	20.2	C	20.3	C	0.0	0.000
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	12.3	B	12.3	B	-0.1	0.011
				PM	44.7	D	45.4	D	1.1	0.017
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	53.0	D	53.7	D	1.0	0.013
				PM	70.2	E	71.7	E	1.4	0.011
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	27.2	C	27.3	C	0.1	0.003
				PM	22.0	C	22.1	C	0.1	0.004
6	San Antonio Road and Edith Avenue	D	Signal	AM	17.3	B	16.9	B	-0.3	0.015
				PM	46.0	D	46.6	D	0.7	0.019
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	17.8	B	17.8	B	0.0	0.000
				PM	13.4	B	14.4	B	2.2	0.053
8	Main Street and First Street	D	Signal	AM	20.9	C	21.8	C	1.4	0.026
				PM	31.3	C	32.4	C	1.2	0.036
9	State Street and First Street	D	AWSC	AM	8.1	A	8.3	A	N/A[3]	N/A[3]
				PM	8.8	A	9.4	A	N/A[3]	N/A[3]
10	Shasta Street and First Street	D	TWSC	AM	9.2	A	9.9	A	N/A[3]	N/A[3]
				PM	10.8	B	12.4	B	N/A[3]	N/A[3]

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.
3. Changes in critical delay and v/c are not applicable to unsignalized intersections.

6. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Vehicle queuing
- Traffic operations on First Street between Edith Avenue and Main Street
- Traffic operations at unsignalized intersections
- Site access and on-site circulation
- Potential impacts to pedestrians, bicycles, and transit services
- Parking

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Vehicle Queuing

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes and stop-controlled approaches at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. This analysis provides a basis for estimating future storage requirements at the intersections under existing plus project conditions. Vehicle queues were estimated using a Poisson probability distribution and Synchro software, described in Chapter 1. The following movements were selected for evaluation:

- First Street and Edith Avenue –Westbound left turn
- First Street and Shasta Street –Westbound
- First Street and Main Street – Eastbound left turn
- Foothill Expressway and Main Street – Westbound left turn

Table 10 shows that the estimated 95th percentile queues would exceed the left-turn storage capacity on Main Street at the First Street/Main Street and Foothill Expressway/Main Street intersections under existing and project conditions in both AM and PM peak hours.

Table 10
Vehicle Queuing Analysis Summary

Intersection	First/Edith		First/Shasta		First/Main		Foothill/Main	
Movement	WB LT	WB LT	WB	WB	EB LT	EB LT	WB LT	WB LT
Peak Hour Period	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay[1] (sec)	120	95	9.2	10.7	110	90	90	95
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	15	5	10	15	75	63	75	76
Volume (vphpl)	15	5	10	15	75	63	75	76
Avg. Queue (veh/ln)	0.5	0.1	0.0	0.0	1.6	1.6	1.9	2.0
Avg. Queue[2] (ft/ln)	13	3	1	1	40	39	47	50
95th% Queue (veh/ln)	2	1	0	0	4	4	4	5
95th% Queue (ft/ln)	50	25	0	0	100	100	100	125
Storage (ft/ ln)	75	75	75	75	50	50	115	115
Adequate (Y/N)	Y	Y	Y	Y	***N***	***N***	Y	***N***
Background								
Cycle/Delay[1] (sec)	120	95	9.2	10.8	110	90	90	95
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	15	5	10	15	75	63	75	76
Volume (vphpl)	15	5	10	15	75	63	75	76
Avg. Queue (veh/ln)	0.5	0.1	0.0	0.0	1.6	1.6	1.9	2.0
Avg. Queue[2] (ft/ln)	13	3	1	1	40	39	47	50
95th% Queue (veh/ln)	2	1	0	0	4	4	4	5
95th% Queue (ft/ln)	50	25	0	0	100	100	100	125
Storage (ft/ ln)	75	75	75	75	50	50	115	115
Adequate (Y/N)	Y	Y	Y	Y	***N***	***N***	Y	***N***
Background Plus Project								
Cycle/Delay[1] (sec)	120	95	9.9	12.4	110	90	90	95
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	30	21	32	132	120	104	83	119
Volume (vphpl)	30	21	32	132	120	104	83	119
Avg. Queue (veh/ln)	1.0	0.6	0.1	0.5	2.6	2.6	2.1	3.1
Avg. Queue[2] (ft/ln)	25	14	2	11	64	65	52	79
95th% Queue (veh/ln)	3	2	1	2	5	5	5	6
95th% Queue (ft/ln)	75	50	25	50	125	125	125	150
Storage (ft/ ln)	75	75	75	75	50	50	115	115
Adequate (Y/N)	Y	Y	Y	Y	***N***	***N***	***N***	***N***

Notes:
NB = northbound; SB = southbound; EB = eastbound; WB = westbound.
LT = left turn movement; TH = through movement; RT = right turn movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

Due to the short distance on Main Street between First Street and Foothill Expressway, the eastbound left-turn pocket at the First Street/Main Street intersection has the storage capacity of only two vehicles (about 50 feet) and the westbound left-turn lane at the Foothill Expressway/Main Street intersection has the storage capacity for five vehicles (about 115 feet).

At the First Street/Main Street intersection, the project would increase the 95th percentile eastbound left-turn queue from four vehicles to five vehicles in the AM and PM peak hours. At the Foothill Expressway/Main Street intersection, the project would increase the 95th percentile westbound left-turn queue from four vehicles to five vehicles in the AM peak hour and from five vehicles to six vehicles in the PM peak hour.

Site observations indicate that vehicle queues on Main Street occasionally extended between the two intersections during red lights. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The vehicle queues also dissipated quickly during green lights. Because the project would only increase the maximum vehicle queues by one to two vehicles and the signals are coordinated, the left-turn vehicle queues are not expected to adversely affect the traffic operations at these two intersections.

Traffic Operations on First Street between Edith Avenue and Main Street

Field observations indicated that traffic flow was smooth on First Street between Edith Avenue and Main Street during both AM and PM peak hours. There were vehicle queues on First Street at Edith Avenue and Main Street during red lights, but the vehicle queues did not block the upstream intersections and cleared quickly during green lights. The northbound vehicle queue at the First Street/Edith Avenue was about 4 to 6 vehicles. The southbound vehicle queue at the First Street/Main Street was about 5 to 7 vehicles. Vehicle queues at the First Street/State Street (all-way stop-controlled) were short with an observed queue length of up to 2 vehicles. Although there were occasional pedestrian crossings at the Plaza 7/Safeway crosswalk and the Plaza Central crosswalk, traffic flow on First Street was not adversely affected, and the vehicle queues dissipated quickly after pedestrians crossed.

The project would not add a substantial amount of traffic on First Street. It would add 68 northbound PM peak hour trips at the First Street/Edith Avenue intersection and 50 southbound PM peak hour trips at the First Street/Main Street intersection. This is only about one car every one minute. At the First Street/State Street intersection, the project would add 58 northbound trips and 50 southbound trips in the PM peak hour. The added project trips would only slightly increase the vehicle delay during the PM peak hour at these study intersections on First Street. The project would add only 13 northbound trips at the First Street/Edith Avenue intersection and 53 northbound trips and 19 southbound trips at the First Street/State Street intersection during the AM peak hour. The added project trips would only slightly increase the vehicle delay during the AM peak hour at these study intersections on First Street. Therefore, the project traffic is not expected to result in a noticeable increase in vehicle queues or travel delay on First Street.

Traffic Operations at Unsignalized Intersections

Two of the study intersections are unsignalized. The First Street/State Street intersection is all-way stop-controlled, and the First Street/Shasta Street intersection is two-way stop-controlled on the eastbound and westbound movements. Based on the level of service analysis results, the intersections would operate at LOS B or better under all study scenarios. There were no existing queuing or sight distance issues identified at these intersections. The vehicle queuing analysis (see Table 8) also shows that with the project traffic, the westbound vehicle queue on Shasta Street would not block the project driveway to the parking garage and the back alley. Therefore, it is concluded that the project traffic

would not result in the need for intersection improvements or modification of traffic control at the intersections.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and onsite circulation would be provided, using commonly accepted transportation planning principles and traffic engineering standards. This review was based on the site plan prepared by EHDD dated June 6, 2017, shown on Figures 12 and 13. Generally, the proposed plan would provide adequate connectivity through the site and parking areas for pedestrians, bicycles, and vehicles.

Pedestrian and Bicycle Access and Onsite Circulation

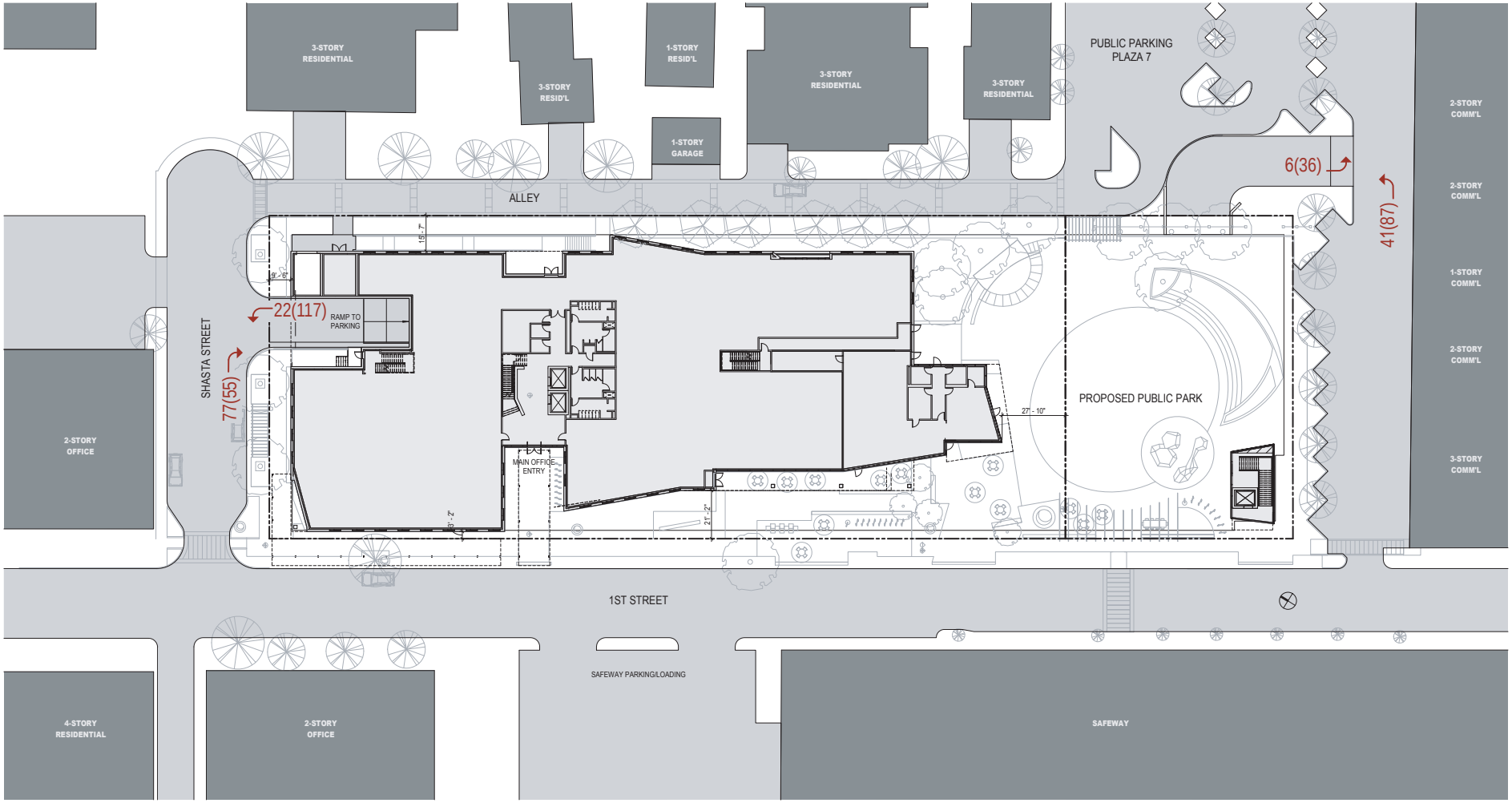
The project would provide sidewalks along the project's frontages on First Street and Shasta Street and extend the curb on the east leg of the First Street/Shasta Street intersection to reduce the crossing distance on Shasta Street. It would also provide public open space and terrace space in the eastern portion of the project site with crosswalks on First Street and the Plaza 7 driveway. Bicycle racks would be provided on First Street at the main office entry and near the open space, and secured bicycle storage would be provided in Level 1 of the parking garage. Within the project site, pedestrian access would be provided between the surrounding streets, the project building, and the parking garage via sidewalks, the open space, and parking garage stairwells.

Vehicle Site Access

Vehicle site access was evaluated to determine the adequacy of the site driveways with regard to stopping sight distance and traffic volumes. Vehicle access to the parking garage would be provided via two driveways: one full access driveway on Shasta Street and one driveway that connect to a northbound driving aisle in Plaza 7 parking lot. The project would replace 67 public parking spaces in the Plaza 7 parking lot with public open space. The removed parking spaces would be replaced in the proposed parking garage. Both project driveways to the parking garage would be open to tenants and the public. However, it is expected that a majority of office-related vehicles would access the parking garage via the Shasta Street driveway, and a majority of the public would access the parking garage via the Plaza 7 driveway. For the 67 public parking spaces, it is expected that 26 vehicle trips (13 inbound and 13 outbound) would be added to the Plaza 7 driveway in the PM peak hour. Figure 12 shows the estimated project trips at these driveways. Given the low traffic volume and low travel speed on Shasta Street and the Plaza 7 driving aisle, the entering vehicles are not expected to cause a noticeable delay on these streets or cause queuing issues at the project driveways. The outbound vehicles would not experience excessive delay and would be able to find sufficient gaps to exit the driveways.

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on the street. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site.

Sight distance generally should be provided in accordance with Caltrans design standards. Sight distance requirements vary depending on the roadway speeds. The speed limits on Shasta Street and the Plaza 7 driving aisle is 25 mph or lower. The Caltrans recommended stopping sight distance is 150 feet. This means that a driver must be able to see 150 feet down to the street to locate a sufficient gap to turn out of the driveways. There are no sharp roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. However, street parking is allowed on Shasta Street and could obstruct the vision of exiting drivers if there are cars parked next to the driveways. Therefore, Hexagon recommends prohibiting street parking within 15 feet of both driveways by installing red curbs on either side of the driveway.



LEGEND

XX(XX) = AM(PM) Peak Hour Trips

Figure 12
Gross Project Trips at Project Driveways

NORTH
Not to Scale

The City Code Section 14.52 (Off-Street Loading and Refuse Collection) requires that for buildings served by alleys all service-delivery entrances, loading docks, and refuse collection facilities should be located to be accessed from the alley. No loading area should be located along the street frontage or building facade. The site plan shows that a trash room would be located at the northeast corner of the building facing the back alley, and the building would have a delivery entrance facing the alley. Therefore, it is presumed that all garbage and delivery trucks would perform their operations outside of the building in the back alley.

Vehicle Onsite Circulation

Onsite vehicle circulation was evaluated for the underground parking garage. The project would provide 90-degree parking throughout the site with 25 feet wide drive aisles, which are adequate for two-way circulation of vehicular traffic. There are no dead-end aisles. Generally, the site plan shows good circulation through the parking garage except for the three parking spaces near the ramp in the parking levels 1 and 2 (see Figure 13). Vehicles exiting the parking stalls would need to back out to the ramp which could cause safety issues for upcoming vehicles on the ramp. It is recommended to install mirrors in these locations to help drivers make turns safely.

Underground Public Parking Spaces

The project would provide 146 public parking spaces in the underground parking garage (67 replaced parking spaces and 79 extra parking spaces as a community benefit). The downtown public parking spaces have a three-hour parking limit. However, downtown business owners and employees can obtain parking permits and park all day in the public parking spaces with white dots. The public parking spaces provided the by the project should be considered for white dot spaces. They could be attractive to downtown employees because the parking spaces would be covered and secure. Employees would have no trouble finding the spaces because they are more likely to park in the same area day to day. With more downtown employees using these parking spaces, more ground level public parking spaces would be available for retail and restaurant customers.

Potential Impacts to Pedestrians, Bicycles, and Transit Services

Overall, the project is well served by the existing pedestrian and bicycle facilities. Sidewalks are found on both sides of all local roadways in downtown area. The project would provide sidewalks along the entire project frontage and enhance the pedestrian network within the project site. Crosswalks with pedestrian signal heads and push buttons are located at all signalized study intersections. Crosswalks are also present at the unsignalized study intersections and on First Street at Plaza 7/Safeway. The project would provide sidewalks along the project's frontages on First Street and Shasta Street and extend the curb on the east leg of the First Street/Shasta Street intersection to reduce the crossing distance on Shasta Street.

The signalized study intersections on Foothill Expressway, although having crosswalks with pedestrian signal heads and push buttons, all have slip lanes that are uncontrolled. Therefore, pedestrians need to cross the slip lane with caution. Among these intersections, the Foothill Expressway/Edith Avenue intersection has a higher number of pedestrian crossings. To improve the pedestrian crossings, the Los Altos Pedestrian Master Plan (2015) proposes to remove the slip lanes at the Foothill Expressway/Edith Avenue intersection and to improve the slip lane crossings with raised crosswalks, markings, and signs at the Foothill Expressway/Main Street intersection.

Within the project vicinity, designated bike lanes are present along Foothill Expressway, San Antonio Road, Los Altos Avenue, El Monte Avenue, and westbound Edith Avenue. Eastbound Edith Avenue and Cuesta Drive are marked as bike routes. Local streets in downtown, such as First Street and State Street, are not marked as bike lanes or routes, but they carry low traffic volumes and are conducive to

bicycling. The Los Altos Bicycle Transportation Plan (2012) proposes bike routes with shared lane markings ("sharrows") on streets in and around downtown, including First Street and State Street.

Existing transit service to the study area is provided via the VTA bus route 40 with bus stops on both sides of San Antonio Road between Edith Avenue and Lyell Street. The bus travel time in the study area is about 4 to 6 minutes and the project traffic would only increase the transit vehicle delay by less than 2 seconds. Therefore, the project traffic is not expected to result in a noticeable increase in transit travel time in the study area.

Parking

Vehicle Parking

According to the City of Los Altos zoning map, the project site is designated CD/R3 (Commercial Downtown/Multiple Family). For areas designated as CD/R3, the City parking requirement (City Code Section 14.74) for office uses is one vehicle parking space for each 300 feet of net floor area and for cafes is one vehicle parking space for every three employees plus one vehicle parking space for every three seats. It was assumed that the café would have 15 seats with three employees which would require 6 parking spaces. The 80,000 square feet of office space would require 267 parking spaces. Therefore, the project would need to provide 273 vehicle parking spaces plus the replacement of 67 existing parking spaces and 79 extra public parking spaces for a total of 419 vehicle parking spaces. The project would provide 419 vehicle parking spaces to meet the City's parking requirements.

For the infrequent events held in the public open space, it is expected that these events would occur in the evening or weekend when the downtown parking is mostly available. The project would also provide extra public parking spaces and if needed, the office parking spaces could be used for event parking after office hours.

Bicycle Parking

The City of Los Altos does not have minimum parking requirements for bicycles. It is recommended that the project provide bicycle parking according to the recommendations contained in the VTA Bicycle Technical Guidelines, 2012. The project would provide secured bicycle storage with 24 spaces in Level 1 of the parking garage and 24 bicycle racks (48 spaces) at the main office entry on First Street and near the open space.

The VTA guidelines recommend one bicycle parking space per 6,000 square feet for office buildings, of which 75 percent are secured long-term bicycle parking and 25 percent are short-term bicycle parking (minimum four short-term spaces be provided). For restaurants, the VTA guidelines recommends one secured long-term bicycle space per 30 employees plus one short-term bicycle parking space per 6,000 square feet (minimum two short-term spaces be provided if one or less is required). Based on the VTA guidelines, it is recommended the project provide 10 long-term and 4 short-term bicycle parking spaces for the office building and 1 long-term and 2 short-term bicycle parking spaces for the café for a total of 11 long-term and 6 short-term bicycle parking spaces.

For the public open space, the VTA guidelines recommend one short-term bicycle parking space per 9 users. It is expected that during a typical non-event day, there would be only a few people gathering or stopping the area. Therefore, the demand for short-term bicycle parking would be low during these non-event days. When there are weekly farmers markets, movie nights, or midsize events, it is expected that up to 340 persons would attend these events. Because these events are likely to occur regularly, it is recommended that the project provide 38 short-term bicycle parking spaces in or near the open space area for these attendees. For infrequent special events that could have up to 500 attendees, it is recommended that the event organizer provide temporary bicycle parking, such as bike corrals.

In summary, based on the VTA guidelines, a total of 11 long-term and 44 short-term bicycle parking spaces are recommended for the proposed office building, café, and open space. The proposed 24 long-term and 48 short-term bicycle parking spaces exceed the VTA recommendation and are expected to meet the future bicycle parking demand.

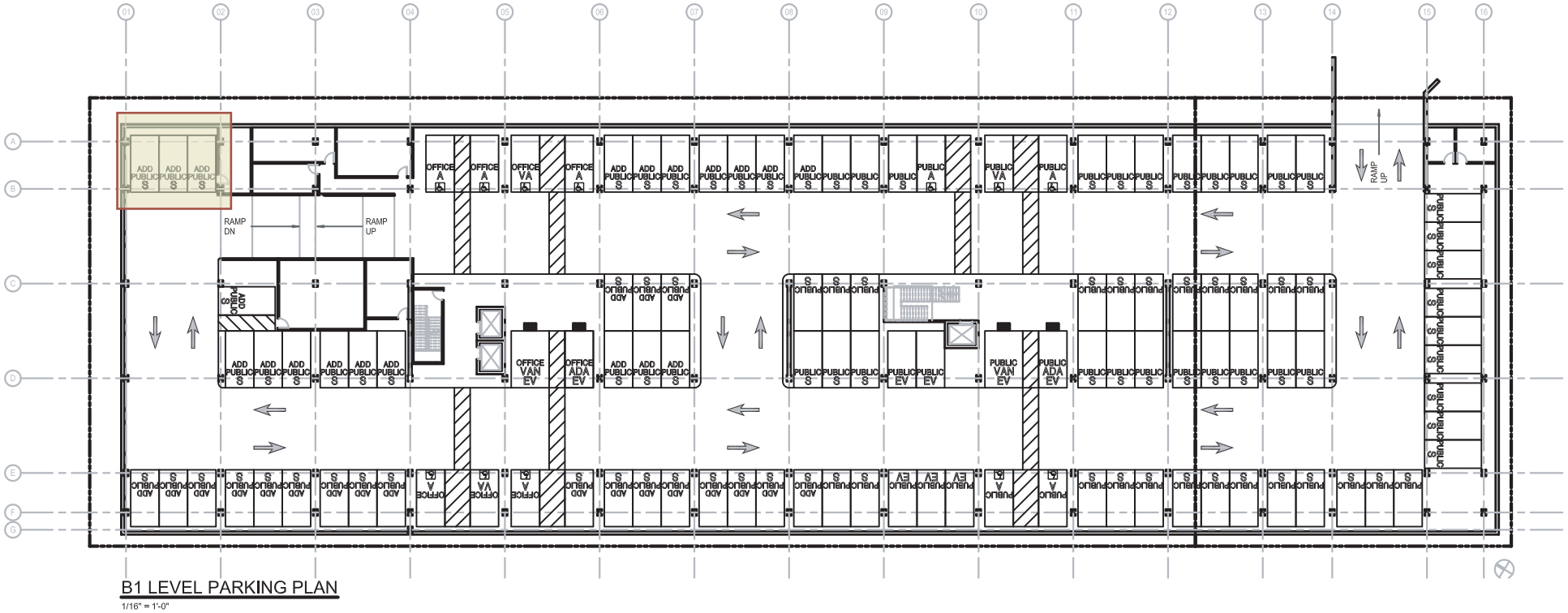


Figure 13
Parking Spaces with Circulation Issues

NORTH
Not to Scale

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions both with and without the proposed project. Cumulative conditions reflect traffic volumes on the planned transportation network associated with reasonably foreseeable future conditions.

Cumulative Roadway Network

The roadway network under cumulative conditions would be the same as the background roadway network, which includes improvements at the Foothill Expressway/El Monte Avenue and Foothill Expressway/San Antonio Road intersections as described in Chapter 4. Construction is anticipated to be completed by 2018.

Cumulative Traffic Volumes

Cumulative no project traffic volumes were estimated by applying a compound growth factor of one percent per year to existing traffic volumes for 10 years and adding trips from approved developments. The one percent annual growth factor is a typical growth assumption for traffic studies in Santa Clara County and reflects conservative assumptions for reasonably foreseeable future conditions. Cumulative plus project traffic volumes were estimated by adding to cumulative no project traffic volumes the net project trips. The cumulative no project and with project traffic volumes are shown on Figures 14 and 15, respectively.

Intersection Levels of Service

The signalized intersection level of service results under cumulative conditions are summarized in Table 11. The results show that, measured against the City of Los Altos level of service standards, all of the non-CMP signalized intersections would operate at acceptable LOS D or better under cumulative no project conditions. All CMP signalized intersections would operate at acceptable LOS E or better under cumulative conditions.

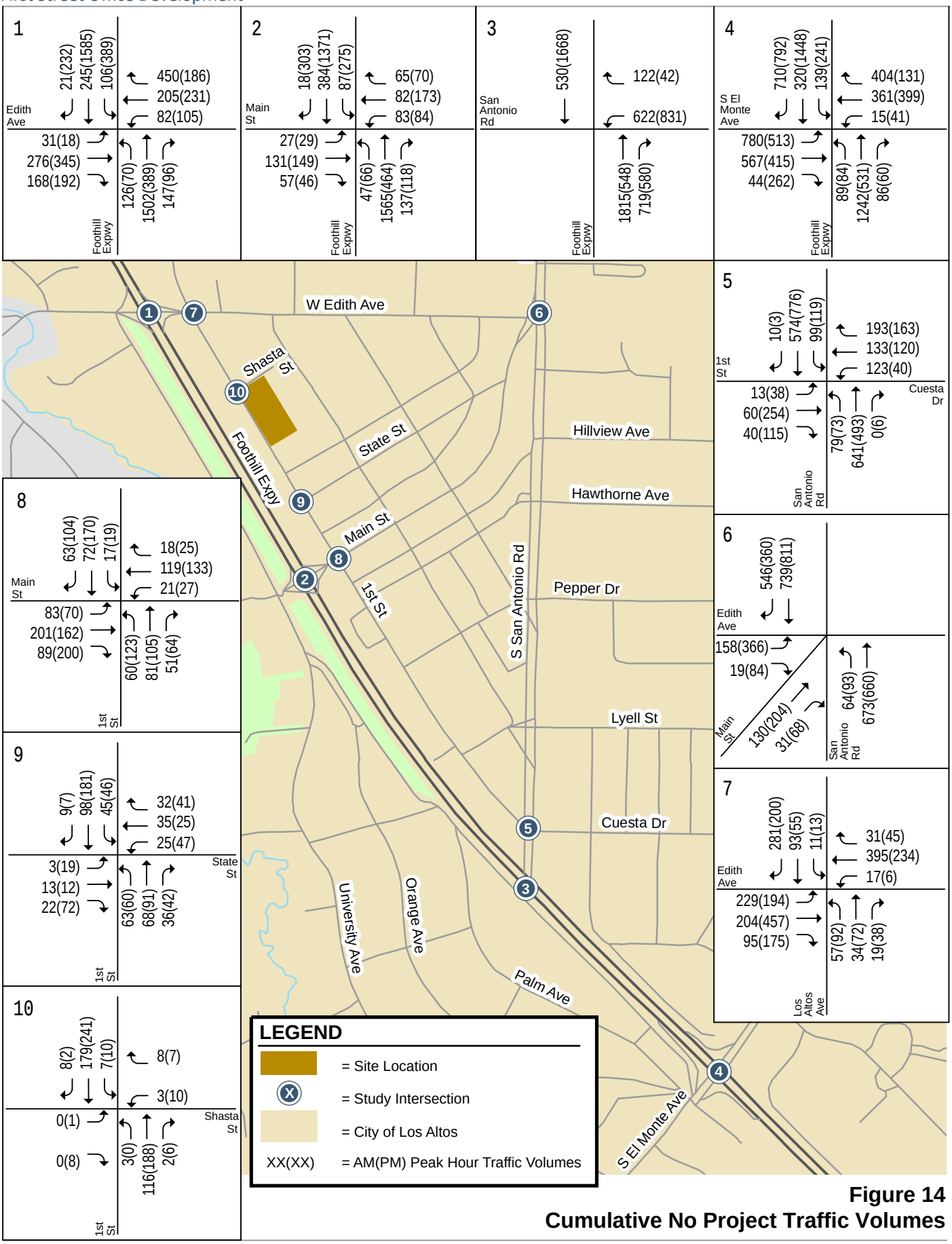


Figure 14
Cumulative No Project Traffic Volumes

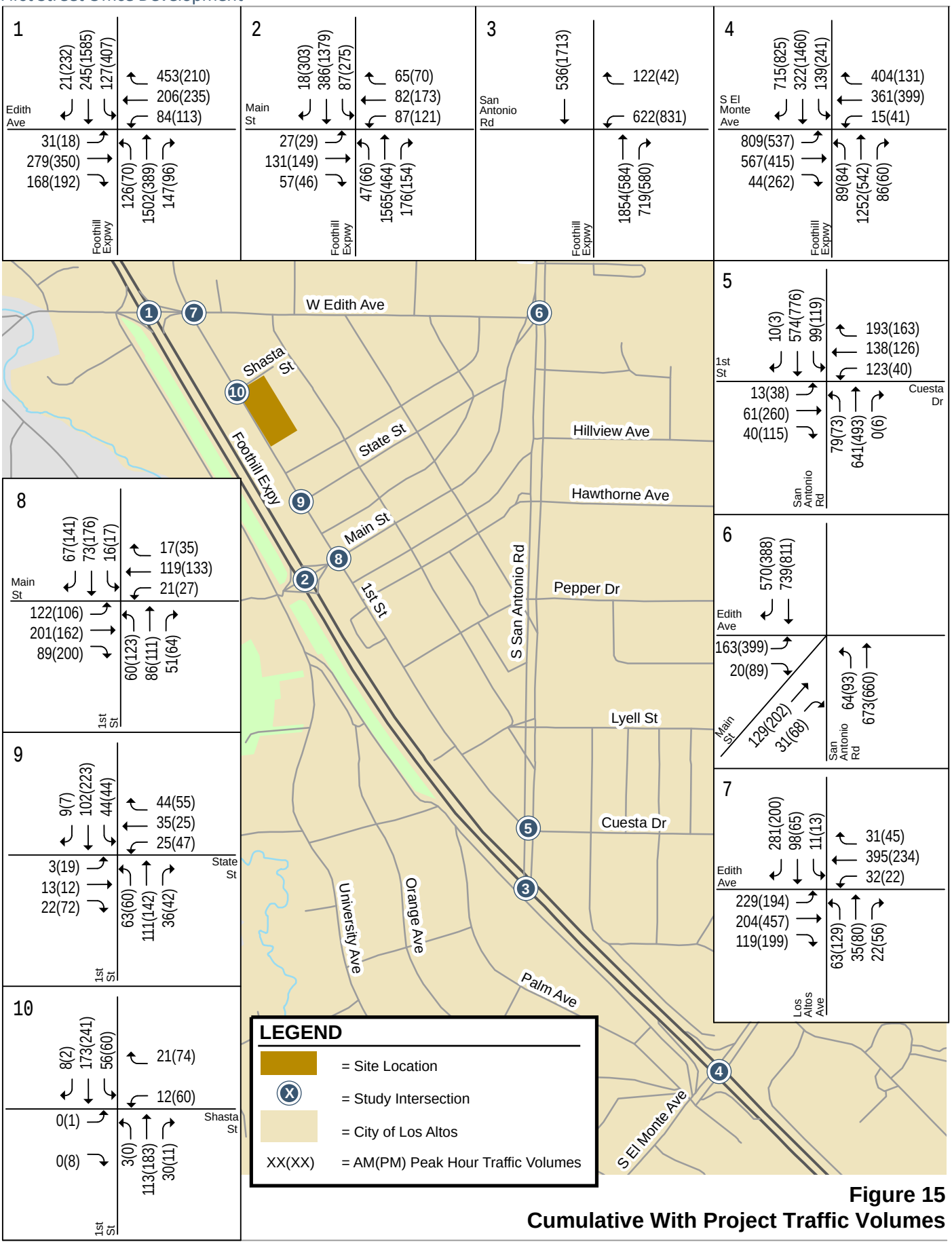


Figure 15
Cumulative With Project Traffic Volumes

Table 11
Cumulative and Cumulative Plus Project Intersection Levels of Service

ID	Intersection	LOS Standard	Control[1]	Peak Hour	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative+Project Avg. Delay[2]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Foothill Expressway and Edith Avenue	D	Signal	AM	31.9	C	33.1	C	1.5	0.015
				PM	28.5	C	28.7	C	0.3	0.003
2	Foothill Expressway and Main Street*	E	Signal	AM	12.7	B	12.6	B	0.0	0.000
				PM	21.7	C	21.8	C	0.0	0.000
3	Foothill Expressway and San Antonio Road*	E	Signal	AM	13.4	B	13.4	B	0.1	0.011
				PM	60.5	E	62.6	E	3.2	0.017
4	Foothill Expressway and El Monte Avenue*	E	Signal	AM	58.8	E	60.0	E	1.9	0.013
				PM	77.0	E	79.5	E	2.5	0.011
5	San Antonio Road and First St/Cuesta Dr	D	Signal	AM	27.4	C	27.5	C	0.1	0.003
				PM	22.3	C	22.4	C	0.1	0.004
6	San Antonio Road and Edith Avenue	D	Signal	AM	17.5	B	17.2	B	-0.2	0.015
				PM	47.2	D	47.8	D	0.8	0.019
7	Los Altos Ave/First St and Edith Avenue	D	Signal	AM	18.2	B	18.2	B	0.0	0.000
				PM	13.7	B	14.8	B	2.4	0.053
8	Main Street and First Street	D	Signal	AM	21.1	C	22.0	C	1.3	0.0
				PM	33.0	C	34.3	C	1.6	0.0
9	State Street and First Street	D	AWSC	AM	8.2	A	8.5	A	N/A[3]	N/A[3]
				PM	9.1	A	9.8	A	N/A[3]	N/A[3]
10	Shasta Street and First Street	D	TWSC	AM	9.3	A	9.9	A	N/A[3]	N/A[3]
				PM	11.0	B	12.7	B	N/A[3]	N/A[3]

Notes:
* Denotes VTA CMP intersection
1. Intersection control under existing conditions.
   - Signal = signalized Intersection
   - AWSC = all-way stop-controlled intersection
   - TWSC = two-way stop-controlled intersection
2. Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.
3. Changes in critical delay and v/c are not applicable to unsignalized intersections.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Los Altos and the Santa Clara Valley Transportation Authority (VTA). The traffic study analyzed AM and PM peak-hour traffic conditions for ten intersections. Project impacts on site access, on-site circulation, and other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service under all analysis scenarios.

Vehicle Queuing

The vehicle queueing analysis indicates that the estimated maximum queues would exceed the left-turn storage capacity on Main Street at the First Street/Main Street and Foothill Expressway/Main Street intersections under existing and project conditions in both AM and PM peak hours. Site observations indicate that vehicle queues on Main Street occasionally extended between the First Street/Main Street and Foothill Expressway/Main Street intersections during red lights. However, because the traffic signals at the two intersections appeared to be coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The vehicle queues also dissipated quickly during green lights. Although the project is expected to slightly increase the maximum vehicle queues (one to two vehicles), because the signals are coordinated, the left-turn vehicle queues are not expected to adversely affect the traffic operations at these two intersections.

Traffic Operations on First Street between Edith Avenue and Main Street

Field observations indicated that traffic flow was smooth on First Street between Edith Avenue and Main Street during both AM and PM peak hours. There were vehicle queues on First Street at Edith Avenue and Main Street during red lights, but the vehicle queues did not block the upstream intersections and cleared quickly during green lights. Although there were occasional pedestrian crossings at the Plaza 7/Safeway crosswalk and the Plaza Central crosswalk, traffic flow on First Street was not adversely affected, and the vehicle queues dissipated quickly after pedestrians crossed. The project would not add a substantial amount of traffic on First Street. The added project trips would only slightly increase the vehicle delay at these study intersections on First Street. Therefore, the project traffic is not expected to result in a noticeable increase in vehicle queues or travel delay on First Street.

Traffic Operations at Unsignalized Intersections

Two of the study intersections are unsignalized. The First Street/State Street intersection is all-way stop-controlled, and the First Street/Shasta Street intersection is two-way stop-controlled on the eastbound and westbound movements. Based on the level of service analysis results, the intersections would operate at LOS B or better under all study scenarios. There were no existing queuing or sight distance issues identified at these intersections. The vehicle queuing analysis also shows that with the project traffic, the westbound vehicle queue on Shasta Street would not block the project driveway to the parking garage and the back alley. Therefore, it is concluded that the project traffic would not result in the need for intersection improvements or modification of traffic control at the intersections.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and onsite circulation would be provided, using commonly accepted transportation planning principles and traffic engineering standards. This review was based on the site plan prepared by EHDD dated June 6, 2017. Generally, the proposed plan would provide adequate connectivity through the site and parking areas for pedestrians, bicycles, and vehicles.

The project would provide sidewalks along the project's frontages on First Street and Shasta Street and extend the curb on the east leg of the First Street/Shasta Street intersection to reduce the crossing distance on Shasta Street. Within the project site, pedestrian access would be provided between the surrounding streets, the project building, and the parking garage via sidewalks, the open space, and parking garage stairwells.

Vehicle access to the parking garage would be provided via two driveways: one full access driveway on Shasta Street and one driveway that connect to a northbound driving aisle in Plaza 7 parking lot. Given the low traffic volume and low travel speed on Shasta Street and the Plaza 7 driving aisle, the entering vehicles are not expected to cause a noticeable delay on these streets or cause queuing issues at the project driveways. The outbound vehicles would not experience excessive delay and would be able to find sufficient gaps to exit the driveways.

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on the street. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Street parking is allowed on Shasta Street and could obstruct the vision of exiting drivers if there are cars parked next to the driveways. Therefore, Hexagon recommends prohibiting street parking within 15 feet of both driveways by installing red curbs on either side of the driveway.

The site plan shows that a trash room would be located at the northeast corner of the building facing the back alley and the building would have a delivery entrance facing the alley. Therefore, it is presumed that all garbage and delivery trucks would perform their operations outside of the building in the back alley.

Generally, the site plan shows good circulation through the parking garage except for the three parking spaces near the ramp in the parking levels 1 and 2. Vehicles exiting the parking stalls would need to back out to the ramp which could cause safety issues for upcoming vehicles on the ramp. It is recommended to install mirrors in these locations to help drivers make turns safely.

Underground Public Parking Spaces

The project would provide 146 public parking spaces in the underground parking garage (67 replaced parking spaces and 79 extra parking spaces as a community benefit). The downtown public parking spaces have a three-hour parking limit. However, downtown business owners and employees can obtain parking permits and park all day in the public parking spaces with white dots. The public parking spaces provided the by the project should be considered for white dot spaces. They could be attractive to downtown employees because the parking spaces would be covered and secure. Employees would have no trouble finding the spaces because they are more likely to park in the same area day to day. With more downtown employees using these parking spaces, more ground level public parking spaces would be available for retail and restaurant customers.

Potential Impacts on Pedestrians, Bicycles, and Transit Servicies

Overall, the project is well served by the existing pedestrian and bicycle facilities. Sidewalks are found on both sides of all local roadways in downtown area. Crosswalks with pedestrian signal heads and push buttons are located at all signalized study intersections. Crosswalks are also present at the unsignalized study intersections and on First Street at Plaza 7/Safeway.

The signalized study intersections on Foothill Expressway, although having crosswalks with pedestrian signal heads and push buttons, all have slip lanes that are uncontrolled. Therefore, pedestrians need to cross the slip lane with caution. Among these intersections, the Foothill Expressway/Edith Avenue intersection has a higher number of pedestrian crossings. To improve the pedestrian crossings, the Los Altos Pedestrian Master Plan (2015) proposes to remove the slip lanes at the Foothill Expressway/Edith Avenue intersection and to improve the slip lane crossings with raised crosswalks, markings, and signs at the Foothill Expressway/Main Street intersection.

Within the project vicinity, designated bike lanes are present along Foothill Expressway, San Antonio Road, Los Altos Avenue, El Monte Avenue, and westbound Edith Avenue. Eastbound Edith Avenue and Cuesta Drive are marked as bike routes. Local streets in downtown, such as First Street and State Street, are not marked as bike lanes or routes, but they carry low traffic volumes and are conducive to bicycling. The Los Altos Bicycle Transportation Plan (2012) proposes bike routes with shared lane markings (“sharrows”) on streets in and around downtown, including First Street and State Street.

Existing transit service to the study area is provided via the VTA bus route 40 with bus stops on both sides of San Antonio Road between Edith Avenue and Lyell Street. The bus travel time in the study area is about 4 to 6 minutes and the project traffic would only increase the transit vehicle delay by less than 2 seconds. Therefore, the project traffic is not expected to result in a noticeable increase in transit travel time in the study area.

Parking

According to the City parking requirements, the project would need to provide 273 vehicle parking spaces plus the replacement of 67 existing parking spaces and 79 extra parking spaces for a total of 419 vehicle parking spaces. The project would provide 419 vehicle parking spaces to meet the City’s parking requirements.

For the infrequent events held in the public open space, it is expected that these events would occur in the evening or weekend when the downtown parking is mostly available. The project would also provide extra public parking spaces and if needed, the office parking spaces could be used for event parking after office hours.

The project would provide secured bicycle storage with 24 spaces in Level 1 of the parking garage and 24 bicycle racks (48 spaces) at the main office entry on First Street and near the open space. The City of Los Altos does not have minimum parking requirements for bicycles. It is recommended that the project provide bicycle parking according to the recommendations contained in the VTA Bicycle Technical Guidelines, 2012. Based on the VTA guidelines, it is recommended the project provide 10 long-term and 4 short-term bicycle parking spaces for the office building and 1 long-term and 2 short-term bicycle parking spaces for the café for a total of 11 long-term and 6 short-term bicycle parking spaces.

For the public open space, it is expected that during a typical non-event day, there would be only a few people gathering or stopping the area. Therefore, the demand for short-term bicycle parking would be low during these non-event days. When there are weekly farmers markets, movie nights, or midsize events, it is expected that up to 340 persons would attend these events. Because these events are likely to occur regularly, based on the VTA guidelines, it is recommended that the project provide 38 short-term bicycle parking spaces in or near the open space area for these attendees. For infrequent special events that could have up to 500 attendees, it is recommended that the event organizer provide temporary bicycle parking, such as bike corrals.

In summary, based on the VTA guidelines, a total of 11 long-term and 44 short-term bicycle parking spaces are recommended for the proposed office building, café, and open space. The proposed 24 long-term and 48 short-term bicycle parking spaces exceed the VTA recommendation and are expected to meet the future bicycle parking demand.

First Street Office Development
Traffic impact Analysis

Technical Appendices

August 25, 2017

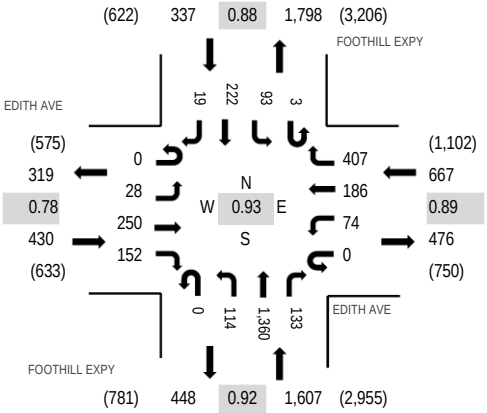
Appendix A

Traffic Counts

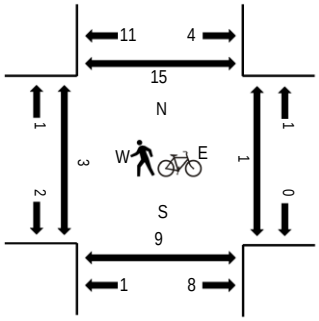
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 FOOTHILL EXPY & EDITH AVE AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EDITH AVE Eastbound				EDITH AVE Westbound				FOOTHILL EXPY Northbound				FOOTHILL EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	9	10	0	12	13	46	0	24	242	16	1	10	27	8	420	2,309	0	0	2	1
7:15 AM	0	3	31	16	0	11	24	56	0	32	247	23	2	16	43	4	508	2,623	2	0	1	6
7:30 AM	0	6	45	30	0	13	46	74	0	54	280	36	2	13	50	3	652	2,935	0	0	1	3
7:45 AM	0	4	75	55	0	21	45	69	0	35	311	46	1	22	44	1	729	3,041	0	0	2	1
8:00 AM	0	4	40	24	0	14	70	103	0	37	326	29	2	19	58	8	734	3,003	0	0	0	13
8:15 AM	0	11	79	47	0	17	47	125	0	19	341	28	0	34	67	5	820		0	0	0	0
8:30 AM	0	9	56	26	0	22	24	110	0	23	382	30	0	18	53	5	758		3	0	4	1
8:45 AM	0	10	22	19	0	23	26	91	0	18	345	31	1	22	79	4	691		0	0	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	3	1	0	0	2	0	0	7
Lights	0	27	247	151	0	73	180	403	0	105	1,349	129	3	84	221	19	2,991
Mediums	0	1	3	1	0	1	6	3	0	6	10	4	0	7	1	0	43
Total	0	28	250	152	0	74	186	407	0	114	1,360	133	3	93	222	19	3,041

All Traffic Data Services Inc.
(303) 216-2439
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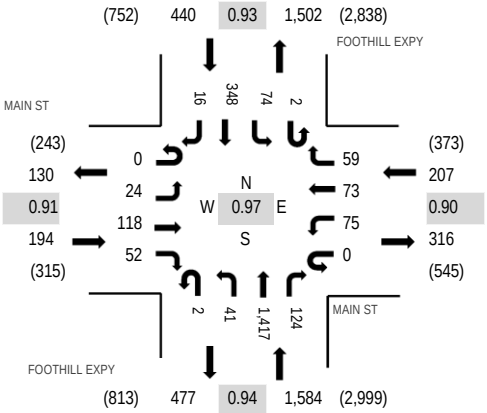
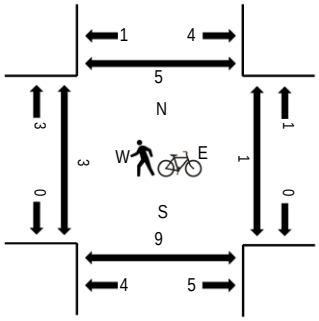
Location: 2 FOOTHILL EXPY & MAIN ST AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				FOOTHILL EXPY Northbound				FOOTHILL EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	13	4	0	7	11	6	0	5	270	31	0	3	37	4	393	2,014	0	0	3	1
7:15 AM	0	6	15	4	0	12	9	15	0	20	280	26	0	12	44	1	444	2,194	0	0	2	8
7:30 AM	0	11	18	5	0	20	14	26	0	9	323	36	0	8	80	3	553	2,370	0	0	3	4
7:45 AM	0	12	24	7	0	12	22	12	0	10	373	32	0	11	104	5	624	2,421	1	0	6	4
8:00 AM	0	8	29	17	0	17	20	18	0	17	324	29	0	15	74	5	573	2,425	2	0	3	0
8:15 AM	0	6	27	14	0	20	20	14	0	3	369	27	0	19	98	3	620		1	0	0	2
8:30 AM	0	8	35	10	0	21	13	12	0	6	352	36	0	22	87	2	604		0	0	2	2
8:45 AM	0	2	27	11	0	17	20	15	2	15	372	32	2	18	89	6	628		0	0	4	1

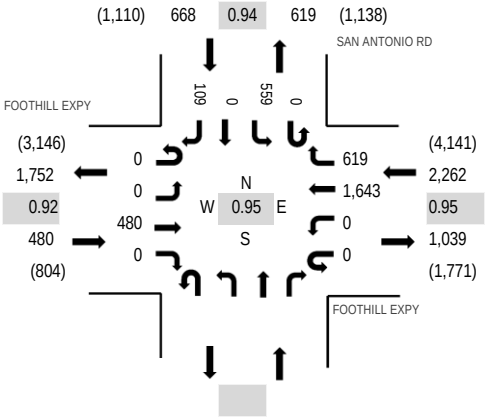
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	24	118	51	0	73	73	59	2	39	1,407	123	2	74	345	15	2,405
Mediums	0	0	0	1	0	2	0	0	0	2	10	1	0	0	3	1	20
Total	0	24	118	52	0	75	73	59	2	41	1,417	124	2	74	348	16	2,425

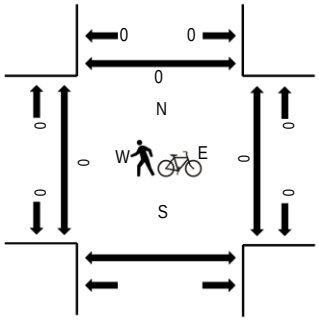
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 3 SAN ANTONIO RD & FOOTHILL EXPY AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOOTHILL EXPY Eastbound				FOOTHILL EXPY Westbound				Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	48	0	0	0	293	80					0	64	0	9	494	2,645	0	0		0
7:15 AM	0	0	60	0	0	0	325	107					0	77	0	5	574	2,978	0	0		0
7:30 AM	0	0	104	0	0	0	355	163					0	113	0	14	749	3,214	0	0		0
7:45 AM	0	0	112	0	0	0	387	169					0	154	0	6	828	3,359	0	0		0
8:00 AM	0	0	119	0	0	0	412	147					0	131	0	18	827	3,410	0	0		0
8:15 AM	0	0	117	0	0	0	371	144					0	148	0	30	810		0	0		0
8:30 AM	0	0	131	0	0	0	449	147					0	142	0	25	894		0	0		0
8:45 AM	0	0	113	0	0	0	411	181					0	138	0	36	879		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1					0	0	0	0	2
Lights	0	0	476	0	0	0	1,627	602					0	551	0	109	3,365
Mediums	0	0	4	0	0	0	15	16					0	8	0	0	43
Total	0	0	480	0	0	0	1,643	619					0	559	0	109	3,410

All Traffic Data Services Inc.
(303) 216-2439
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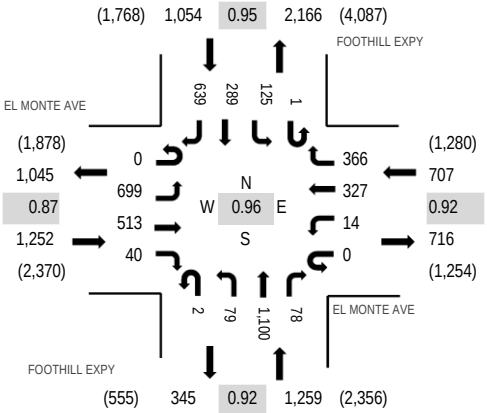
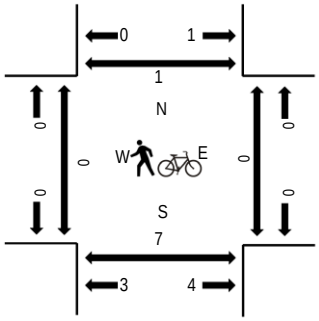
Location: 4 FOOTHILL EXPY & EL MONTE AVE AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL MONTE AVE Eastbound				EL MONTE AVE Westbound				FOOTHILL EXPY Northbound				FOOTHILL EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	175	78	4	0	1	69	33	0	10	176	8	0	12	21	70	657	3,518	0	0	0	0
7:15 AM	0	138	92	3	0	0	83	57	0	19	246	11	0	19	31	95	794	3,888	0	0	0	0
7:30 AM	0	179	103	11	0	2	94	74	0	19	277	9	2	19	48	153	990	4,151	0	0	0	1
7:45 AM	0	187	136	11	0	1	77	70	0	17	312	16	0	32	60	158	1,077	4,272	0	0	0	0
8:00 AM	0	142	113	11	0	4	81	96	0	22	271	33	0	40	62	152	1,027	4,256	0	0	2	0
8:15 AM	0	151	131	8	0	4	90	101	1	23	259	17	0	40	88	144	1,057		0	0	5	0
8:30 AM	0	219	133	10	0	5	79	99	1	17	258	12	1	13	79	185	1,111		0	0	0	0
8:45 AM	0	182	146	7	0	6	58	96	0	20	286	16	0	25	76	143	1,061		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	1	0	0	0	3	0	0	0	0	0	6
Lights	0	677	507	40	0	14	315	361	2	79	1,089	73	1	124	288	629	4,199
Mediums	0	21	5	0	0	0	11	5	0	0	8	5	0	1	1	10	67
Total	0	699	513	40	0	14	327	366	2	79	1,100	78	1	125	289	639	4,272

All Traffic Data Services Inc.
(303) 216-2439
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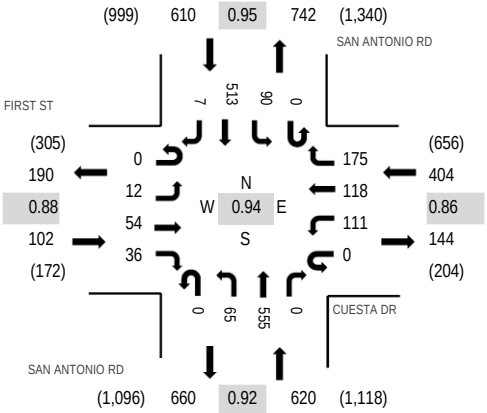
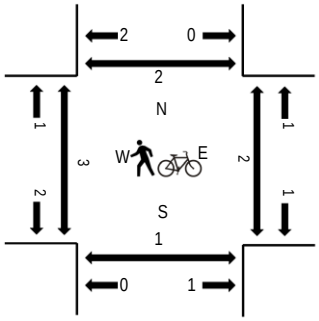
Location: 5 SAN ANTONIO RD & CUESTA DR AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FIRST ST Eastbound				CUESTA DR Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	3	0	9	10	14	0	7	73	0	0	2	53	1	174	1,209	0	0	0	0
7:15 AM	0	2	8	10	0	6	16	21	0	8	98	0	0	5	67	0	241	1,453	0	0	0	0
7:30 AM	0	4	12	11	0	14	30	42	0	10	139	0	0	3	108	0	373	1,631	0	0	0	1
7:45 AM	0	1	10	7	0	15	23	52	1	10	152	0	0	18	132	0	421	1,718	1	0	0	3
8:00 AM	0	2	14	6	0	17	15	39	0	20	141	0	0	35	127	2	418	1,736	0	0	0	1
8:15 AM	0	3	14	8	0	32	34	46	0	9	125	0	0	24	124	0	419		1	0	0	0
8:30 AM	0	3	13	10	0	25	35	44	0	19	153	0	0	15	140	3	460		1	1	0	0
8:45 AM	0	4	13	12	0	37	34	46	0	17	136	0	0	16	122	2	439		1	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	12	53	33	0	111	118	175	0	61	540	0	0	89	506	7	1,705
Mediums	0	0	1	3	0	0	0	0	0	4	13	0	0	1	7	0	29
Total	0	12	54	36	0	111	118	175	0	65	555	0	0	90	513	7	1,736

All Traffic Data Services Inc.

(303) 216-2439
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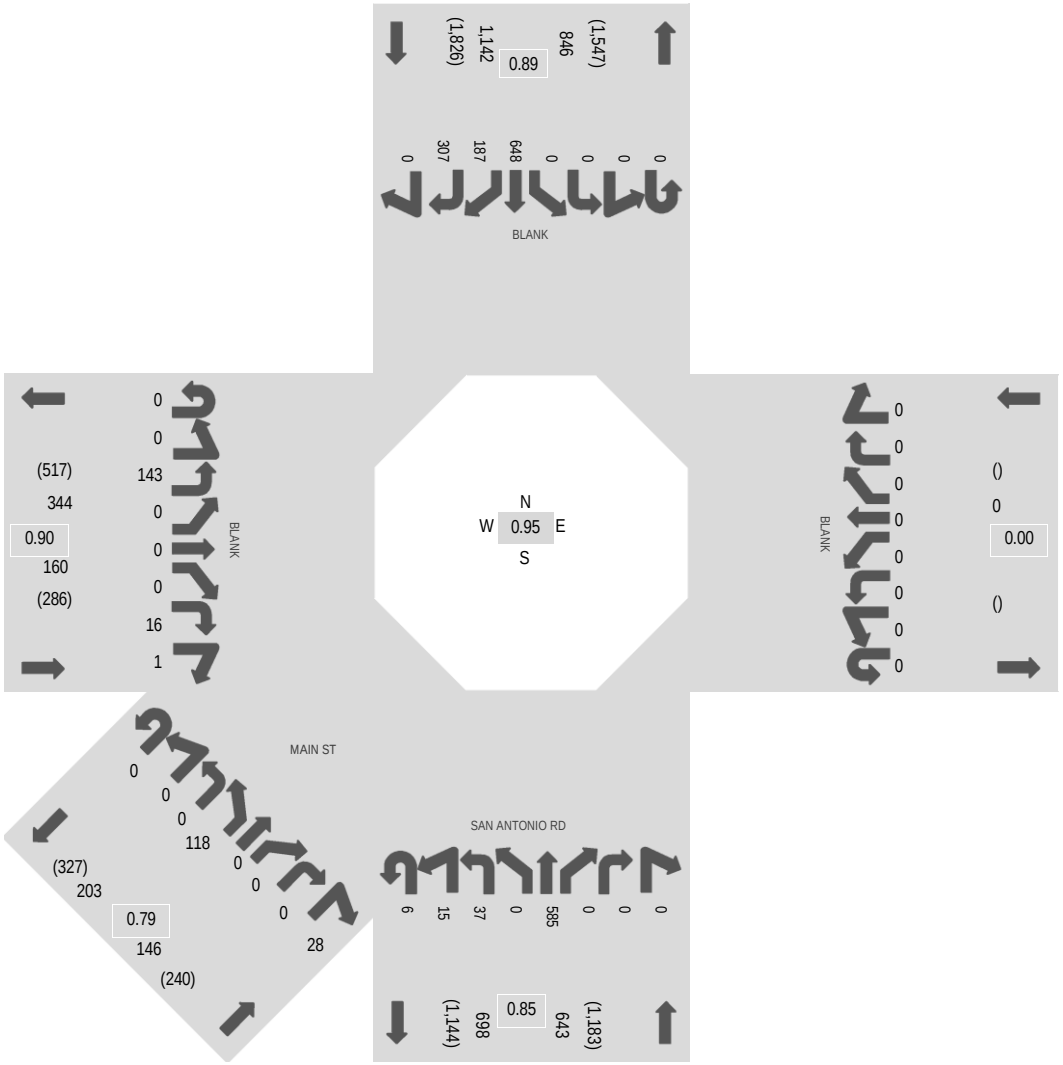
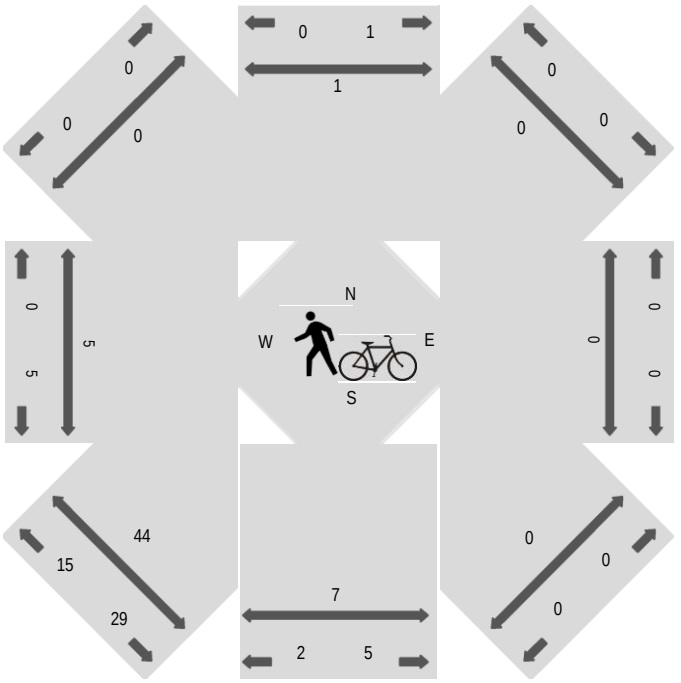
Location: 6 SAN ANTONIO RD & BLANK AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	0	0	0	0									0	2	2	0	73	0	0	0	0	0	0	11	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0									3	1	3	0	105	0	0	0	0	0	0	16	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	0									2	2	8	0	186	0	0	0	0	0	0	26	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0									0	3	6	0	144	0	0	0	0	0	0	27	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0									1	3	9	0	131	0	0	0	0	0	0	25	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0									1	3	13	0	161	0	0	0	0	0	0	28	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	0									0	4	5	0	131	0	0	0	0	0	0	30	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0									4	5	10	0	162	0	0	0	0	0	0	35	0	0	0	11
Count Total	0	0	0	0	0	0	0	0									11	23	56	0	1,093	0	0	0	0	0	0	198	0	0	0	42
Peak Hour	0	0	0	0	0	0	0	0									6	15	37	0	585	0	0	0	0	0	0	118	0	0	0	28

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	9	0	0	0	1	0									0	0	0	0	62	21	24	0									205	1,444
7:15 AM	0	0	25	0	0	0	3	0									0	0	0	0	71	27	35	0									296	1,770
7:30 AM	0	0	33	0	0	0	5	0									0	0	0	0	124	24	50	0									462	2,024
7:45 AM	0	0	46	0	0	0	4	0									0	0	0	0	157	44	45	0									481	2,055
8:00 AM	0	0	34	0	0	0	4	0									0	0	0	0	198	41	83	0									531	2,091
8:15 AM	0	0	43	0	0	0	4	0									0	0	0	0	157	62	69	0									550	
8:30 AM	0	0	43	0	0	0	2	0									0	0	0	0	152	37	83	0									493	
8:45 AM	0	0	23	0	0	0	6	1									0	0	0	0	141	47	72	0									517	
Count Total	0	0	256	0	0	0	29	1									0	0	0	0	1,062	303	461	0									3,535	
Peak Hour	0	0	143	0	0	0	16	1									0	0	0	0	648	187	307	0									2,091	

Peak Rolling Hour Flow Rates

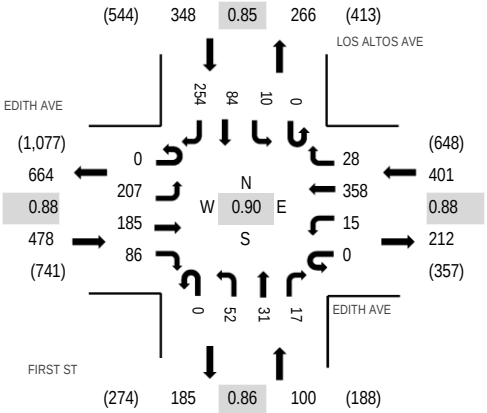
Vehicle Type	Westbound								Northwestbound								Northbound								Northereastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0
Lights	0	0	0	0	0	0	0	0									6	14	34	0	571	0	0	0	0	0	0	113	0	0	0	28
Mediums	0	0	0	0	0	0	0	0									0	1	3	0	12	0	0	0	0	0	0	3	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									6	15	37	0	585	0	0	0	0	0	0	118	0	0	0	28

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	Total
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	2	0	0									6
Lights	0	0	142	0	0	0	16	1									0	0	0	0	636	185	305	0									2,051
Mediums	0	0	1	0	0	0	0	0									0	0	0	0	12	0	2	0									34
Count Total	0	0	143	0	0	0	16	1									0	0	0	0	648	187	307	0									2,091

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

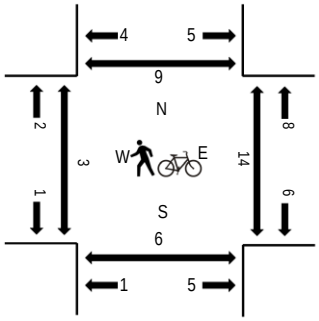
Location: 7 FIRST ST & EDITH AVE AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EDITH AVE Eastbound				EDITH AVE Westbound				FIRST ST Northbound				LOS ALTOS AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	16	12	10	0	0	24	3	0	2	4	3	0	1	3	22	100	837	1	1	0	0
7:15 AM	0	19	27	7	0	2	45	4	0	9	6	0	0	0	7	30	156	1,065	3	0	1	0
7:30 AM	0	42	36	15	0	0	67	5	0	12	15	6	0	2	14	52	266	1,276	1	1	0	2
7:45 AM	0	80	43	10	0	1	68	8	0	12	9	3	0	4	11	66	315	1,327	0	1	0	0
8:00 AM	0	47	23	24	0	5	97	8	0	12	7	3	0	2	35	65	328	1,284	0	3	0	4
8:15 AM	0	46	64	26	0	4	110	5	0	12	6	5	0	2	20	67	367		0	0	0	1
8:30 AM	0	34	55	26	0	5	83	7	0	16	9	6	0	2	18	56	317		3	1	3	2
8:45 AM	0	22	45	12	0	3	89	5	0	15	6	10	0	3	16	46	272		1	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	201	182	84	0	15	354	26	0	51	31	17	0	10	83	252	1,306
Mediums	0	6	3	2	0	0	4	2	0	1	0	0	0	0	1	2	21
Total	0	207	185	86	0	15	358	28	0	52	31	17	0	10	84	254	1,327

All Traffic Data Services Inc.
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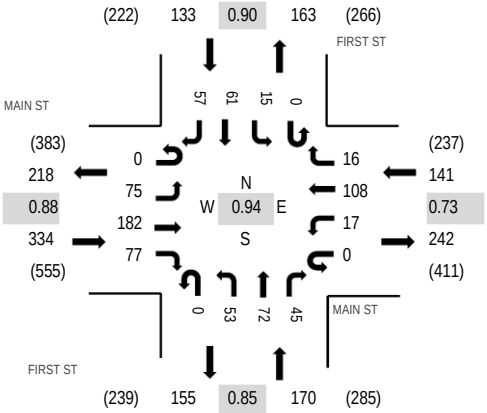
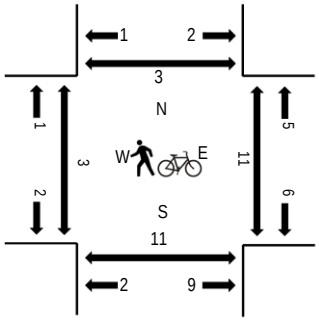
Location: 8 FIRST ST & MAIN ST AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	23	11	0	2	12	1	0	2	7	7	0	2	4	7	91	521	0	1	3	1
7:15 AM	0	11	33	10	0	1	17	1	0	9	7	2	0	1	7	9	108	599	0	0	2	3
7:30 AM	0	9	40	8	0	2	26	4	0	16	19	9	0	4	14	15	166	695	0	1	0	2
7:45 AM	0	13	37	13	0	3	24	3	0	14	15	8	0	3	9	14	156	736	0	1	5	1
8:00 AM	0	13	45	18	0	3	23	1	0	11	12	6	0	3	16	18	169	778	0	3	1	1
8:15 AM	0	20	38	19	0	7	35	6	0	9	22	11	0	4	18	15	204		1	3	0	0
8:30 AM	0	20	54	21	0	4	24	7	0	13	22	15	0	4	12	11	207		1	2	6	2
8:45 AM	0	22	45	19	0	3	26	2	0	20	16	13	0	4	15	13	198		0	2	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	182	75	0	17	107	16	0	51	71	44	0	14	61	57	770
Mediums	0	0	0	2	0	0	1	0	0	2	1	1	0	1	0	0	8
Total	0	75	182	77	0	17	108	16	0	53	72	45	0	15	61	57	778

All Traffic Data Services Inc.
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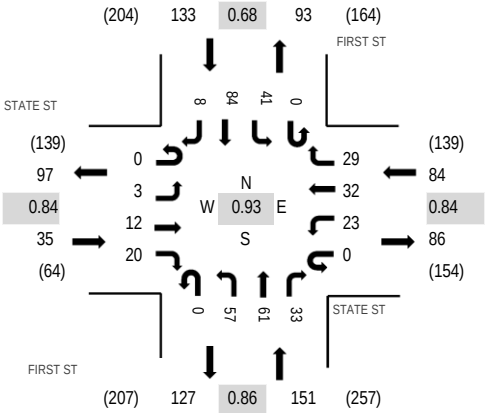
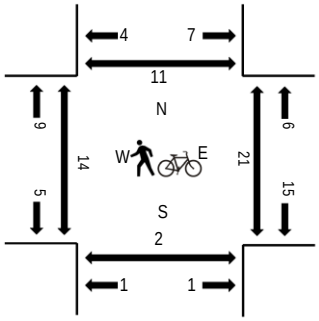
Location: 9 FIRST ST & STATE ST AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	3	0	5	2	1	0	9	5	8	0	8	6	0	47	261	2	3	1	1
7:15 AM	0	2	1	3	1	6	2	2	0	6	9	5	0	6	6	1	50	314	0	2	1	1
7:30 AM	0	0	3	8	0	4	3	8	0	8	15	8	0	8	17	1	83	372	1	1	1	3
7:45 AM	0	1	6	2	0	9	3	9	0	6	19	8	0	6	11	1	81	392	3	4	1	1
8:00 AM	0	0	2	5	0	3	8	6	0	10	10	7	0	12	35	2	100	403	2	5	1	4
8:15 AM	0	0	3	7	0	6	9	4	0	15	20	9	0	10	23	2	108		2	3	0	1
8:30 AM	0	1	3	7	0	6	8	9	0	17	16	11	0	10	13	2	103		4	9	0	3
8:45 AM	0	2	4	1	0	8	7	10	0	15	15	6	0	9	13	2	92		4	4	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Lights	0	3	12	20	0	23	32	26	0	56	61	32	0	39	82	8	394
Mediums	0	0	0	0	0	0	0	2	0	1	0	1	0	1	2	0	7
Total	0	3	12	20	0	23	32	29	0	57	61	33	0	41	84	8	403

All Traffic Data Services Inc.
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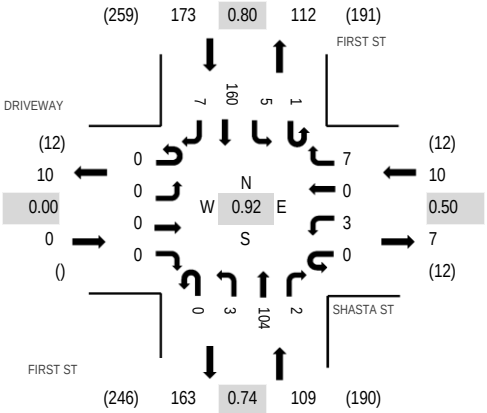
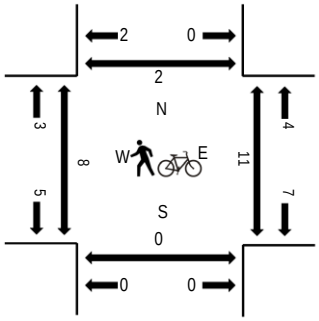
Location: 10 FIRST ST & SHASTA ST AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DRIVEWAY Eastbound				SHASTA ST Westbound				FIRST ST Northbound				FIRST ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	19	169	1	2	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	15	0	0	0	21	0	37	229	1	2	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	26	0	1	0	24	0	51	265	0	2	0	1
7:45 AM	0	0	0	0	0	1	0	1	0	0	27	3	0	2	27	1	62	283	0	1	0	1
8:00 AM	0	0	0	0	0	2	0	3	0	0	19	1	0	1	51	2	79	292	0	3	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	20	1	0	1	47	2	73		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	1	30	0	1	1	33	2	69		4	2	0	1
8:45 AM	0	0	0	0	0	1	0	1	0	2	35	0	0	2	29	1	71		1	6	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	3	0	7	0	3	102	2	1	5	157	7	287
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Total	0	0	0	0	0	3	0	7	0	3	104	2	1	5	160	7	292

All Traffic Data Services Inc.
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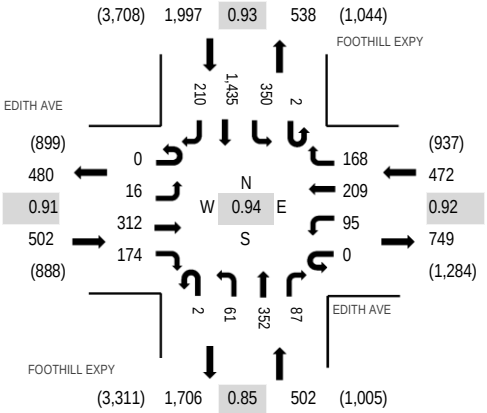
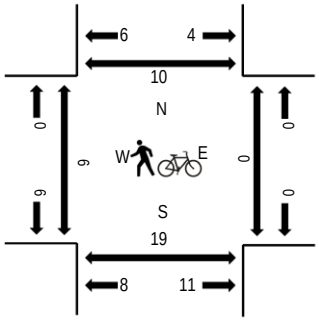
Location: 1 FOOTHILL EXPY & EDITH AVE PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EDITH AVE Eastbound				EDITH AVE Westbound				FOOTHILL EXPY Northbound				FOOTHILL EXPY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	46	37	0	25	55	36	0	24	74	18	1	51	359	24	754	3,065	0	0	1	1
4:15 PM	0	5	48	39	0	25	61	34	0	8	91	23	0	57	352	20	763	3,154	0	0	7	0
4:30 PM	0	5	59	27	0	23	52	42	0	30	82	24	1	63	307	27	742	3,227	0	0	0	3
4:45 PM	0	1	64	51	0	23	52	37	0	26	92	11	1	71	337	40	806	3,409	2	0	5	6
5:00 PM	0	2	62	52	0	19	52	42	0	23	82	23	1	86	349	50	843	3,473	0	0	7	3
5:15 PM	0	4	86	40	0	27	63	38	0	17	75	26	0	77	337	46	836		3	0	4	2
5:30 PM	0	7	68	43	0	28	42	42	1	16	122	17	0	85	393	60	924		0	0	0	3
5:45 PM	0	3	96	39	0	21	52	46	1	5	73	21	1	102	356	54	870		1	0	7	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	312	174	0	95	209	167	2	60	349	86	2	349	1,433	210	3,464
Mediums	0	0	0	0	0	0	0	1	0	1	3	1	0	1	2	0	9
Total	0	16	312	174	0	95	209	168	2	61	352	87	2	350	1,435	210	3,473

All Traffic Data Services Inc.
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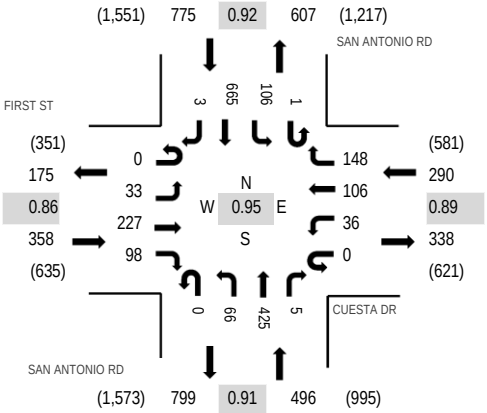
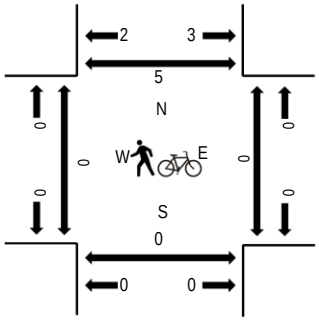
Location: 5 SAN ANTONIO RD & CUESTA DR PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FIRST ST Eastbound				CUESTA DR Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	28	30	0	2	28	35	0	9	130	1	1	30	175	0	477	1,855	0	0	0	4
4:15 PM	0	7	45	19	0	6	37	38	1	16	96	0	0	28	140	0	433	1,846	0	0	0	2
4:30 PM	0	4	36	21	0	10	18	36	0	24	96	0	0	38	158	0	441	1,884	0	0	0	0
4:45 PM	0	6	43	16	0	13	30	41	0	16	126	0	0	35	178	0	504	1,919	0	0	0	3
5:00 PM	0	12	67	29	0	3	27	39	0	14	91	2	0	19	164	1	468	1,907	0	0	0	1
5:15 PM	0	10	47	26	0	9	24	32	0	20	114	3	1	24	161	0	471		0	0	0	0
5:30 PM	0	5	70	27	0	11	25	36	0	16	94	0	0	28	162	2	476		0	0	0	1
5:45 PM	0	1	59	19	0	8	31	42	0	11	115	0	1	18	185	2	492		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	227	98	0	36	106	148	0	66	423	5	1	106	662	3	1,914
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Total	0	33	227	98	0	36	106	148	0	66	425	5	1	106	665	3	1,919

All Traffic Data Services Inc.

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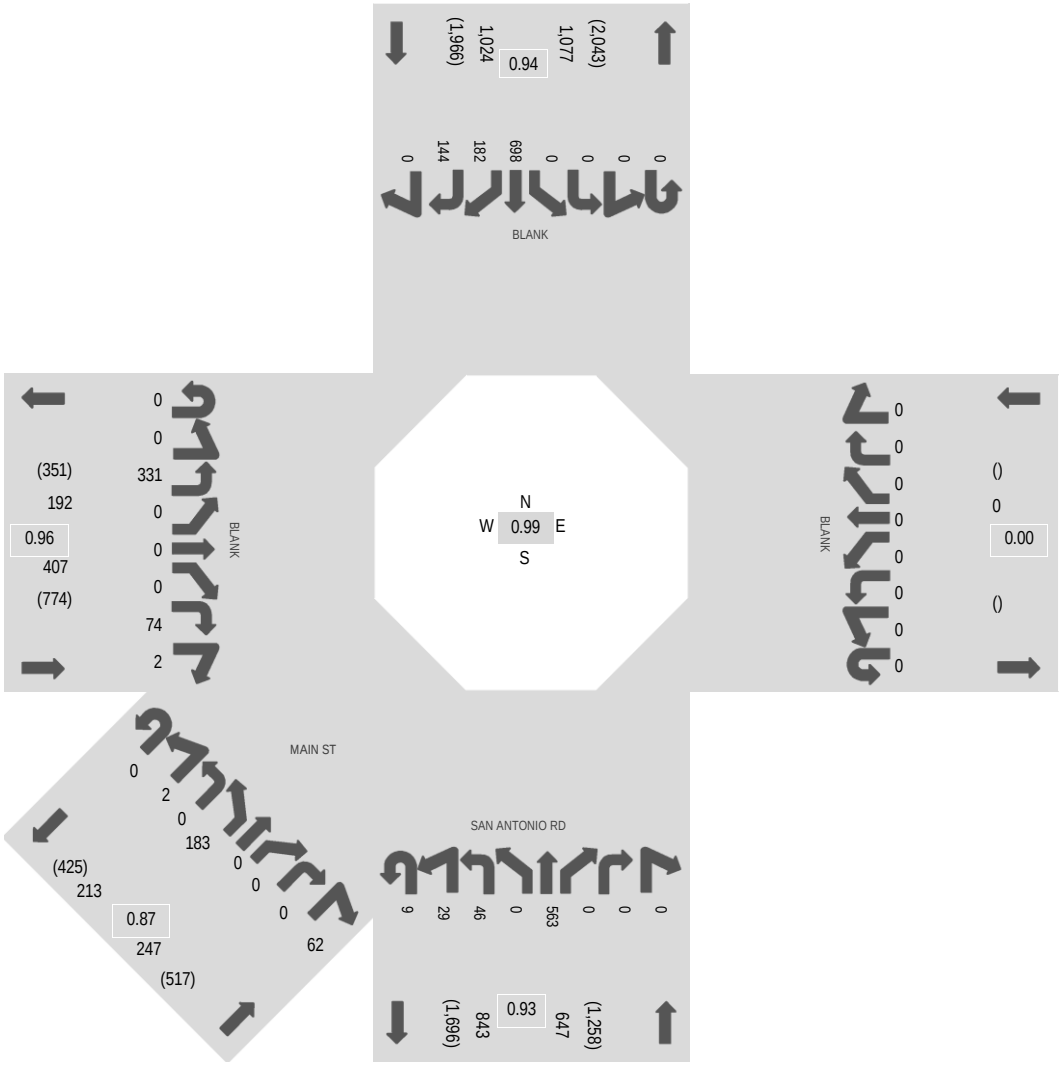
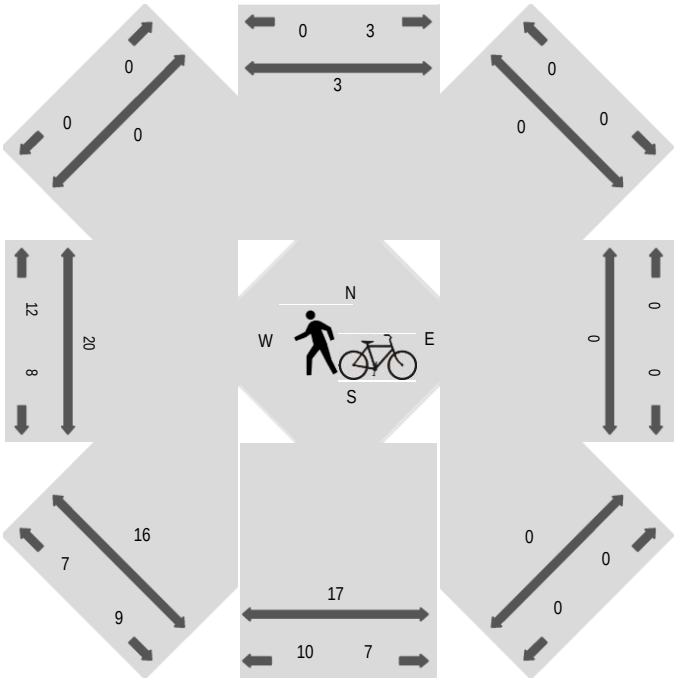
Location: 6 SAN ANTONIO RD & BLANK PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:00 PM	0	0	0	0	0	0	0	0									3	16	12	0	115	0	0	0	0	0	0	46	0	0	0	31
4:15 PM	0	0	0	0	0	0	0	0									4	5	10	0	131	0	0	0	0	0	0	45	0	0	0	25
4:30 PM	0	0	0	0	0	0	0	0									3	11	15	0	131	0	0	0	0	0	0	43	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0									1	10	13	0	135	0	0	0	0	0	0	53	0	0	0	14
5:00 PM	0	0	0	0	0	0	0	0									5	6	10	0	150	0	0	0	0	1	0	45	0	0	0	12
5:15 PM	0	0	0	0	0	0	0	0									1	7	13	0	122	0	0	0	0	0	0	46	0	0	0	20
5:30 PM	0	0	0	0	0	0	0	0									2	6	10	0	156	0	0	0	0	1	0	39	0	0	0	16
5:45 PM	0	0	0	0	0	0	0	0									1	7	15	0	132	0	0	0	0	0	0	41	0	0	0	27
Count Total	0	0	0	0	0	0	0	0									20	68	98	0	1,072	0	0	0	0	2	0	358	0	0	0	157
Peak Hour	0	0	0	0	0	0	0	0									9	29	46	0	563	0	0	0	0	2	0	183	0	0	0	62

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:00 PM	0	0	63	0	0	0	17	1									0	0	0	0	147	58	25	0									534	2,224
4:15 PM	0	0	72	0	0	0	17	0									0	0	0	0	178	36	28	0									551	2,260
4:30 PM	0	0	66	0	0	0	19	0									0	0	0	0	177	42	32	0									551	2,293
4:45 PM	0	0	72	0	0	0	15	0									0	0	0	0	187	58	30	0									588	2,325
5:00 PM	0	0	85	0	0	0	21	2									0	0	0	0	158	44	31	0									570	2,291
5:15 PM	0	0	85	0	0	0	20	0									0	0	0	0	187	38	45	0									584	
5:30 PM	0	0	89	0	0	0	18	0									0	0	0	0	166	42	38	0									583	
5:45 PM	0	0	81	0	0	0	30	1									0	0	0	0	162	35	22	0									554	
Count Total	0	0	613	0	0	0	157	4									0	0	0	0	1,362	353	251	0									4,515	
Peak Hour	0	0	331	0	0	0	74	2									0	0	0	0	698	182	144	0									2,325	

Peak Rolling Hour Flow Rates

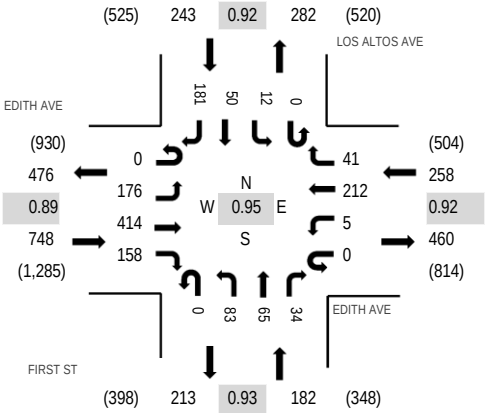
Vehicle Type	Westbound								Northwestbound								Northbound								Northereastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0									9	29	46	0	561	0	0	0	0	1	0	183	0	0	0	61
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0									9	29	46	0	563	0	0	0	0	2	0	183	0	0	0	62

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0									0
Lights	0	0	329	0	0	0	74	2									0	0	0	0	693	182	143	0									2,313
Mediums	0	0	2	0	0	0	0	0									0	0	0	0	5	0	1	0									12
Count Total	0	0	331	0	0	0	74	2									0	0	0	0	698	182	144	0									2,325

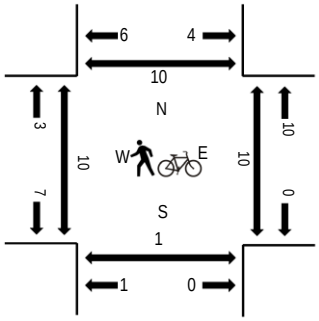
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 FIRST ST & EDITH AVE PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EDITH AVE Eastbound				EDITH AVE Westbound				FIRST ST Northbound				LOS ALTOS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	31	65	17	0	3	57	2	0	14	20	13	0	4	22	51	299	1,231	2	5	1	0
4:15 PM	0	40	76	19	0	1	50	7	0	17	5	7	0	1	18	55	296	1,270	4	1	6	2
4:30 PM	0	42	75	30	0	2	50	10	0	13	21	9	0	3	23	46	324	1,339	1	5	3	4
4:45 PM	0	26	86	30	0	4	45	15	0	18	19	10	0	5	16	38	312	1,365	7	1	2	5
5:00 PM	0	37	92	43	0	1	55	9	0	19	16	7	0	1	12	46	338	1,431	1	4	1	2
5:15 PM	0	51	95	39	0	0	58	6	0	19	15	13	0	4	15	50	365		2	0	0	0
5:30 PM	0	38	106	38	0	2	45	12	0	27	16	7	0	5	11	43	350		4	3	0	1
5:45 PM	0	50	121	38	0	2	54	14	0	18	18	7	0	2	12	42	378		3	1	0	7

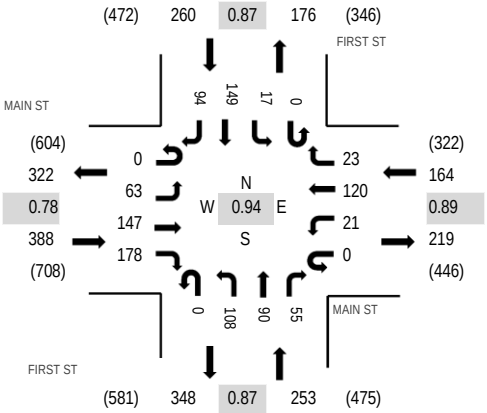
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	176	411	158	0	5	212	40	0	83	65	34	0	12	50	180	1,426
Mediums	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	5
Total	0	176	414	158	0	5	212	41	0	83	65	34	0	12	50	181	1,431

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

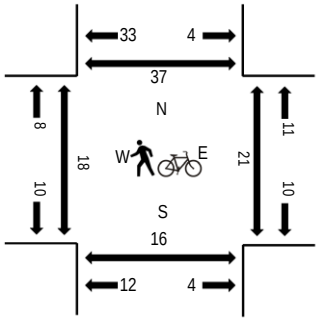
Location: 8 FIRST ST & MAIN ST PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	36	26	0	12	24	5	0	32	27	10	0	9	22	21	244	912	8	14	8	11
4:15 PM	0	16	37	24	0	4	27	2	0	20	20	8	0	5	29	19	211	938	4	11	3	1
4:30 PM	0	20	48	22	0	6	25	5	0	27	12	16	0	4	28	16	229	963	2	8	7	9
4:45 PM	0	18	29	24	0	6	32	10	0	21	15	14	0	11	30	18	228	1,018	5	13	10	13
5:00 PM	0	10	25	47	0	5	30	7	0	35	22	16	0	2	45	26	270	1,065	2	3	2	1
5:15 PM	0	11	32	31	0	7	32	4	0	30	19	13	0	3	33	21	236		3	2	3	10
5:30 PM	0	23	40	44	0	4	28	6	0	22	28	13	0	7	40	29	284		3	13	5	21
5:45 PM	0	19	50	56	0	5	30	6	0	21	21	13	0	5	31	18	275		8	3	6	4

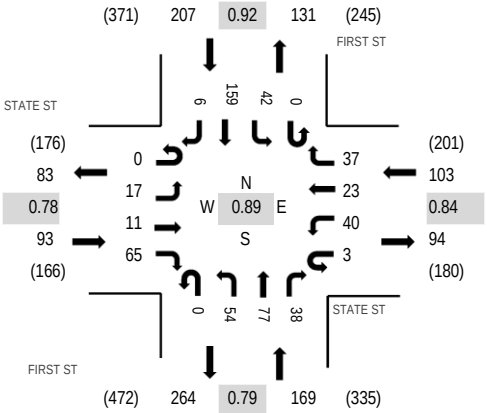
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	63	146	178	0	21	120	23	0	108	90	55	0	16	149	94	1,063
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	63	147	178	0	21	120	23	0	108	90	55	0	17	149	94	1,065

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

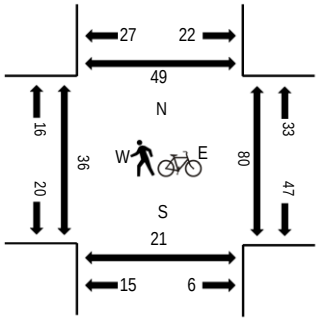
Location: 9 FIRST ST & STATE ST PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	3	18	1	7	5	11	0	17	28	6	0	10	27	0	136	510	7	11	6	4
4:15 PM	0	3	5	16	0	9	9	7	0	16	18	8	0	6	29	2	128	520	12	24	13	9
4:30 PM	0	1	1	8	1	6	8	6	0	10	15	3	0	11	31	2	103	515	10	17	10	11
4:45 PM	0	5	4	11	0	11	2	14	0	15	14	12	0	12	42	1	143	572	9	25	7	9
5:00 PM	0	2	4	15	0	10	10	11	0	12	17	9	0	8	46	2	146	563	10	15	5	15
5:15 PM	0	5	2	15	1	8	4	4	0	17	16	2	0	9	39	1	123		9	18	6	12
5:30 PM	0	5	1	24	2	11	7	8	0	10	30	15	0	13	32	2	160		7	22	3	13
5:45 PM	0	1	5	9	0	12	9	7	0	14	14	17	0	9	36	1	134		11	13	6	8

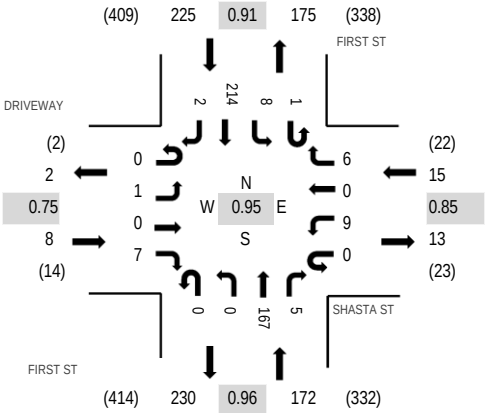
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	11	65	3	40	23	37	0	54	77	38	0	42	159	6	572
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	17	11	65	3	40	23	37	0	54	77	38	0	42	159	6	572

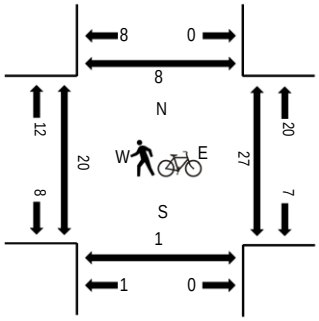
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 10 FIRST ST & SHASTA ST PM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRIVEWAY Eastbound				SHASTA ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	2	0	0	0	0	0	0	45	1	0	0	38	0	86	365	5	6	0	2
4:15 PM	0	0	0	1	0	0	0	4	0	0	28	3	0	2	38	0	76	389	2	5	0	1
4:30 PM	0	0	0	0	0	3	0	2	0	0	38	2	0	4	51	0	100	420	4	9	0	2
4:45 PM	0	0	0	3	0	2	0	1	0	0	45	0	0	1	50	1	103	418	11	6	1	2
5:00 PM	0	0	0	3	0	4	0	1	0	0	45	1	0	2	53	1	110	412	0	7	0	1
5:15 PM	0	1	0	1	0	0	0	2	0	0	39	2	1	1	60	0	107		5	2	0	0
5:30 PM	0	0	0	1	0	0	0	1	0	0	44	1	0	1	50	0	98		10	4	0	3
5:45 PM	0	2	0	0	0	0	0	2	0	0	36	2	1	0	54	0	97		11	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	7	0	9	0	6	0	0	167	5	1	8	214	2	420
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	7	0	9	0	6	0	0	167	5	1	8	214	2	420

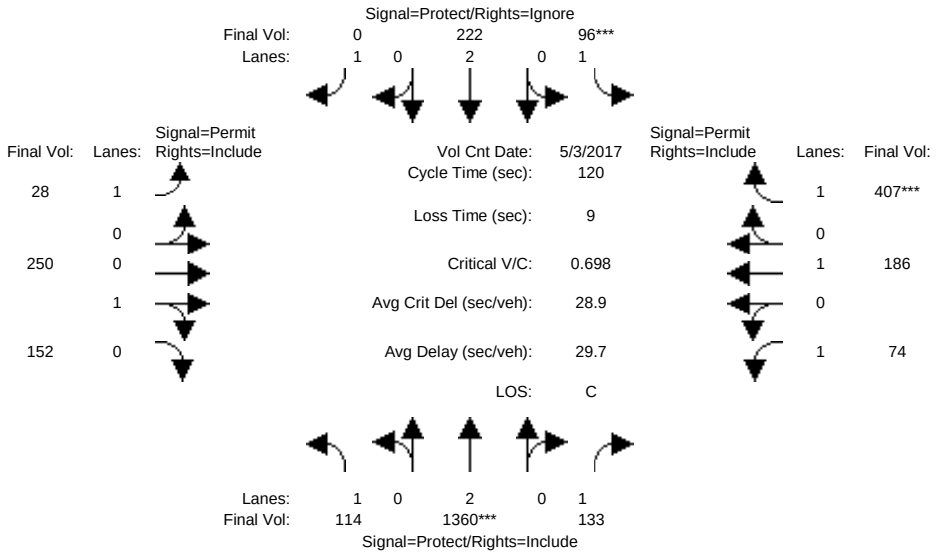
Appendix B

Level of Service Calculations

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave

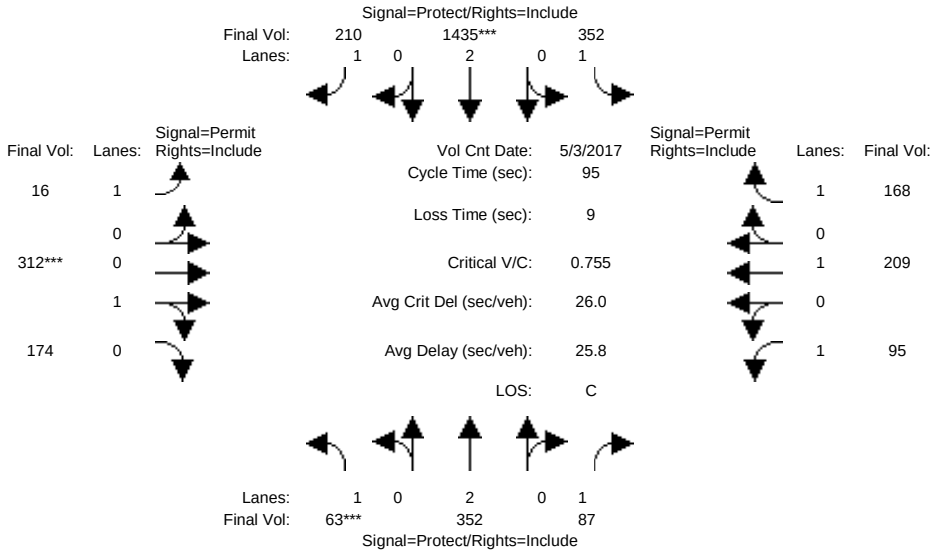



```
Street Name:         Foothill Expwy                  Edith Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10   10    7   10   10   10   10   10   10   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:     114 1360  133   96  222   19   28  250  152   74  186  407
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  114 1360  133   96  222   19   28  250  152   74  186  407
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  114 1360  133   96  222   19   28  250  152   74  186  407
User Adj:    1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   114 1360  133   96  222    0   28  250  152   74  186  407
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  114 1360  133   96  222    0   28  250  152   74  186  407
PCE Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  114 1360  133   96  222    0   28  250  152   74  186  407
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92
Lanes:       1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.62 0.38 1.00 1.00 1.00
Final Sat.:  1750 3800 1750 1750 3800 1750 1750 1119  681 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.36 0.08 0.05 0.06 0.00 0.02 0.22 0.22 0.04 0.10 0.23
Crit Moves:       ****      ****                                ****
Green Time:  31.1 61.6 61.6  9.4 39.8  0.0 40.0 40.0 40.0 40.0 40.0 40.0
Volume/Cap:  0.25 0.70 0.15 0.70 0.18 0.00 0.05 0.67 0.67 0.13 0.29 0.70
Delay/Veh:   35.5 23.3 15.5 68.5 28.5  0.0 27.1 37.3 37.3 27.9 29.8 38.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  35.5 23.3 15.5 68.5 28.5  0.0 27.1 37.3 37.3 27.9 29.8 38.5
LOS by Move:    D    C    B    E    C    A    C    D    D    C    C    D
EndRedQueue:    3   11    2    3    2    0    1    9    9    2    4   10
Note: Queue reported is the number of cars per lane.
```

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



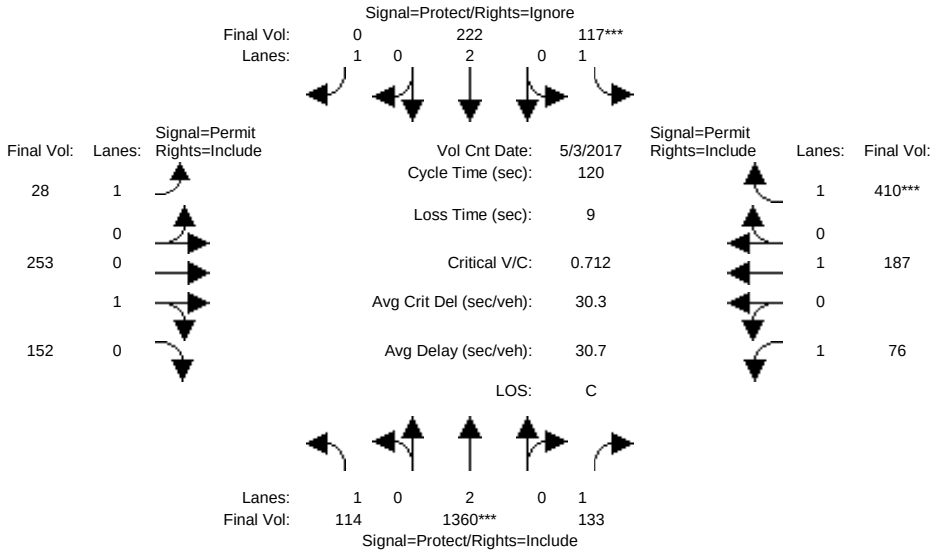
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	352	87	352	1435	210	16	312	174	95	209	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	352	87	352	1435	210	16	312	174	95	209	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	352	87	352	1435	210	16	312	174	95	209	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	352	87	352	1435	210	16	312	174	95	209	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.64	0.36	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1156	644	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.20	0.38	0.12	0.01	0.27	0.27	0.05	0.11	0.10
Crit Moves:	****			****			****					
Green Time:	7.0	18.2	18.2	34.8	46.1	46.1	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.49	0.48	0.26	0.55	0.78	0.25	0.03	0.78	0.78	0.16	0.32	0.28
Delay/Veh:	45.2	34.7	33.1	24.9	22.4	14.5	20.5	34.0	34.0	21.6	23.1	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	34.7	33.1	24.9	22.4	14.5	20.5	34.0	34.0	21.6	23.1	22.7
LOS by Move:	D	C	C	C	C	B	C	C	C	C	C	C
EndRedQueue:	2	4	2	6	10	3	0	9	9	2	4	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #1: Foothill Expwy & Edith Ave



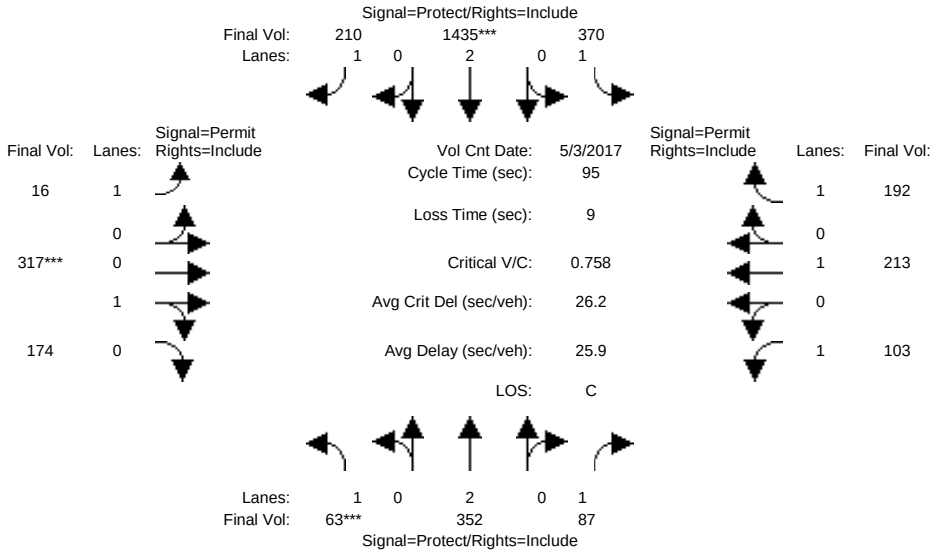
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	114	1360	133	96	222	19	28	250	152	74	186	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1360	133	96	222	19	28	250	152	74	186	407
Added Vol:	0	0	0	21	0	0	0	3	0	2	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1360	133	117	222	19	28	253	152	76	187	410
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1360	133	117	222	0	28	253	152	76	187	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1360	133	117	222	0	28	253	152	76	187	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1360	133	117	222	0	28	253	152	76	187	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1124	676	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.08	0.07	0.06	0.00	0.02	0.23	0.23	0.04	0.10	0.23
Crit Moves:		****			****						****	
Green Time:	31.4	60.3	60.3	11.3	40.2	0.0	39.5	39.5	39.5	39.5	39.5	39.5
Volume/Cap:	0.25	0.71	0.15	0.71	0.17	0.00	0.05	0.68	0.68	0.13	0.30	0.71
Delay/Veh:	35.3	24.4	16.2	66.5	28.3	0.0	27.5	38.2	38.2	28.4	30.2	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	24.4	16.2	66.5	28.3	0.0	27.5	38.2	38.2	28.4	30.2	39.5
LOS by Move:	D	C	B	E	C	A	C	D	D	C	C	D
EndRedQueue:	3	11	2	4	2	0	1	10	10	2	4	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #1: Foothill Expwy & Edith Ave



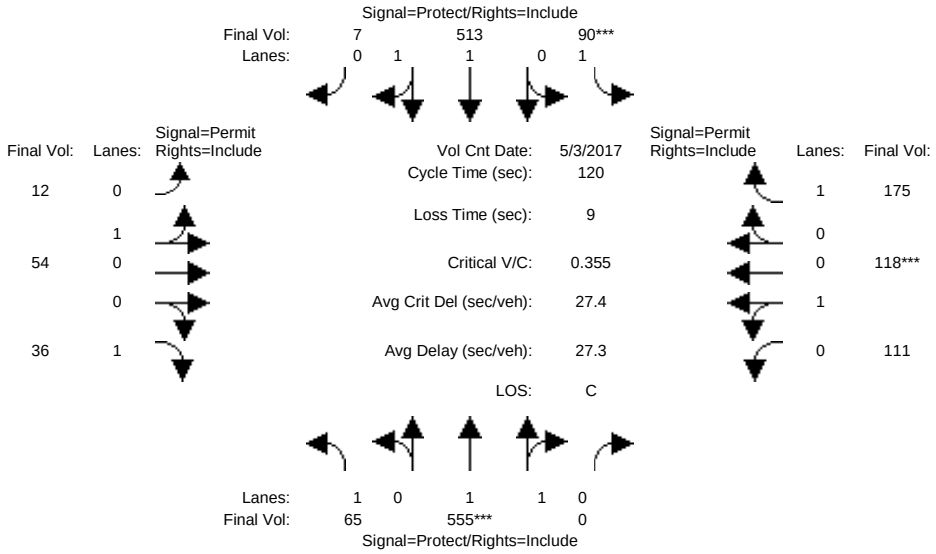
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	352	87	352	1435	210	16	312	174	95	209	168
Added Vol:	0	0	0	18	0	0	0	5	0	8	4	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	352	87	370	1435	210	16	317	174	103	213	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:	63	352	87	370	1435	210	16	317	174	103	213	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	352	87	370	1435	210	16	317	174	103	213	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:	63	352	87	370	1435	210	16	317	174	103	213	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.65	0.35	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1162	638	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.21	0.38	0.12	0.01	0.27	0.27	0.06	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	7.0	17.6	17.6	35.3	45.9	45.9	33.1	33.1	33.1	33.1	33.1	33.1
Volume/Cap:	0.49	0.50	0.27	0.57	0.78	0.25	0.03	0.78	0.78	0.17	0.32	0.31
Delay/Veh:	45.2	35.3	33.7	25.0	22.7	14.6	20.3	34.0	34.0	21.5	23.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	35.3	33.7	25.0	22.7	14.6	20.3	34.0	34.0	21.5	23.0	22.9
LOS by Move:	D	D	C	C	C	B	C	C	C	C	C	C
EndRedQueue:	2	4	2	7	10	3	0	9	9	2	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



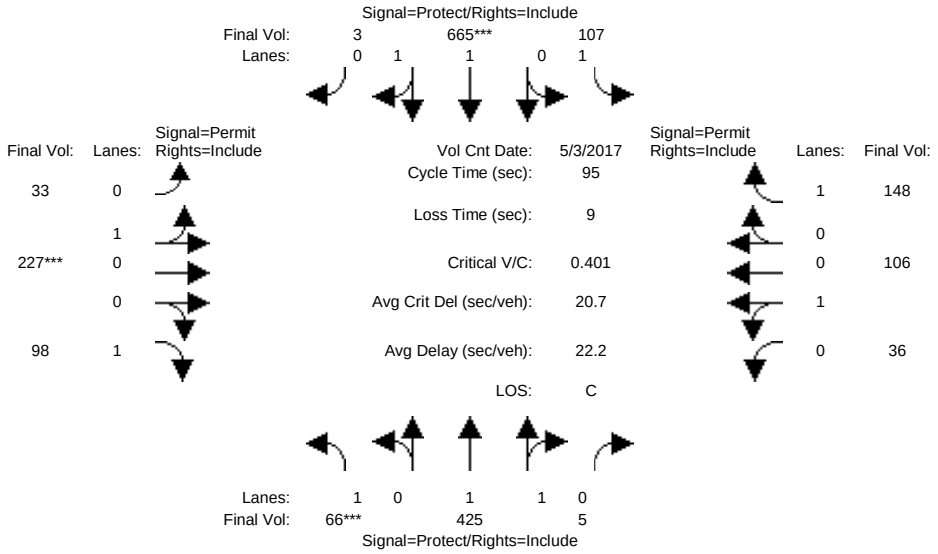
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	65	555	0	90	513	7	12	54	36	111	118	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	555	0	90	513	7	12	54	36	111	118	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	555	0	90	513	7	12	54	36	111	118	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	555	0	90	513	7	12	54	36	111	118	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	555	0	90	513	7	12	54	36	111	118	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	555	0	90	513	7	12	54	36	111	118	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	0.18	0.82	1.00	0.48	0.52	1.00
Final Sat.:	1750	3700	0	1750	3650	50	327	1473	1750	872	928	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.05	0.14	0.14	0.04	0.04	0.02	0.13	0.13	0.10
Crit Moves:		****			****						****	
Green Time:	20.0	50.7	0.0	17.4	48.1	48.1	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.22	0.36	0.00	0.36	0.35	0.35	0.10	0.10	0.06	0.36	0.36	0.28
Delay/Veh:	43.7	23.7	0.0	47.1	25.2	25.2	25.7	25.7	25.3	28.7	28.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	23.7	0.0	47.1	25.2	25.2	25.7	25.7	25.3	28.7	28.7	27.7
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
EndRedQueue:	2	5	0	3	5	5	1	1	1	5	5	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



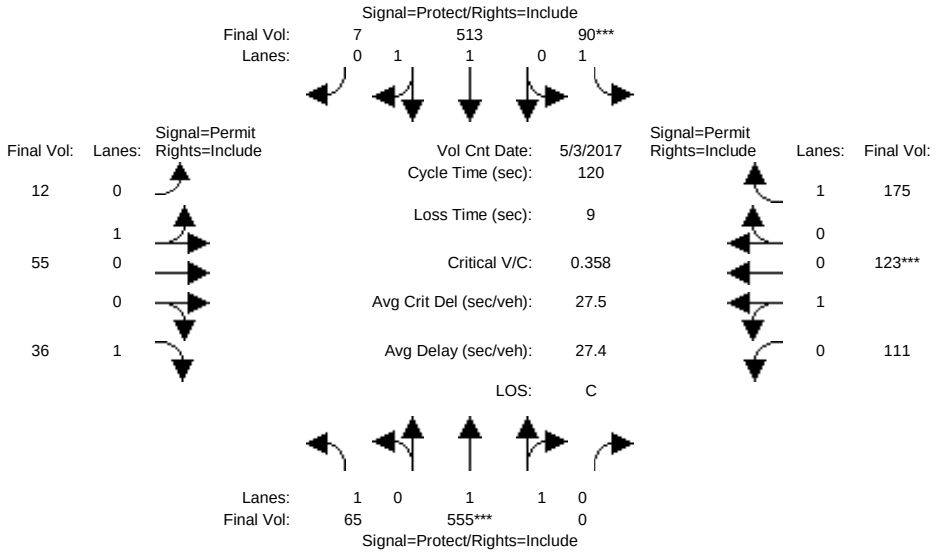
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	66	425	5	107	665	3	33	227	98	36	106	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	425	5	107	665	3	33	227	98	36	106	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	425	5	107	665	3	33	227	98	36	106	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	425	5	107	665	3	33	227	98	36	106	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	425	5	107	665	3	33	227	98	36	106	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	425	5	107	665	3	33	227	98	36	106	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.13	0.87	1.00	0.25	0.75	1.00
Final Sat.:	1750	3657	43	1750	3683	17	228	1572	1750	456	1344	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.06	0.18	0.18	0.14	0.14	0.06	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	8.9	31.7	31.7	20.1	42.8	42.8	34.2	34.2	34.2	34.2	34.2	34.2
Volume/Cap:	0.40	0.35	0.35	0.29	0.40	0.40	0.40	0.40	0.16	0.22	0.22	0.23
Delay/Veh:	42.1	24.1	24.1	31.9	17.7	17.7	23.1	23.1	20.7	21.3	21.3	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	24.1	24.1	31.9	17.7	17.7	23.1	23.1	20.7	21.3	21.3	21.4
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	2	5	5	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #5: San Antonio Rd & First St/Cuesta Dr



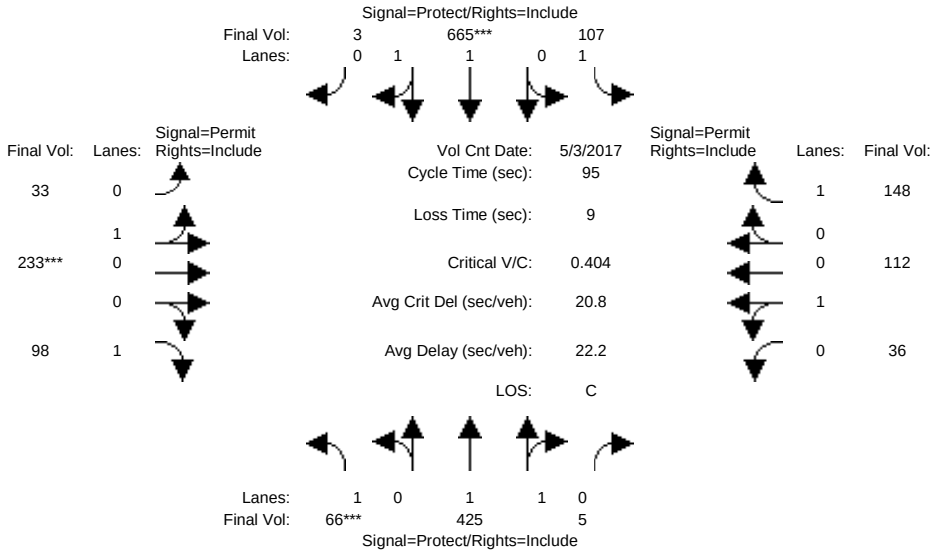
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	65	555	0	90	513	7	12	54	36	111	118	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	555	0	90	513	7	12	54	36	111	118	175
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	555	0	90	513	7	12	55	36	111	123	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	555	0	90	513	7	12	55	36	111	123	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	555	0	90	513	7	12	55	36	111	123	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	555	0	90	513	7	12	55	36	111	123	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	0.18	0.82	1.00	0.47	0.53	1.00
Final Sat.:	1750	3700	0	1750	3650	50	322	1478	1750	854	946	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.05	0.14	0.14	0.04	0.04	0.02	0.13	0.13	0.10
Crit Moves:		****			****						****	
Green Time:	19.8	50.2	0.0	17.2	47.7	47.7	43.5	43.5	43.5	43.5	43.5	43.5
Volume/Cap:	0.23	0.36	0.00	0.36	0.35	0.35	0.10	0.10	0.06	0.36	0.36	0.28
Delay/Veh:	43.9	24.0	0.0	47.3	25.5	25.5	25.4	25.4	24.9	28.3	28.3	27.3
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:	43.9	24.0	0.0	47.3	25.5	25.5	25.4	25.4	24.9	28.3	28.3	27.3
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
EndRedQueue:	2	6	0	3	5	5	2	2	1	5	5	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #5: San Antonio Rd & First St/Cuesta Dr



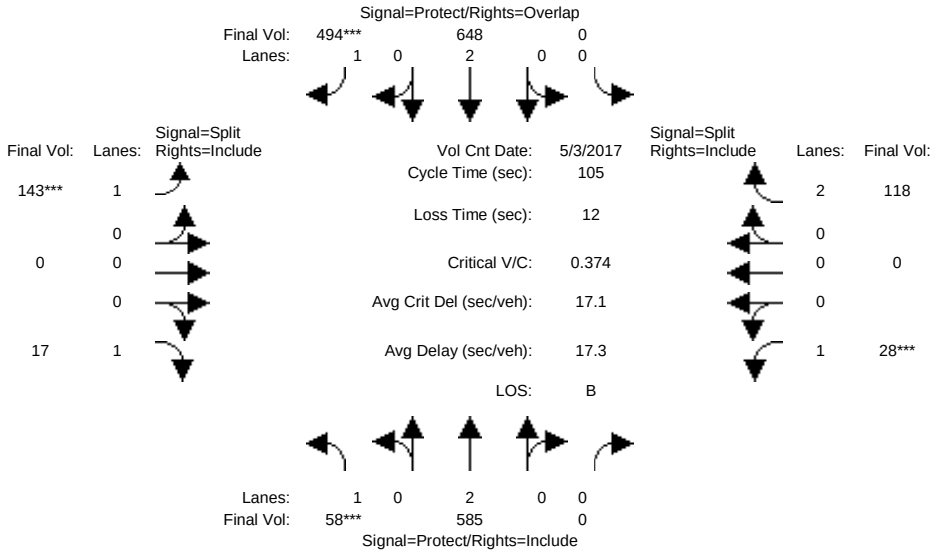
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	66	425	5	107	665	3	33	227	98	36	106	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	425	5	107	665	3	33	227	98	36	106	148
Added Vol:	0	0	0	0	0	0	0	6	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	425	5	107	665	3	33	233	98	36	112	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	425	5	107	665	3	33	233	98	36	112	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	425	5	107	665	3	33	233	98	36	112	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	425	5	107	665	3	33	233	98	36	112	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.12	0.88	1.00	0.24	0.76	1.00
Final Sat.:	1750	3657	43	1750	3683	17	223	1577	1750	438	1362	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.06	0.18	0.18	0.15	0.15	0.06	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	8.9	31.4	31.4	19.9	42.4	42.4	34.7	34.7	34.7	34.7	34.7	34.7
Volume/Cap:	0.40	0.35	0.35	0.29	0.40	0.40	0.40	0.40	0.15	0.22	0.22	0.23
Delay/Veh:	42.2	24.3	24.3	32.1	17.9	17.9	22.8	22.8	20.4	21.0	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	24.3	24.3	32.1	17.9	17.9	22.8	22.8	20.4	21.0	21.0	21.1
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	2	5	5	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



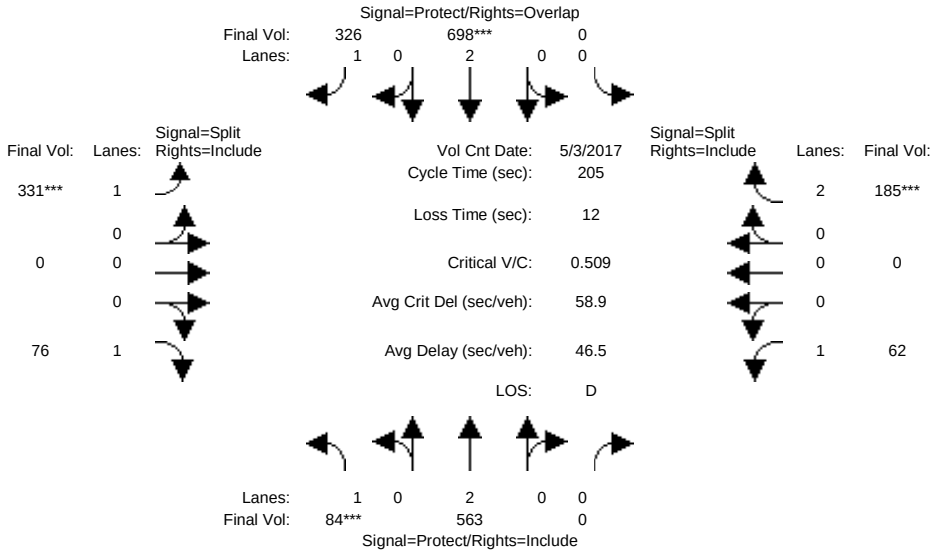
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	58	585	0	0	648	494	143	0	17	28	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	585	0	0	648	494	143	0	17	28	0	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	585	0	0	648	494	143	0	17	28	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	585	0	0	648	494	143	0	17	28	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	585	0	0	648	494	143	0	17	28	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	585	0	0	648	494	143	0	17	28	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.00	0.17	0.28	0.08	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	9.0	59.6	0.0	0.0	50.6	73.5	22.9	0.0	22.9	10.5	0.0	10.5
Volume/Cap:	0.39	0.27	0.00	0.00	0.35	0.40	0.37	0.00	0.04	0.16	0.00	0.37
Delay/Veh:	47.1	11.7	0.0	0.0	17.1	6.8	35.5	0.0	32.4	43.6	0.0	44.9
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:	47.1	11.7	0.0	0.0	17.1	6.8	35.5	0.0	32.4	43.6	0.0	44.9
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	5	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



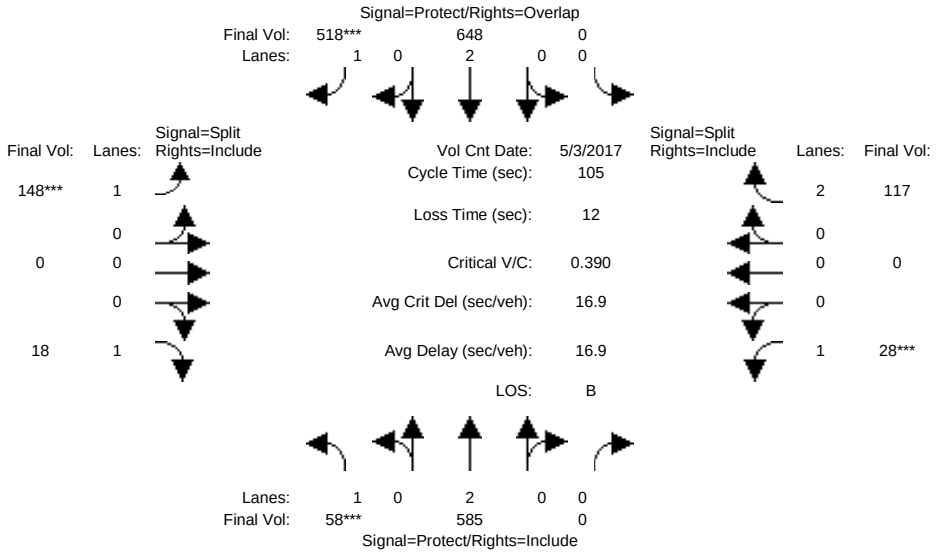
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	84	563	0	0	698	326	331	0	76	62	0	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	563	0	0	698	326	331	0	76	62	0	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	563	0	0	698	326	331	0	76	62	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	563	0	0	698	326	331	0	76	62	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	563	0	0	698	326	331	0	76	62	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	563	0	0	698	326	331	0	76	62	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.18	0.19	0.19	0.00	0.04	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	19.3	93.2	0.0	0.0	73.9	150.0	76.1	0.0	76.1	23.6	0.0	23.6
Volume/Cap:	0.51	0.33	0.00	0.00	0.51	0.25	0.51	0.00	0.12	0.31	0.00	0.51
Delay/Veh:	91.0	35.9	0.0	0.0	51.7	9.2	50.6	0.0	42.4	84.0	0.0	86.4
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:	91.0	35.9	0.0	0.0	51.7	9.2	50.6	0.0	42.4	84.0	0.0	86.4
LOS by Move:	F	D	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	9	0	0	13	5	13	0	3	3	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #6: San Antonio Rd & Edith Ave/Main St



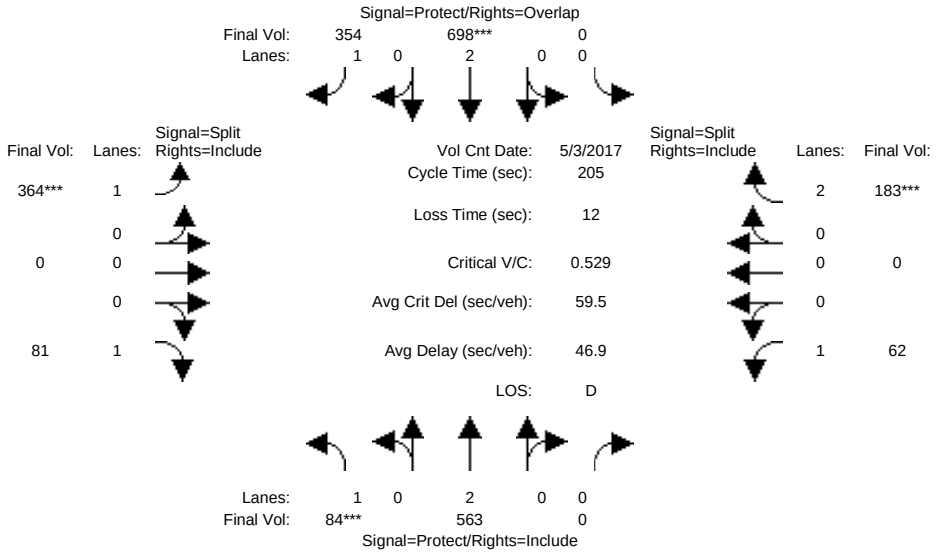
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	58	585	0	0	648	494	143	0	17	28	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	585	0	0	648	494	143	0	17	28	0	118
Added Vol:	0	0	0	0	0	24	5	0	1	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	585	0	0	648	518	148	0	18	28	0	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:	58	585	0	0	648	518	148	0	18	28	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	585	0	0	648	518	148	0	18	28	0	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:	58	585	0	0	648	518	148	0	18	28	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.00	0.17	0.30	0.08	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	8.5	60.2	0.0	0.0	51.7	74.5	22.8	0.0	22.8	10.0	0.0	10.0
Volume/Cap:	0.41	0.27	0.00	0.00	0.35	0.42	0.39	0.00	0.05	0.17	0.00	0.39
Delay/Veh:	47.7	11.4	0.0	0.0	16.4	6.5	35.8	0.0	32.6	44.1	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	11.4	0.0	0.0	16.4	6.5	35.8	0.0	32.6	44.1	0.0	45.5
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	5	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #6: San Antonio Rd & Edith Ave/Main St



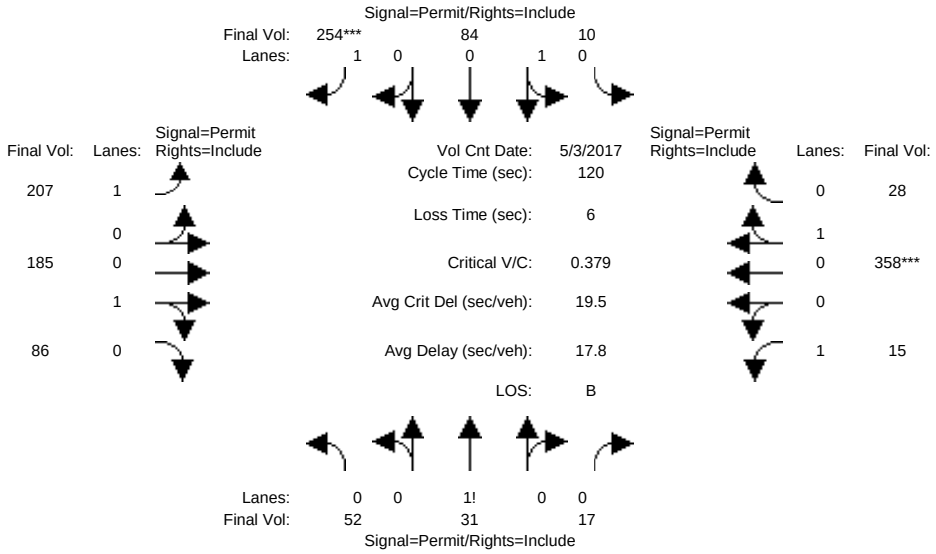
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	84	563	0	0	698	326	331	0	76	62	0	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	563	0	0	698	326	331	0	76	62	0	185
Added Vol:	0	0	0	0	0	28	33	0	5	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	563	0	0	698	354	364	0	81	62	0	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:	84	563	0	0	698	354	364	0	81	62	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	563	0	0	698	354	364	0	81	62	0	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:	84	563	0	0	698	354	364	0	81	62	0	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.18	0.20	0.21	0.00	0.05	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.6	89.8	0.0	0.0	71.2	151.9	80.6	0.0	80.6	22.5	0.0	22.5
Volume/Cap:	0.53	0.34	0.00	0.00	0.53	0.27	0.53	0.00	0.12	0.32	0.00	0.53
Delay/Veh:	92.3	38.1	0.0	0.0	53.9	8.7	48.4	0.0	39.6	85.2	0.0	87.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	38.1	0.0	0.0	53.9	8.7	48.4	0.0	39.6	85.2	0.0	87.8
LOS by Move:	F	D	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	9	0	0	13	6	14	0	3	3	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



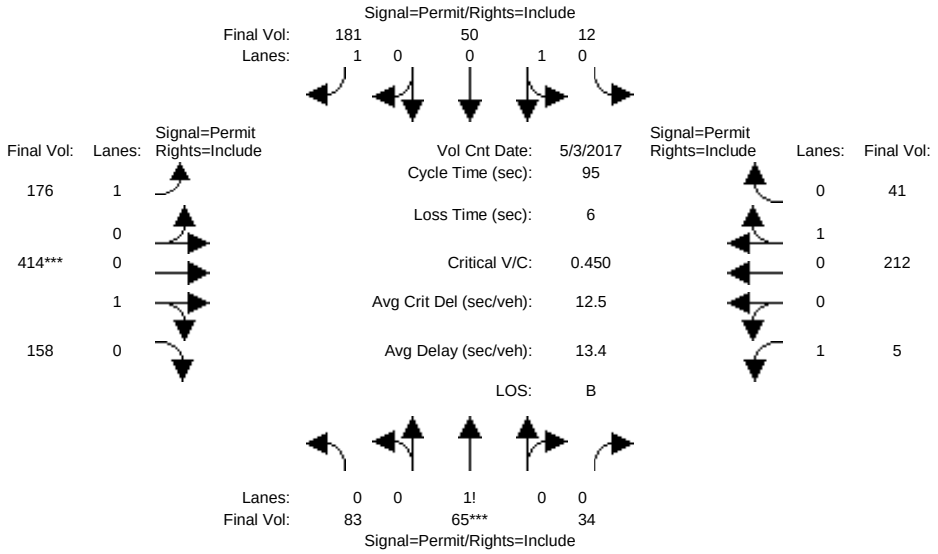
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.52	0.31	0.17	0.11	0.89	1.00	1.00	0.68	0.32	1.00	0.93	0.07
Final Sat.:	910	543	298	191	1609	1750	1750	1229	571	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.15	0.12	0.15	0.15	0.01	0.21	0.21
Crit Moves:					****					****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	68.0	68.0	68.0	68.0	68.0	68.0
Volume/Cap:	0.15	0.15	0.15	0.14	0.14	0.38	0.21	0.27	0.27	0.02	0.38	0.38
Delay/Veh:	24.3	24.3	24.3	24.2	24.2	27.0	12.9	13.4	13.4	11.4	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	24.3	24.2	24.2	27.0	12.9	13.4	13.4	11.4	14.6	14.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	2	2	2	2	2	6	3	4	4	0	6	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



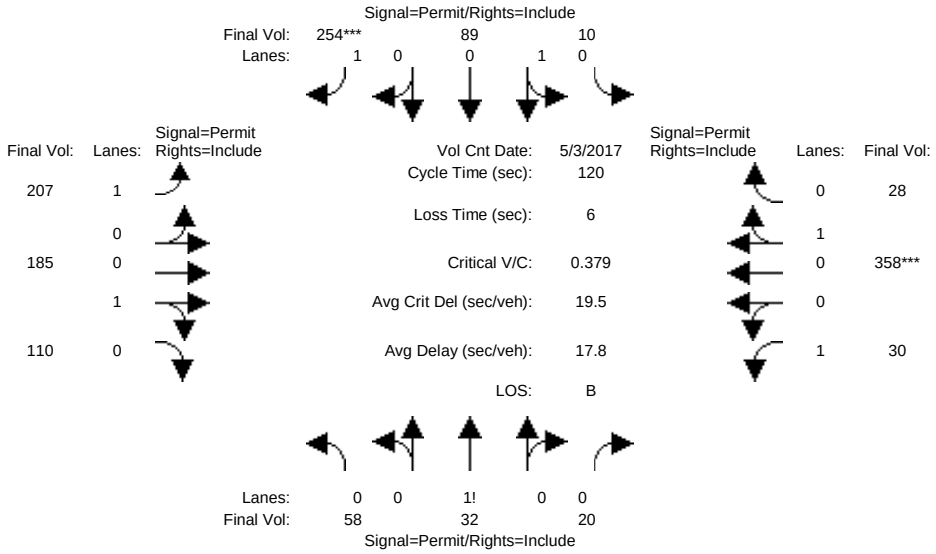
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	83	65	34	12	50	181	176	414	158	5	212	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	65	34	12	50	181	176	414	158	5	212	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	65	34	12	50	181	176	414	158	5	212	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	65	34	12	50	181	176	414	158	5	212	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	65	34	12	50	181	176	414	158	5	212	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	65	34	12	50	181	176	414	158	5	212	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.36	0.19	0.19	0.81	1.00	1.00	0.72	0.28	1.00	0.84	0.16
Final Sat.:	798	625	327	348	1452	1750	1750	1303	497	1750	1508	292
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.10	0.10	0.32	0.32	0.00	0.14	0.14
Crit Moves:	****						****					
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	67.1	67.1	67.1	67.1	67.1	67.1
Volume/Cap:	0.45	0.45	0.45	0.15	0.15	0.45	0.14	0.45	0.45	0.00	0.20	0.20
Delay/Veh:	32.1	32.1	32.1	29.3	29.3	32.1	4.6	6.3	6.3	4.1	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	32.1	29.3	29.3	32.1	4.6	6.3	6.3	4.1	4.9	4.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	4	4	4	1	1	4	1	5	5	0	2	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #7: Los Altos Ave/First St & Edith Ave



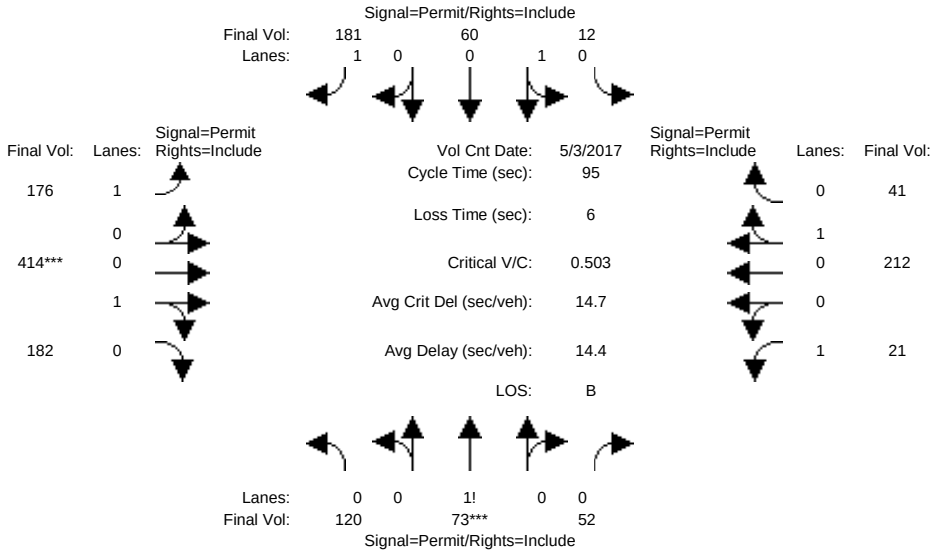
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Added Vol:	6	1	3	0	5	0	0	0	24	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	32	20	10	89	254	207	185	110	30	358	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:	58	32	20	10	89	254	207	185	110	30	358	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	32	20	10	89	254	207	185	110	30	358	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:	58	32	20	10	89	254	207	185	110	30	358	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.53	0.29	0.18	0.10	0.90	1.00	1.00	0.63	0.37	1.00	0.93	0.07
Final Sat.:	923	509	318	182	1618	1750	1750	1129	671	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.15	0.12	0.16	0.16	0.02	0.21	0.21
Crit Moves:						****				****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	68.0	68.0	68.0	68.0	68.0	68.0
Volume/Cap:	0.16	0.16	0.16	0.14	0.14	0.38	0.21	0.29	0.29	0.03	0.38	0.38
Delay/Veh:	24.5	24.5	24.5	24.2	24.2	27.0	12.9	13.6	13.6	11.5	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	24.2	24.2	27.0	12.9	13.6	13.6	11.5	14.6	14.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	2	2	2	2	2	6	3	4	4	0	6	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #7: Los Altos Ave/First St & Edith Ave



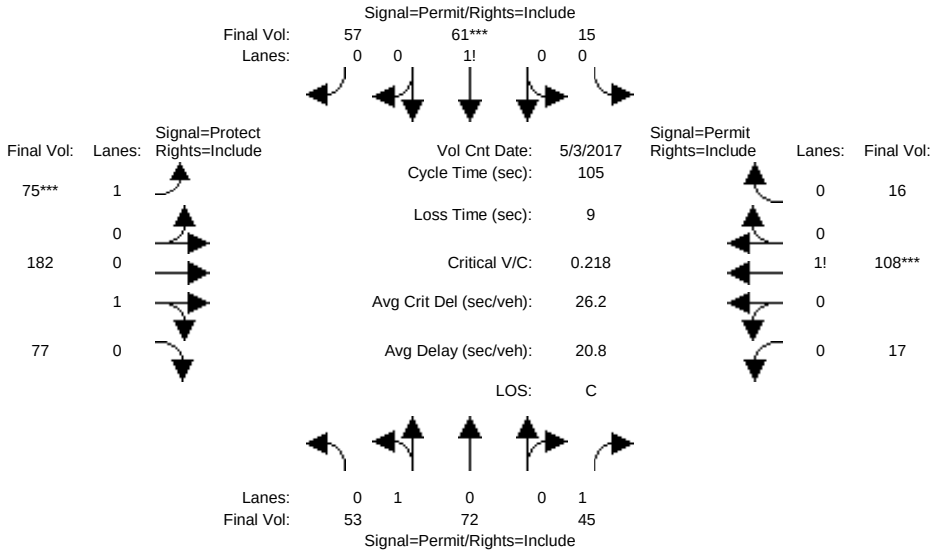
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	83	65	34	12	50	181	176	414	158	5	212	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	65	34	12	50	181	176	414	158	5	212	41
Added Vol:	37	8	18	0	10	0	0	0	24	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	73	52	12	60	181	176	414	182	21	212	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	73	52	12	60	181	176	414	182	21	212	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	52	12	60	181	176	414	182	21	212	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	73	52	12	60	181	176	414	182	21	212	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.49	0.30	0.21	0.17	0.83	1.00	1.00	0.69	0.31	1.00	0.84	0.16
Final Sat.:	857	521	371	300	1500	1750	1750	1250	550	1750	1508	292
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.04	0.04	0.10	0.10	0.33	0.33	0.01	0.14	0.14
Crit Moves:	****						****					
Green Time:	26.4	26.4	26.4	26.4	26.4	26.4	62.6	62.6	62.6	62.6	62.6	62.6
Volume/Cap:	0.50	0.50	0.50	0.14	0.14	0.37	0.15	0.50	0.50	0.02	0.21	0.21
Delay/Veh:	29.6	29.6	29.6	25.9	25.9	28.1	6.2	8.6	8.6	5.6	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	29.6	25.9	25.9	28.1	6.2	8.6	8.6	5.6	6.5	6.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	5	5	5	1	1	4	2	6	6	0	2	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



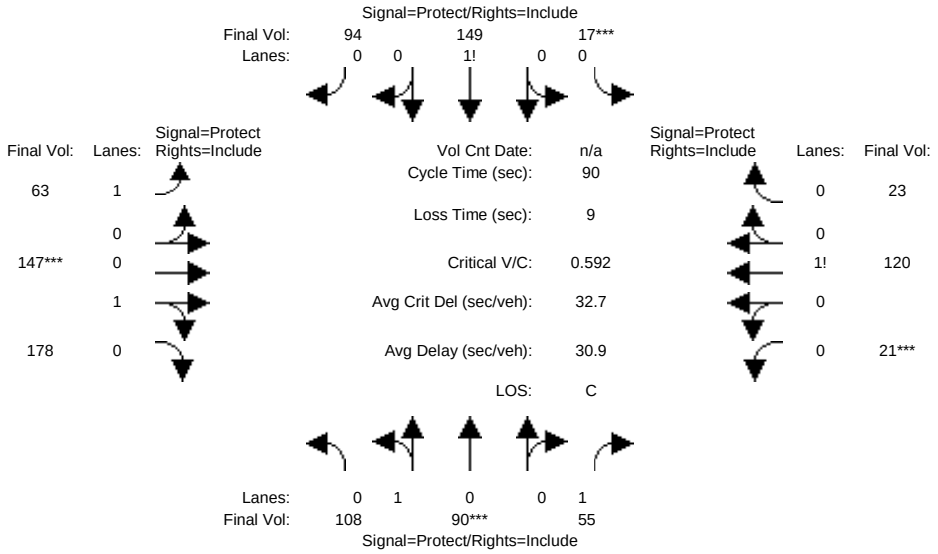
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	53	72	45	15	61	57	75	182	77	17	108	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:	53	72	45	15	61	57	75	182	77	17	108	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:	53	72	45	15	61	57	75	182	77	17	108	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:	53	72	45	15	61	57	75	182	77	17	108	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	72	45	15	61	57	75	182	77	17	108	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:	53	72	45	15	61	57	75	182	77	17	108	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.42	0.58	1.00	0.11	0.46	0.43	1.00	0.70	0.30	0.12	0.77	0.11
Final Sat.:	763	1037	1750	197	803	750	1750	1265	535	211	1340	199
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.08	0.08	0.08	0.04	0.14	0.14	0.08	0.08	0.08
Crit Moves:				****			****			****		
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	20.6	59.4	59.4	38.8	38.8	38.8
Volume/Cap:	0.20	0.20	0.07	0.22	0.22	0.22	0.22	0.25	0.25	0.22	0.22	0.22
Delay/Veh:	24.1	24.1	22.9	24.3	24.3	24.3	35.7	11.7	11.7	22.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	24.1	22.9	24.3	24.3	24.3	35.7	11.7	11.7	22.9	22.9	22.9
LOS by Move:	C	C	C	C	C	C	D	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	2	3	3	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



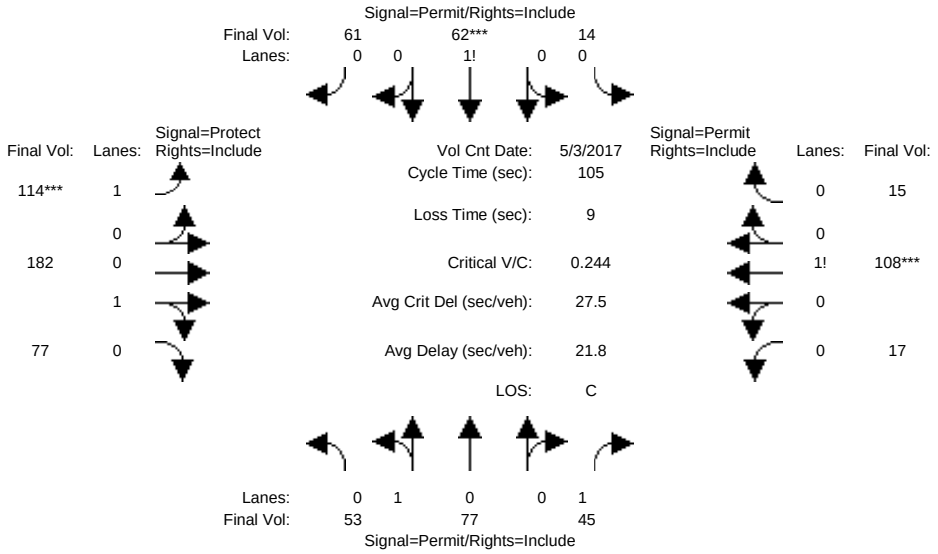
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	90	55	17	149	94	63	147	178	21	120	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	90	55	17	149	94	63	147	178	21	120	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	90	55	17	149	94	63	147	178	21	120	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	90	55	17	149	94	63	147	178	21	120	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	90	55	17	149	94	63	147	178	21	120	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	90	55	17	149	94	63	147	178	21	120	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.55	0.45	1.00	0.07	0.57	0.36	1.00	0.45	0.55	0.13	0.73	0.14
Final Sat.:	982	818	1750	114	1003	633	1750	814	986	224	1280	245
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.15	0.15	0.15	0.04	0.18	0.18	0.09	0.09	0.09
Crit Moves:		****			****			****			****	
Green Time:	16.8	16.7	16.7	22.6	22.5	22.5	17.2	27.4	27.4	14.2	24.5	24.5
Volume/Cap:	0.59	0.59	0.17	0.59	0.59	0.59	0.19	0.59	0.59	0.59	0.34	0.34
Delay/Veh:	36.2	36.3	31.0	31.8	32.0	32.0	30.8	28.3	28.3	38.6	26.7	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:	36.2	36.3	31.0	31.8	32.0	32.0	30.8	28.3	28.3	38.6	26.7	26.7
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	4	4	1	5	5	5	1	6	6	4	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #8: First St & Main St



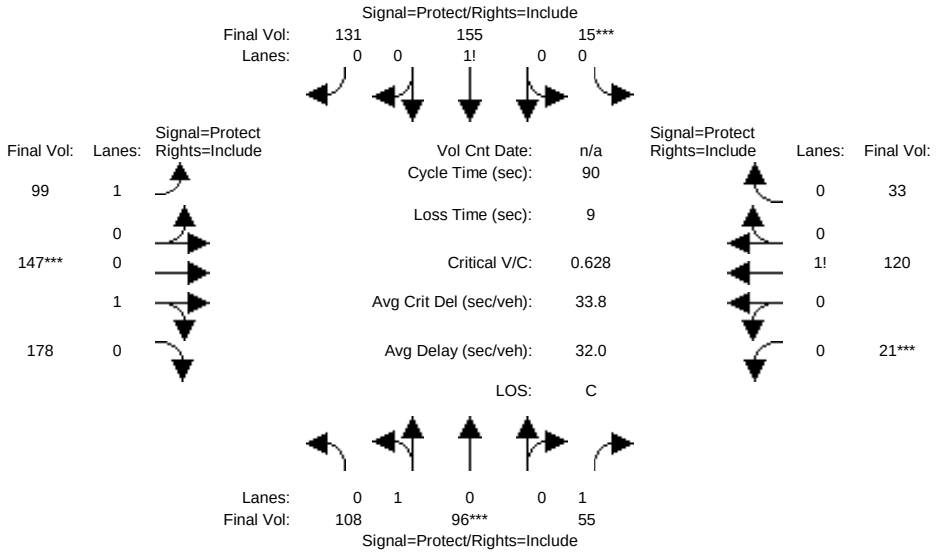
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	53	72	45	15	61	57	75	182	77	17	108	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:	53	72	45	15	61	57	75	182	77	17	108	16
Added Vol:	0	5	0	-1	1	4	39	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	77	45	14	62	61	114	182	77	17	108	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	77	45	14	62	61	114	182	77	17	108	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	77	45	14	62	61	114	182	77	17	108	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	77	45	14	62	61	114	182	77	17	108	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.41	0.59	1.00	0.10	0.45	0.45	1.00	0.70	0.30	0.12	0.77	0.11
Final Sat.:	734	1066	1750	179	792	779	1750	1265	535	213	1350	188
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.08	0.08	0.08	0.07	0.14	0.14	0.08	0.08	0.08
Crit Moves:				****			****			****		
Green Time:	33.6	33.6	33.6	33.6	33.6	33.6	28.0	62.4	62.4	34.4	34.4	34.4
Volume/Cap:	0.23	0.23	0.08	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Delay/Veh:	26.3	26.3	25.0	26.5	26.5	26.5	30.5	10.2	10.2	26.0	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.3	25.0	26.5	26.5	26.5	30.5	10.2	10.2	26.0	26.0	26.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	3	3	3	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #8: First St & Main St



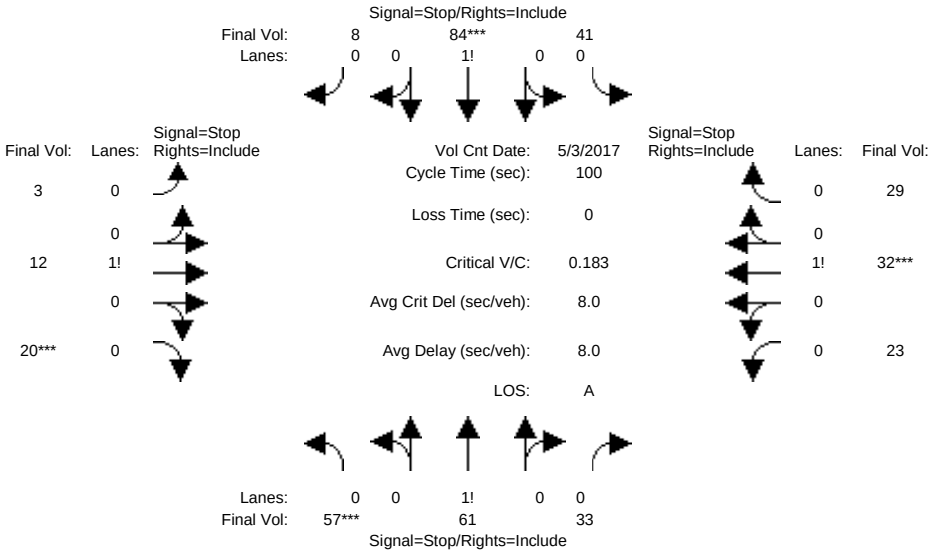
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	90	55	17	149	94	63	147	178	21	120	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	90	55	17	149	94	63	147	178	21	120	23
Added Vol:	0	6	0	-2	6	37	36	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	96	55	15	155	131	99	147	178	21	120	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:	108	96	55	15	155	131	99	147	178	21	120	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	96	55	15	155	131	99	147	178	21	120	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:	108	96	55	15	155	131	99	147	178	21	120	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.53	0.47	1.00	0.05	0.51	0.44	1.00	0.45	0.55	0.12	0.69	0.19
Final Sat.:	953	847	1750	87	901	762	1750	814	986	211	1207	332
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.17	0.17	0.17	0.06	0.18	0.18	0.10	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	16.2	16.2	16.2	24.6	24.6	24.6	16.5	25.9	25.9	14.2	23.6	23.6
Volume/Cap:	0.63	0.63	0.17	0.63	0.63	0.63	0.31	0.63	0.63	0.63	0.38	0.38
Delay/Veh:	38.0	38.0	31.5	31.3	31.3	31.3	32.3	30.3	30.3	39.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	31.5	31.3	31.3	31.3	32.3	30.3	30.3	39.9	27.7	27.7
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	4	4	1	6	6	6	2	6	6	4	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #9: First St & State St




```
Street Name:            First St                    State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      57   61   33    41   84    8     3   12   20    23   32   29
Growth Adj:  1.00 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   61   33    41   84    8     3   12   20    23   32   29
Added Vol:      0    0    0     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   61   33    41   84    8     3   12   20    23   32   29
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    57   61   33    41   84    8     3   12   20    23   32   29
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   57   61   33    41   84    8     3   12   20    23   32   29
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   57   61   33    41   84    8     3   12   20    23   32   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.38 0.40 0.22  0.31 0.63 0.06  0.09 0.34 0.57  0.27 0.38 0.35
Final Sat.:   312  333  180   249  510   49    68  270  451   212  295  268
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.18  0.16 0.16 0.16  0.04 0.04 0.04  0.11 0.11 0.11
Crit Moves:  ****              ****              ****              ****
Delay/Veh:    8.2  8.2  8.2   8.2  8.2  8.2   7.5  7.5  7.5   7.9  7.9  7.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.2  8.2  8.2   8.2  8.2  8.2   7.5  7.5  7.5   7.9  7.9  7.9
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:        8.2             8.2             7.5             7.9
Delay Adj:         1.00            1.00            1.00            1.00
ApprAdjDel:         8.2             8.2             7.5             7.9
LOS by Appr:          A               A               A               A
AllWayAvgQ:   0.2  0.2  0.2   0.2  0.2  0.2   0.0  0.0  0.0   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 First St & State St
********************************************************************************
```


Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	57	61	33	41	84	8	3	12	20	23	32	29

Major Street Volume: 284
Minor Approach Volume: 84
Minor Approach Volume Threshold: 555

SIGNAL WARRANT DISCLAIMER

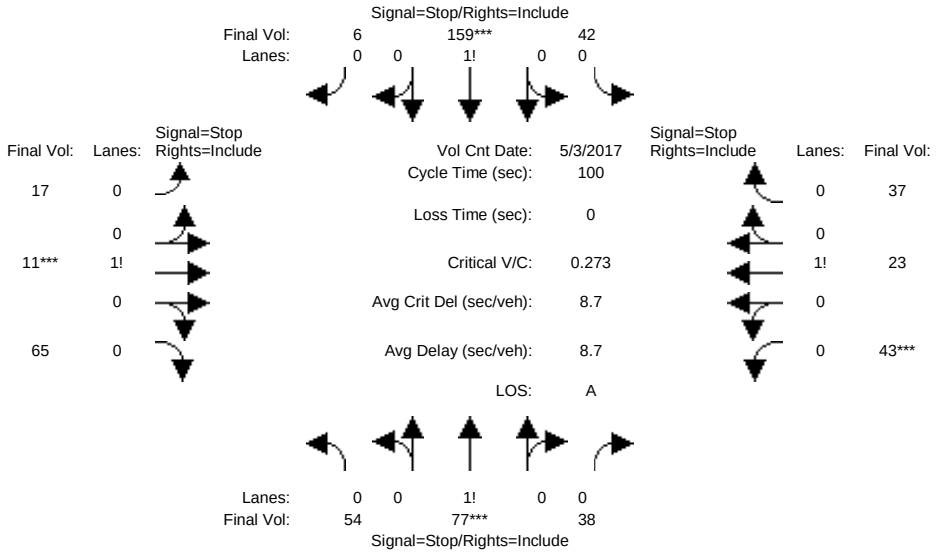
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #9: First St & State St




```
Street Name:            First St                    State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      54   77   38    42  159    6    17   11   65    43   23   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:   54   77   38    42  159    6    17   11   65    43   23   37
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   54   77   38    42  159    6    17   11   65    43   23   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:    54   77   38    42  159    6    17   11   65    43   23   37
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   54   77   38    42  159    6    17   11   65    43   23   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:   54   77   38    42  159    6    17   11   65    43   23   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.32 0.46 0.22  0.20 0.77 0.03  0.18 0.12 0.70  0.42 0.22 0.36
Final Sat.:  244  348  172   154  583   22   136   88  519   297  159  255
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.27 0.27 0.27  0.13 0.13 0.13  0.14 0.14 0.14
Crit Moves:      ****           ****           ****           ****
Delay/Veh:   8.7  8.7  8.7   9.2  9.2  9.2   8.1  8.1  8.1   8.5  8.5  8.5
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.7  8.7  8.7   9.2  9.2  9.2   8.1  8.1  8.1   8.5  8.5  8.5
LOS by Move:   A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:       8.7            9.2            8.1            8.5
Delay Adj:        1.00           1.00           1.00           1.00
ApprAdjDel:        8.7            9.2            8.1            8.5
LOS by Appr:         A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3   0.3  0.3  0.3   0.1  0.1  0.1   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 First St & State St
********************************************************************************
```


Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	54	77	38	42	159	6	17	11	65	43	23	37

Major Street Volume: 376
Minor Approach Volume: 103
Minor Approach Volume Threshold: 480

SIGNAL WARRANT DISCLAIMER

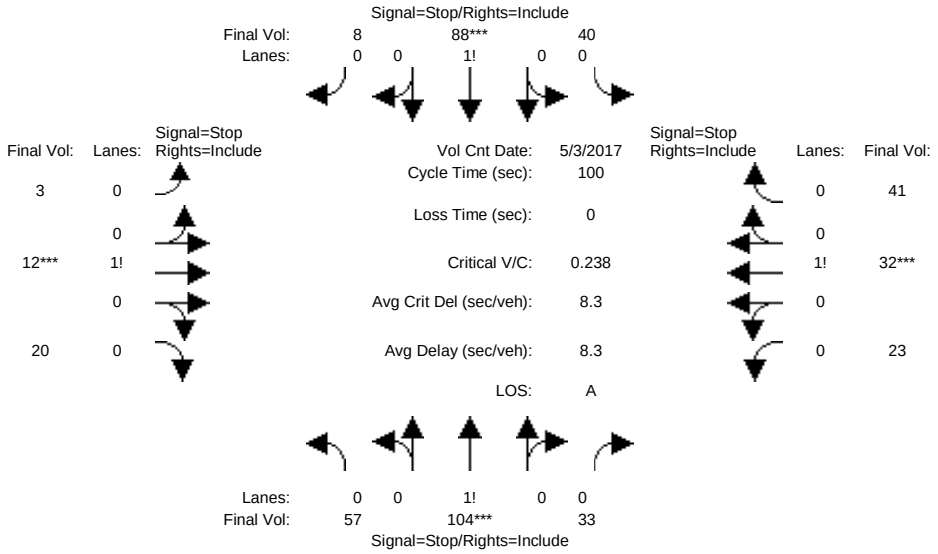
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj AM

Intersection #9: First St & State St




```
Street Name:            First St                    State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      57   61   33    41   84    8     3   12   20    23   32   29
Growth Adj:  1.00 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   61   33    41   84    8     3   12   20    23   32   29
Added Vol:      0   43    0    -1    4    0     0    0    0     0    0   12
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   57  104   33    40   88    8     3   12   20    23   32   41
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    57  104   33    40   88    8     3   12   20    23   32   41
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   57  104   33    40   88    8     3   12   20    23   32   41
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   57  104   33    40   88    8     3   12   20    23   32   41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.29 0.54 0.17  0.29 0.65 0.06  0.09 0.34 0.57  0.24 0.33 0.43
Final Sat.:   240  438  139   233  512   47    65  261  435   183  254  325
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24 0.24  0.17 0.17 0.17  0.05 0.05 0.05  0.13 0.13 0.13
Crit Moves:       ****           ****           ****           ****
Delay/Veh:    8.6  8.6  8.6   8.3  8.3  8.3   7.6  7.6  7.6   8.0  8.0  8.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.6  8.6  8.6   8.3  8.3  8.3   7.6  7.6  7.6   8.0  8.0  8.0
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:        8.6            8.3            7.6            8.0
Delay Adj:         1.00           1.00           1.00           1.00
ApprAdjDel:         8.6            8.3            7.6            8.0
LOS by Appr:          A              A              A              A
AllWayAvgQ:   0.3  0.3  0.3   0.2  0.2  0.2   0.0  0.0  0.0   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 First St & State St
********************************************************************************
```


Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	57	104	33	40	88	8	3	12	20	23	32	41

Major Street Volume: 330
Minor Approach Volume: 96
Minor Approach Volume Threshold: 515

SIGNAL WARRANT DISCLAIMER

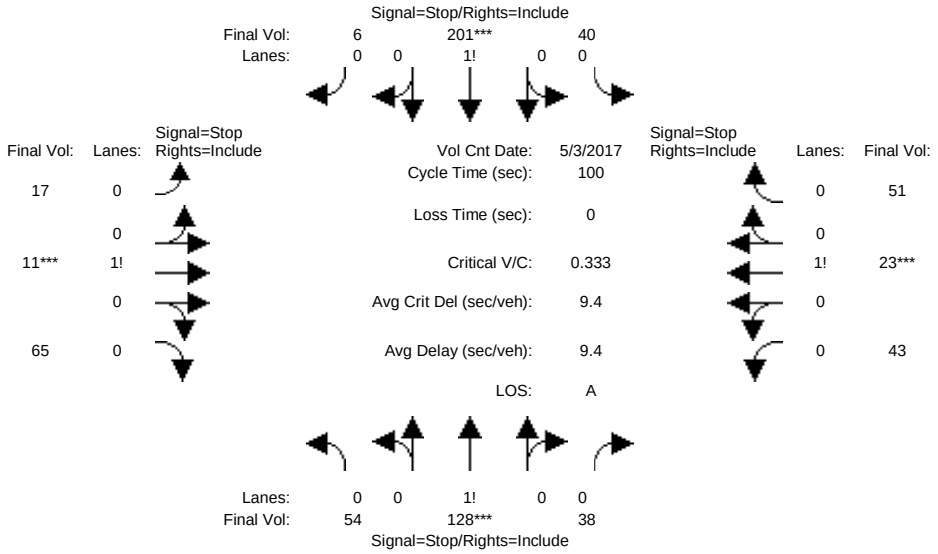
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj PM

Intersection #9: First St & State St




```
Street Name:            First St                    State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      54   77   38    42  159    6    17   11    65    43   23   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:   54   77   38    42  159    6    17   11    65    43   23   37
Added Vol:      0   51    0    -2   42    0     0    0     0     0    0   14
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0    0
Initial Fut:   54  128   38    40  201    6    17   11    65    43   23   51
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:    54  128   38    40  201    6    17   11    65    43   23   51
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0    0
Reduced Vol:   54  128   38    40  201    6    17   11    65    43   23   51
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
FinalVolume:   54  128   38    40  201    6    17   11    65    43   23   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
Lanes:      0.25 0.58 0.17  0.16 0.82 0.02  0.18 0.12  0.70  0.37 0.20 0.43
Final Sat.:  183  433  129   120  603   18   127   82   484   249  133  295
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.30 0.30 0.30  0.33 0.33 0.33  0.13 0.13  0.13  0.17 0.17 0.17
Crit Moves:      ****           ****           ****           ****
Delay/Veh:   9.5  9.5  9.5   9.9  9.9  9.9   8.4  8.4   8.4   8.8  8.8  8.8
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh:  9.5  9.5  9.5   9.9  9.9  9.9   8.4  8.4   8.4   8.8  8.8  8.8
LOS by Move:   A    A    A     A    A    A     A    A     A     A    A    A
ApproachDel:       9.5            9.9            8.4            8.8
Delay Adj:        1.00           1.00           1.00           1.00
ApprAdjDel:        9.5            9.9            8.4            8.8
LOS by Appr:         A              A              A              A
AllWayAvgQ:  0.4  0.4  0.4   0.5  0.5  0.5   0.1  0.1   0.1   0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	54	128	38	40	201	6	17	11	65	43	23	51

Major Street Volume: 467
Minor Approach Volume: 117
Minor Approach Volume Threshold: 422

SIGNAL WARRANT DISCLAIMER

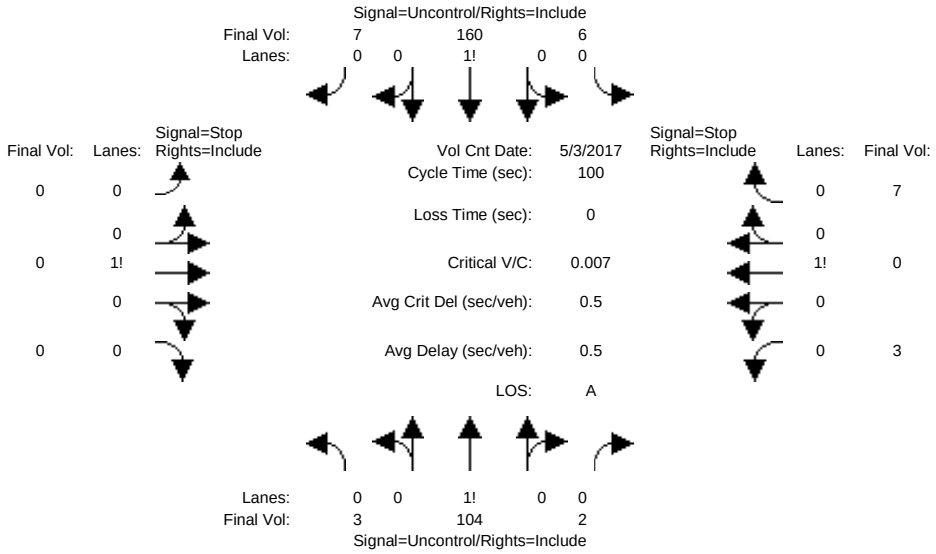
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St




```
Street Name:           First St                    Shasta St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      3  104    2    6  160    7    0    0    0    3    0    7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   3  104    2    6  160    7    0    0    0    3    0    7
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   3  104    2    6  160    7    0    0    0    3    0    7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    3  104    2    6  160    7    0    0    0    3    0    7
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   3  104    2    6  160    7    0    0    0    3    0    7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  167 xxxx xxxxx   106 xxxx xxxxx   290  288   164   287  290   105
Potent Cap.: 1423 xxxx xxxxx  1498 xxxx xxxxx   666  626   886   708  624   955
Move Cap.:   1423 xxxx xxxxx  1498 xxxx xxxxx   658  622   886   705  620   955
Volume/Cap:  0.00 xxxx  xxxx  0.00 xxxx  xxxx  0.00 0.00  0.00  0.00 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  863 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     *    *     A     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx            9.2
ApproachLOS:         *               *               *              A
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #10 First St & Shasta St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	104	2	6	160	7	0	0	0	3	0	7
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=292]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	104	2	6	160	7	0	0	0	3	0	7

Major Street Volume: 282
Minor Approach Volume: 10
Minor Approach Volume Threshold: 557

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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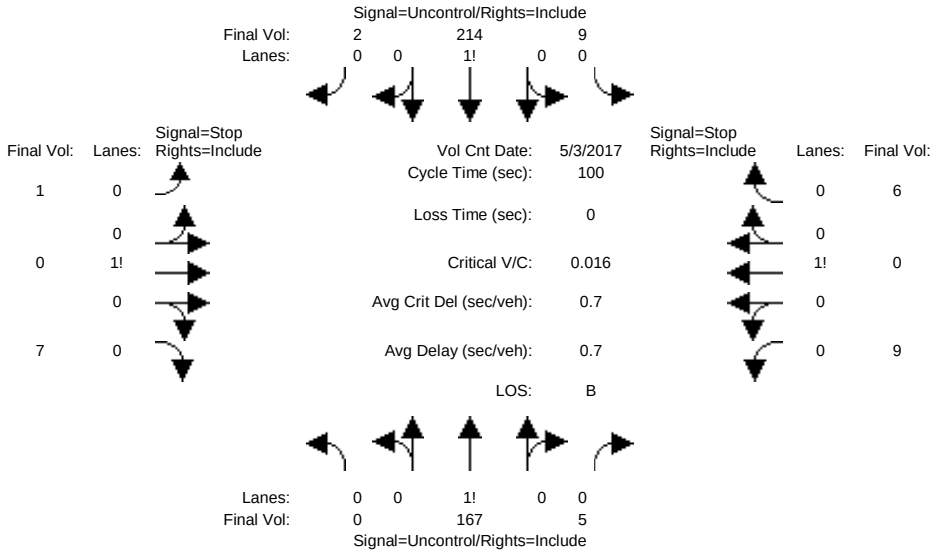
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	0	167	5	9	214	2	1	0	7	9	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:	0	167	5	9	214	2	1	0	7	9	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:	0	167	5	9	214	2	1	0	7	9	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:	0	167	5	9	214	2	1	0	7	9	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	167	5	9	214	2	1	0	7	9	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	172	xxxx	xxxxx	406	405	215	406	404	170
Potent Cap.:	xxxx	xxxx	xxxxx	1417	xxxx	xxxxx	559	538	830	559	539	880
Move Cap.:	xxxx	xxxx	xxxxx	1417	xxxx	xxxxx	553	534	830	552	536	880
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	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	781	xxxxx	xxxx	648	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.7			10.7		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	167	5	9	214	2	1	0	7	9	0	6
ApproachDel:	xxxxxx			xxxxxx			9.7			10.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=420]
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=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=420]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	167	5	9	214	2	1	0	7	9	0	6

Major Street Volume: 397
Minor Approach Volume: 15
Minor Approach Volume Threshold: 466

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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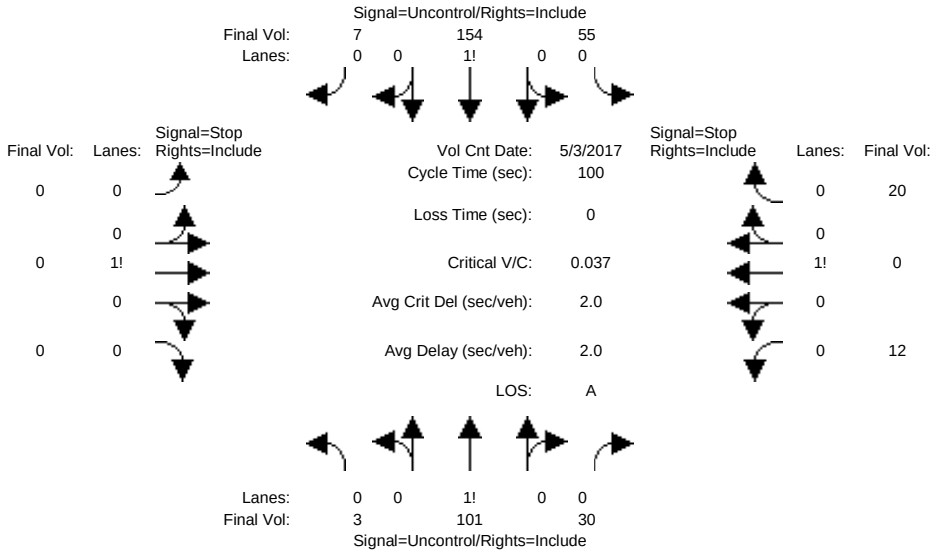
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Proj AM

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	3	104	2	6	160	7	0	0	0	3	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	104	2	6	160	7	0	0	0	3	0	7
Added Vol:	0	-3	28	49	-6	0	0	0	0	9	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	101	30	55	154	7	0	0	0	12	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:	3	101	30	55	154	7	0	0	0	12	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	101	30	55	154	7	0	0	0	12	0	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	161	xxxx	xxxxx	131	xxxx	xxxxx	400	405	158	390	393	116
Potent Cap.:	1430	xxxx	xxxxx	1467	xxxx	xxxxx	565	538	893	618	546	942
Move Cap.:	1430	xxxx	xxxxx	1467	xxxx	xxxxx	535	516	893	599	524	942
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	775	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	101	30	55	154	7	0	0	0	12	0	20
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		

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=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=382]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	101	30	55	154	7	0	0	0	12	0	20

Major Street Volume: 350
Minor Approach Volume: 32
Minor Approach Volume Threshold: 499

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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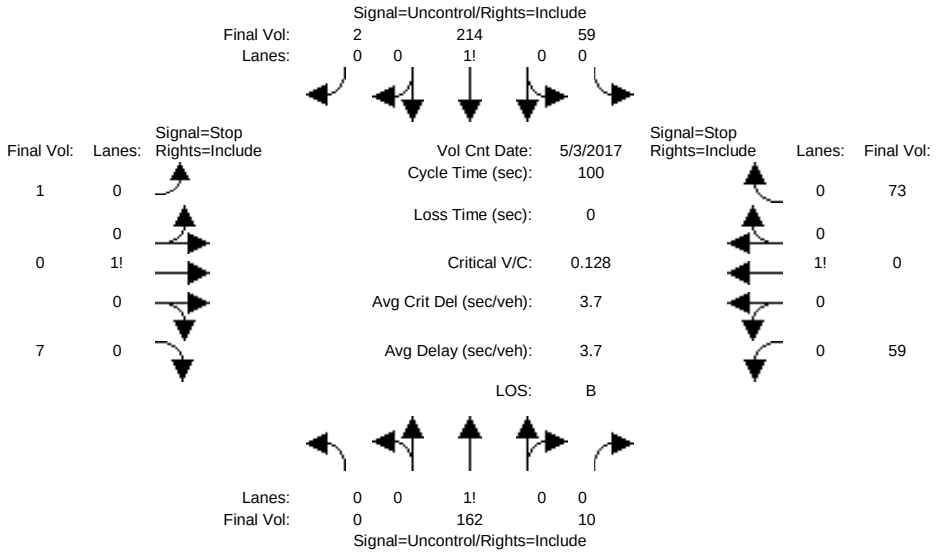
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Proj PM

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	0	167	5	9	214	2	1	0	7	9	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:	0	167	5	9	214	2	1	0	7	9	0	6
Added Vol:	0	-5	5	50	0	0	0	0	0	50	0	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	162	10	59	214	2	1	0	7	59	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	162	10	59	214	2	1	0	7	59	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	162	10	59	214	2	1	0	7	59	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	172	xxxx	xxxxx	537	505	215	504	501	167
Potent Cap.:	xxxx	xxxx	xxxxx	1417	xxxx	xxxxx	458	473	830	482	475	882
Move Cap.:	xxxx	xxxx	xxxxx	1417	xxxx	xxxxx	406	452	830	462	455	882
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.01	0.13	0.00	0.08

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	734	xxxxx	xxxx	627	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.0			12.3		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	162	10	59	214	2	1	0	7	59	0	73
ApproachDel:	xxxxxx			xxxxxx			10.0			12.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=587]
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=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=132]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=587]
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 #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	162	10	59	214	2	1	0	7	59	0	73

Major Street Volume: 447
Minor Approach Volume: 132
Minor Approach Volume Threshold: 434

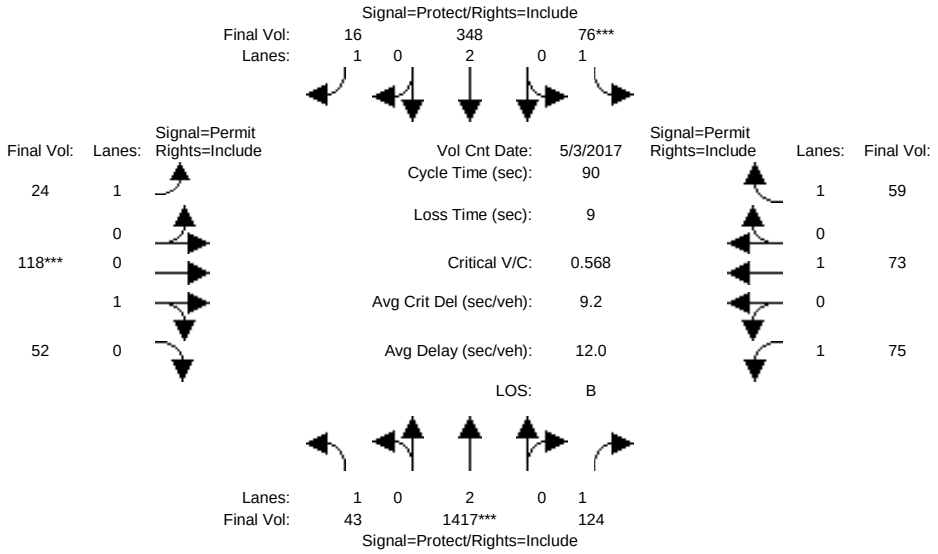
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



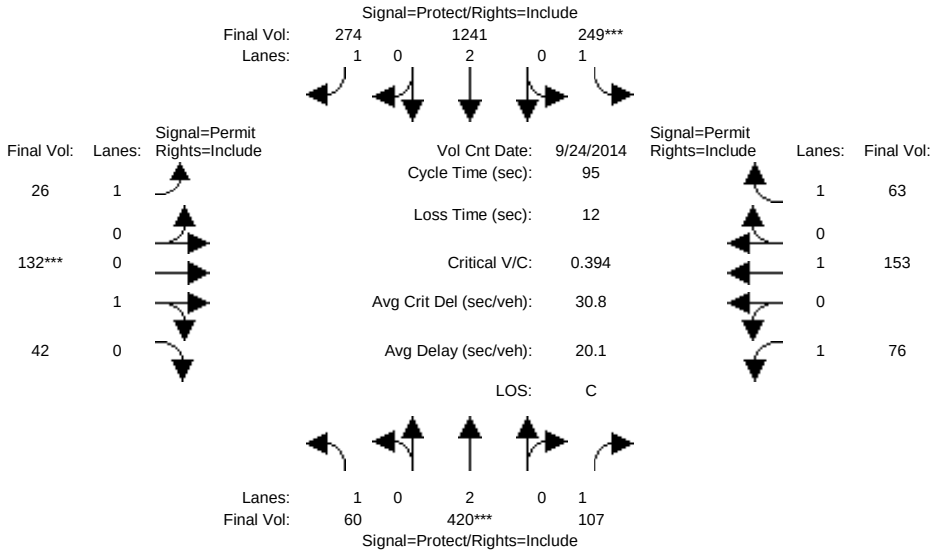
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	43	1417	124	76	348	16	24	118	52	75	73	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1417	124	76	348	16	24	118	52	75	73	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1417	124	76	348	16	24	118	52	75	73	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1417	124	76	348	16	24	118	52	75	73	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1417	124	76	348	16	24	118	52	75	73	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1417	124	76	348	16	24	118	52	75	73	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1249	551	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.07	0.04	0.09	0.01	0.02	0.09	0.09	0.06	0.04	0.03
Crit Moves:		****			****			****				
Green Time:	27.2	59.0	59.0	7.0	38.9	38.9	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.08	0.57	0.11	0.56	0.21	0.02	0.13	0.57	0.57	0.35	0.23	0.20
Delay/Veh:	22.2	3.9	2.4	45.1	13.8	12.6	32.3	37.1	37.1	34.2	32.9	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:	22.2	3.9	2.4	45.1	13.8	12.6	32.3	37.1	37.1	34.2	32.9	32.7
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	6	1	2	2	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



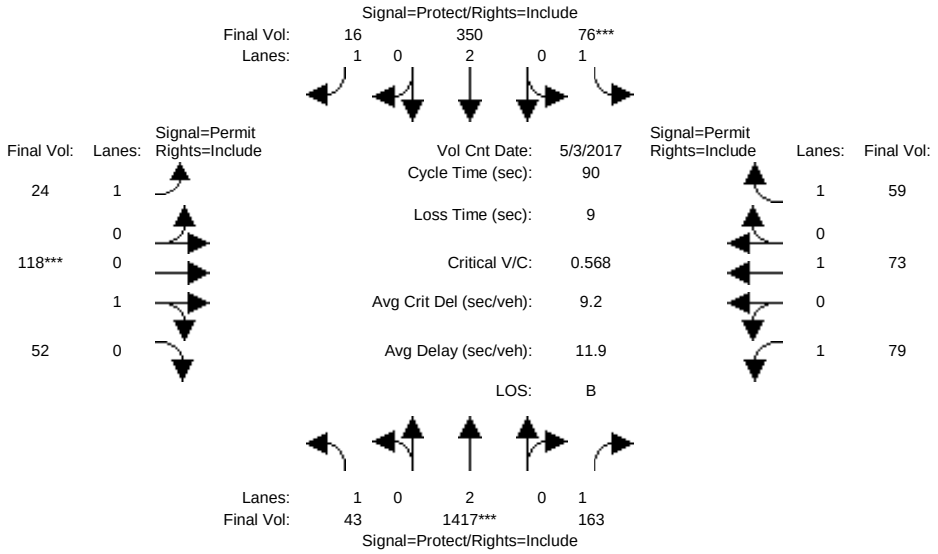
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	60	420	107	249	1241	274	26	132	42	76	153	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	420	107	249	1241	274	26	132	42	76	153	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	420	107	249	1241	274	26	132	42	76	153	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	420	107	249	1241	274	26	132	42	76	153	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	420	107	249	1241	274	26	132	42	76	153	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	420	107	249	1241	274	26	132	42	76	153	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1366	434	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.06	0.14	0.33	0.16	0.02	0.10	0.10	0.06	0.08	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.40	0.24	0.13	0.80	0.59	0.28	0.09	0.38	0.38	0.23	0.32	0.14
Delay/Veh:	48.1	14.7	13.9	56.0	11.4	8.9	30.8	33.6	33.6	32.1	32.9	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	14.7	13.9	56.0	11.4	8.9	30.8	33.6	33.6	32.1	32.9	31.2
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	3	2	7	8	4	1	4	4	2	3	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #5213: Foothill Expwy & Main St/Burke Rd



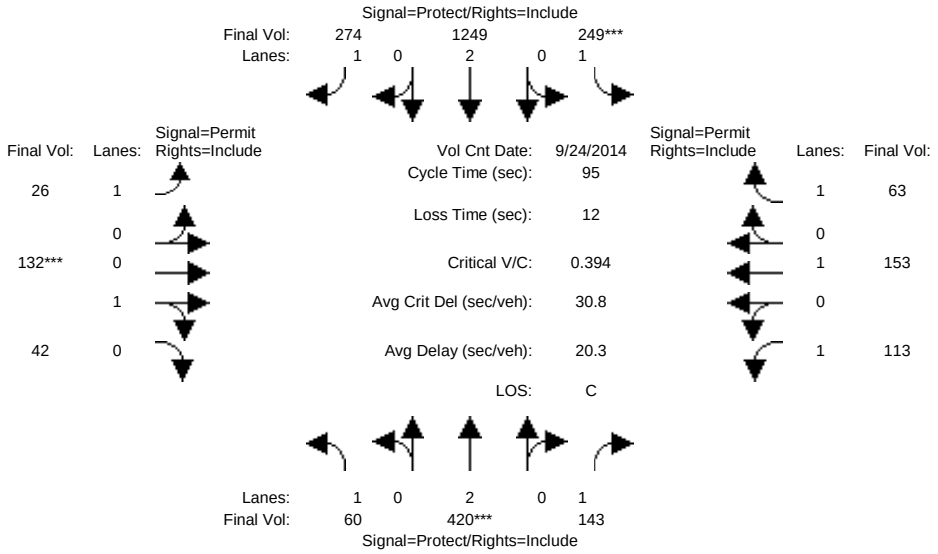
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	43	1417	124	76	348	16	24	118	52	75	73	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1417	124	76	348	16	24	118	52	75	73	59
Added Vol:	0	0	39	0	2	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1417	163	76	350	16	24	118	52	79	73	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1417	163	76	350	16	24	118	52	79	73	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1417	163	76	350	16	24	118	52	79	73	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1417	163	76	350	16	24	118	52	79	73	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1249	551	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.09	0.04	0.09	0.01	0.02	0.09	0.09	0.06	0.04	0.03
Crit Moves:		****			****			****				
Green Time:	27.2	59.0	59.0	7.0	38.9	38.9	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.08	0.57	0.14	0.56	0.21	0.02	0.13	0.57	0.57	0.37	0.23	0.20
Delay/Veh:	22.2	3.9	2.5	45.1	13.8	12.6	32.3	37.1	37.1	34.4	32.9	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:	22.2	3.9	2.5	45.1	13.8	12.6	32.3	37.1	37.1	34.4	32.9	32.7
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	6	2	2	2	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #5213: Foothill Expwy & Main St/Burke Rd



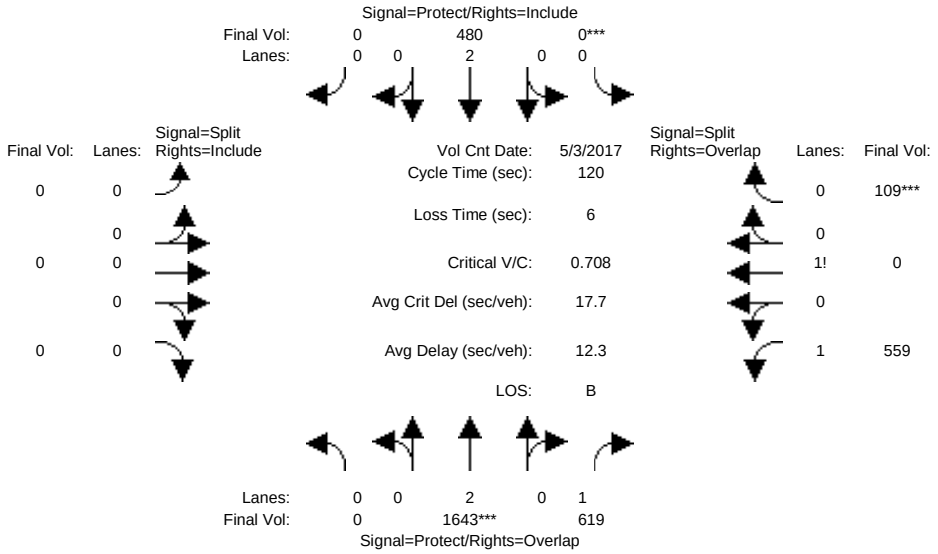
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	60	420	107	249	1241	274	26	132	42	76	153	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	420	107	249	1241	274	26	132	42	76	153	63
Added Vol:	0	0	36	0	8	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	420	143	249	1249	274	26	132	42	113	153	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	420	143	249	1249	274	26	132	42	113	153	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	420	143	249	1249	274	26	132	42	113	153	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	420	143	249	1249	274	26	132	42	113	153	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1366	434	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.08	0.14	0.33	0.16	0.02	0.10	0.10	0.09	0.08	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.40	0.24	0.18	0.80	0.60	0.28	0.09	0.38	0.38	0.34	0.32	0.14
Delay/Veh:	48.1	14.7	14.2	56.0	11.5	8.9	30.8	33.6	33.6	33.4	32.9	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	14.7	14.2	56.0	11.5	8.9	30.8	33.6	33.6	33.4	32.9	31.2
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	3	3	7	8	4	1	4	4	3	3	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



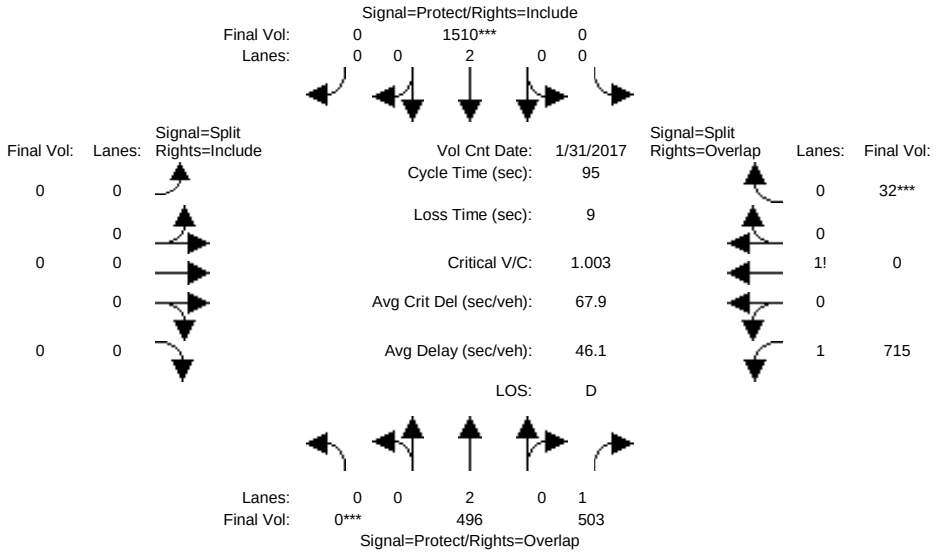
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	0	1643	619	0	480	0	0	0	0	559	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	619	0	480	0	0	0	0	559	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1643	619	0	480	0	0	0	0	559	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1643	619	0	480	0	0	0	0	559	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1643	619	0	480	0	0	0	0	559	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1643	619	0	480	0	0	0	0	559	0	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2738	0	454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.35	0.00	0.13	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****			****						****	
Green Time:	0.0	73.3	114.0	0.0	73.3	0.0	0.0	0.0	0.0	40.7	0.0	40.7
Volume/Cap:	0.00	0.71	0.37	0.00	0.21	0.00	0.00	0.00	0.00	0.60	0.00	0.71
Delay/Veh:	0.0	9.8	0.1	0.0	5.7	0.0	0.0	0.0	0.0	33.9	0.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.1	0.0	5.7	0.0	0.0	0.0	0.0	33.9	0.0	37.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
EndRedQueue:	0	11	1	0	3	0	0	0	0	8	0	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



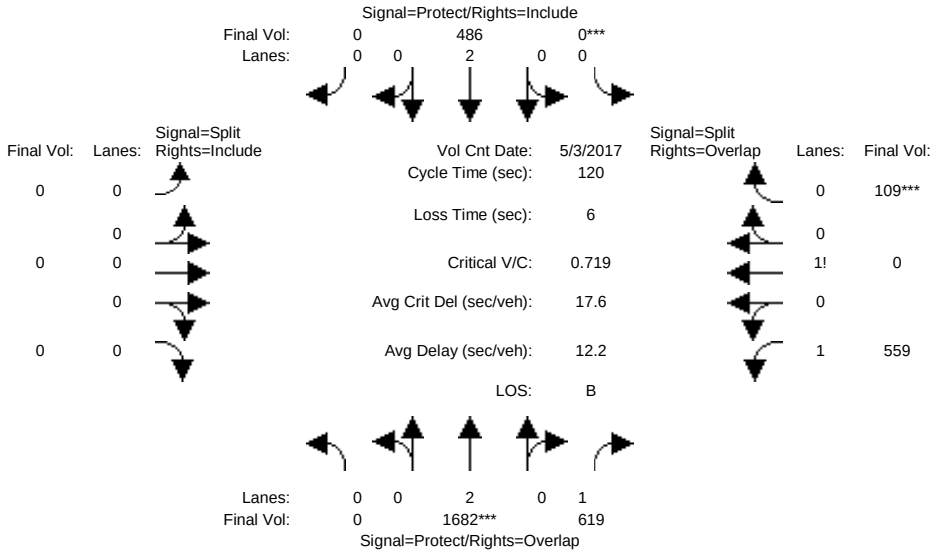
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2017 << 4:30-5:30 PM												
Base Vol:	0	496	503	0	1510	0	0	0	0	715	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	496	503	0	1510	0	0	0	0	715	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	496	503	0	1510	0	0	0	0	715	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	496	503	0	1510	0	0	0	0	715	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	496	503	0	1510	0	0	0	0	715	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:	0	496	503	0	1510	0	0	0	0	715	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2279	0	99
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.29	0.00	0.59	0.00	0.00	0.00	0.00	0.31	0.00	0.32
Crit Moves:	****				****						****	
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.21	0.31	0.00	0.96	0.00	0.00	0.00	0.00	1.05	0.00	1.08
Delay/Veh:	0.0	8.9	0.7	0.0	54.1	0.0	0.0	0.0	0.0	85.0	0.0	95.9
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	8.9	0.7	0.0	54.1	0.0	0.0	0.0	0.0	85.0	0.0	95.9
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	F
EndRedQueue:	0	3	1	0	8	0	0	0	0	8	0	12

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #5214: Foothill Expwy & San Antonio Rd



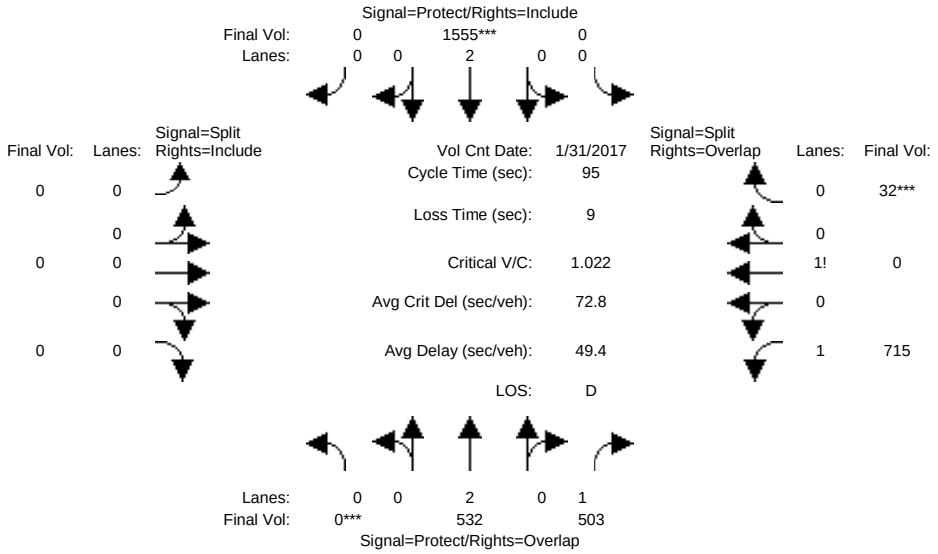
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	0	1643	619	0	480	0	0	0	0	559	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	619	0	480	0	0	0	0	559	0	109
Added Vol:	0	39	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1682	619	0	486	0	0	0	0	559	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1682	619	0	486	0	0	0	0	559	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1682	619	0	486	0	0	0	0	559	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1682	619	0	486	0	0	0	0	559	0	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2738	0	454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.35	0.00	0.13	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****			****						****	
Green Time:	0.0	73.9	114.0	0.0	73.9	0.0	0.0	0.0	0.0	40.1	0.0	40.1
Volume/Cap:	0.00	0.72	0.37	0.00	0.21	0.00	0.00	0.00	0.00	0.61	0.00	0.72
Delay/Veh:	0.0	9.6	0.1	0.0	5.5	0.0	0.0	0.0	0.0	34.5	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	0.1	0.0	5.5	0.0	0.0	0.0	0.0	34.5	0.0	37.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
EndRedQueue:	0	11	1	0	3	0	0	0	0	8	0	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #5214: Foothill Expwy & San Antonio Rd



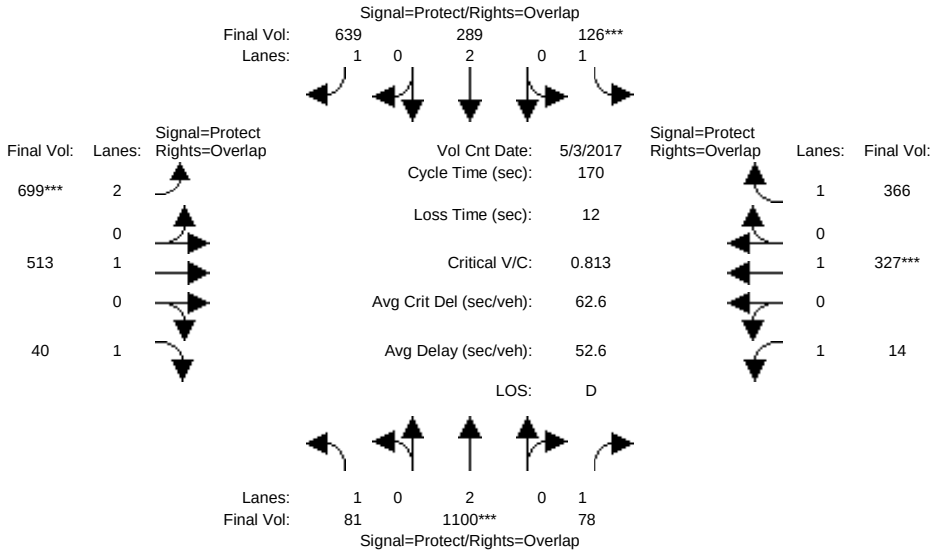
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2017 << 4:30-5:30 PM												
Base Vol:	0	496	503	0	1510	0	0	0	0	715	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	496	503	0	1510	0	0	0	0	715	0	32
Added Vol:	0	36	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:	0	532	503	0	1555	0	0	0	0	715	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	532	503	0	1555	0	0	0	0	715	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	532	503	0	1555	0	0	0	0	715	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:	0	532	503	0	1555	0	0	0	0	715	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2279	0	99
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.29	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.32
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.23	0.31	0.00	0.99	0.00	0.00	0.00	0.00	1.05	0.00	1.08
Delay/Veh:	0.0	9.0	0.7	0.0	61.7	0.0	0.0	0.0	0.0	85.0	0.0	95.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.7	0.0	61.7	0.0	0.0	0.0	0.0	85.0	0.0	95.9
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	F
EndRedQueue:	0	3	1	0	9	0	0	0	0	8	0	12

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



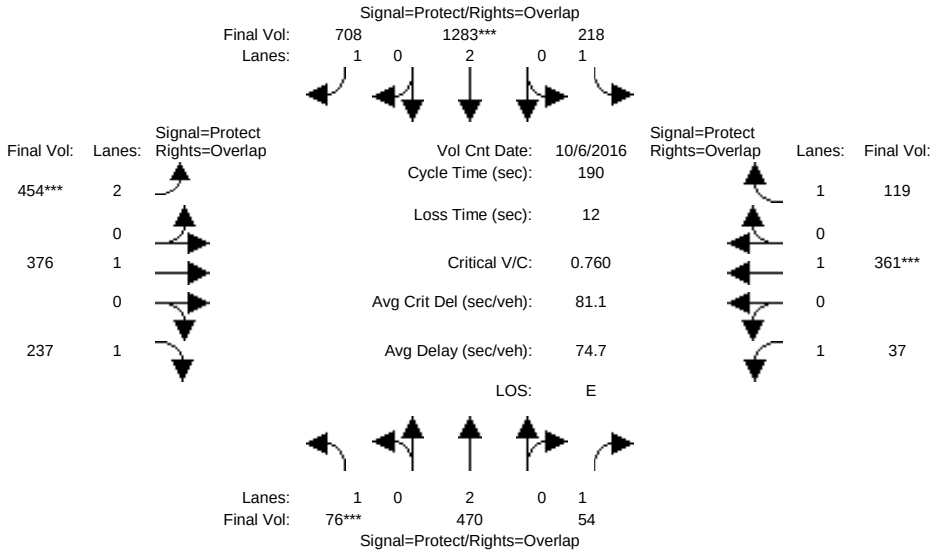
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 May 2017 <<												
Base Vol:	81	1100	78	126	289	639	699	513	40	14	327	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1100	78	126	289	639	699	513	40	14	327	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1100	78	126	289	639	699	513	40	14	327	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1100	78	126	289	639	699	513	40	14	327	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1100	78	126	289	639	699	513	40	14	327	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1100	78	126	289	639	699	513	40	14	327	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.04	0.07	0.08	0.37	0.22	0.27	0.02	0.01	0.17	0.21
Crit Moves:		****			****			****			****	
Green Time:	18.5	60.5	71.4	15.1	57.1	103.5	46.4	71.5	90.0	10.9	36.0	51.1
Volume/Cap:	0.43	0.81	0.11	0.81	0.23	0.60	0.81	0.64	0.04	0.12	0.81	0.70
Delay/Veh:	72.4	53.5	30.0	102.9	44.2	29.9	63.7	40.9	19.3	75.5	75.7	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	53.5	30.0	102.9	44.2	29.9	63.7	40.9	19.3	75.5	75.7	56.7
LOS by Move:	E	D	C	F	D	C	E	D	B	E	E	E
EndRedQueue:	4	17	2	6	5	13	14	14	1	1	12	13

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave

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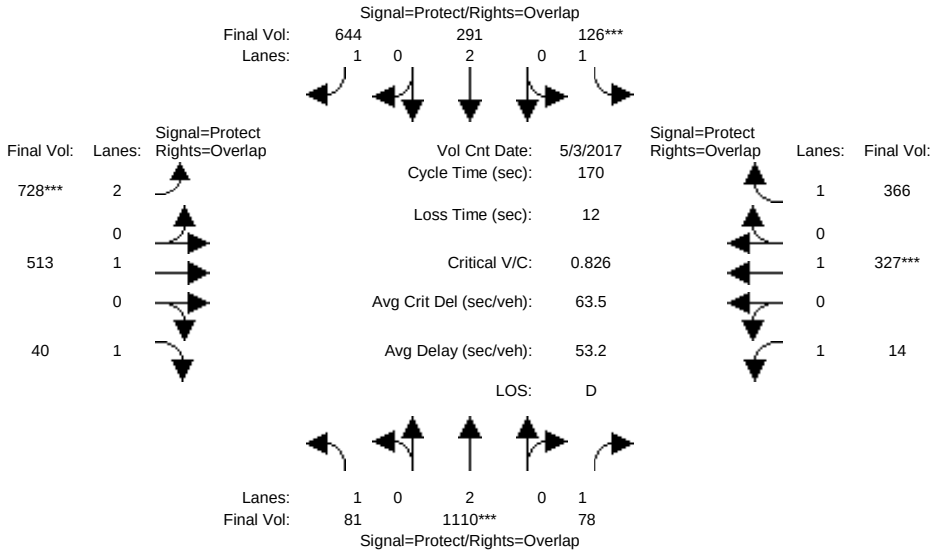
Street Name:         Foothill Expwy                  El Monte Ave
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   58   58   18   86   86   36   71   71   13   48   48
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Oct 2016 << 4:45 - 5:45 PM
Base Vol:     76  470   54  218 1283  708  454  376  237   37  361  119
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  76  470   54  218 1283  708  454  376  237   37  361  119
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  76  470   54  218 1283  708  454  376  237   37  361  119
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 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  470   54  218 1283  708  454  376  237   37  361  119
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  76  470   54  218 1283  708  454  376  237   37  361  119
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  76  470   54  218 1283  708  454  376  237   37  361  119
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.64 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 3800 1750 1750 3800 1225 3150 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.12 0.03 0.12 0.34 0.58 0.14 0.20 0.14 0.02 0.19 0.07
Crit Moves:  ****              ****      ****              ****
Green Time: 18.8 69.5 81.8 30.2 80.9 114.8 33.9 66.8 85.6 12.2 45.1 75.3
Volume/Cap: 0.44 0.34 0.07 0.78 0.79 0.96 0.81 0.56 0.30 0.33 0.80 0.17
Delay/Veh:  87.5 43.2 29.1 105.5 77.9 98.7 88.3 54.1 35.5 92.0 82.2 39.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 87.5 43.2 29.1 105.5 77.9 98.7 88.3 54.1 35.5 92.0 82.2 39.6
LOS by Move:   F    D    C    F    E    F    F    D    D    F    F    D
EndRedQueue:   4    8    2   11   21   17   13   14    8    2   15    4
Note: Queue reported is the number of cars per lane.
```

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #5215: Foothill Expwy & El Monte Ave

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Street Name:         Foothill Expwy                  El Monte Ave
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2017 <<
Base Vol:      81 1100    78   126  289   639   699  513    40    14  327   366
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81 1100    78   126  289   639   699  513    40    14  327   366
Added Vol:      0   10     0     0    2     5    29    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   81 1110    78   126  291   644   728  513    40    14  327   366
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    81 1110    78   126  291   644   728  513    40    14  327   366
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81 1110    78   126  291   644   728  513    40    14  327   366
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   81 1110    78   126  291   644   728  513    40    14  327   366
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  3150 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.29  0.04  0.07 0.08  0.37  0.23 0.27  0.02  0.01 0.17  0.21
Crit Moves:       ****        ****            ****                ****
Green Time:  18.9 60.1  71.1  14.8 56.0 103.6  47.6 72.0  91.0  11.0 35.4  50.3
Volume/Cap:  0.42 0.83  0.11  0.83 0.23  0.60  0.83 0.64  0.04  0.12 0.83  0.71
Delay/Veh:   71.8 54.5  30.2 105.6 44.9  30.0  63.8 40.4  18.8  75.5 77.6  57.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  71.8 54.5  30.2 105.6 44.9  30.0  63.8 40.4  18.8  75.5 77.6  57.8
LOS by Move:    E    D     C     F    D     C     E    D     B     E    E     E
EndRedQueue:    4   17     2     6    5    13    15   14     1     1   12    13
Note: Queue reported is the number of cars per lane.
```
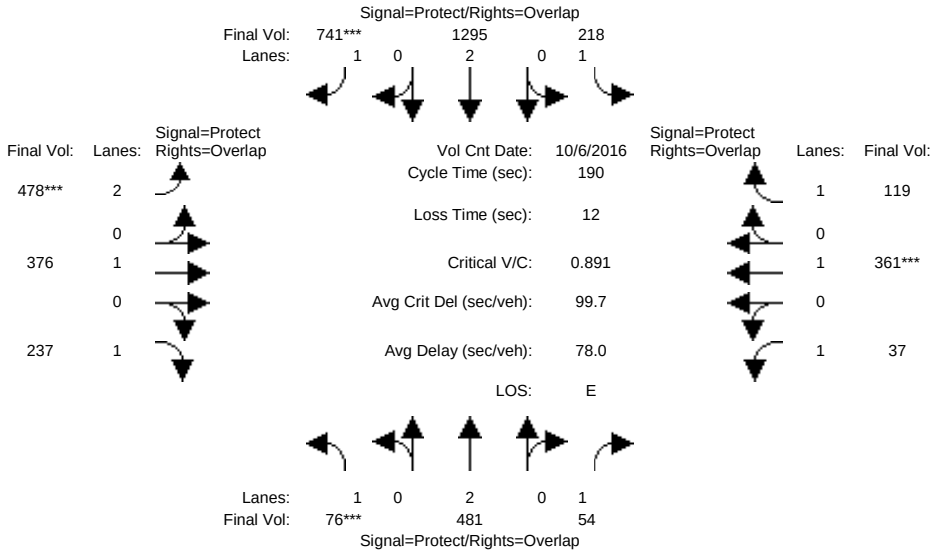

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #5215: Foothill Expwy & El Monte Ave



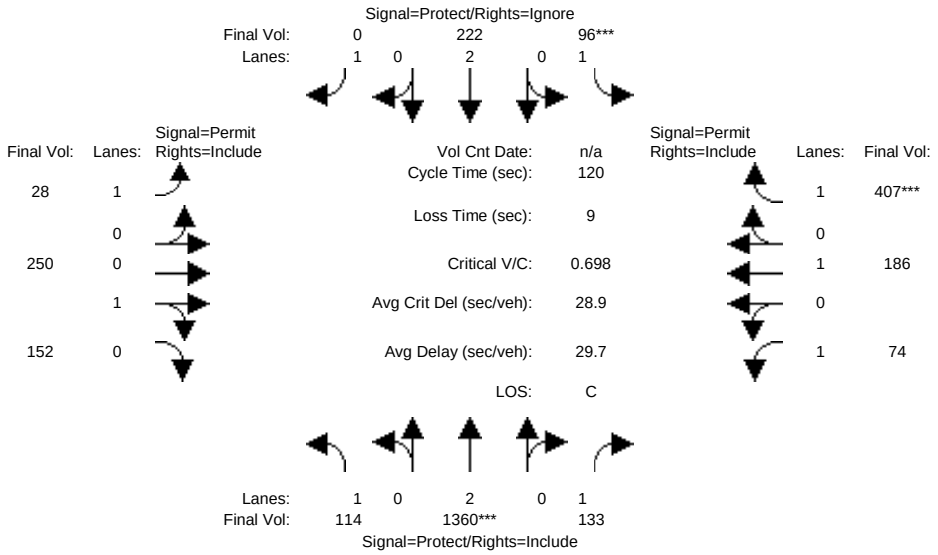
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	58	58	18	86	86	36	71	71	13	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 4:45 - 5:45 PM												
Base Vol:	76	470	54	218	1283	708	454	376	237	37	361	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	470	54	218	1283	708	454	376	237	37	361	119
Added Vol:	0	11	0	0	12	33	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	481	54	218	1295	741	478	376	237	37	361	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	481	54	218	1295	741	478	376	237	37	361	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	481	54	218	1295	741	478	376	237	37	361	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	481	54	218	1295	741	478	376	237	37	361	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.12	0.34	0.60	0.15	0.20	0.14	0.02	0.19	0.07
Crit Moves:	****					****	****				****	
Green Time:	18.8	69.5	81.8	30.2	80.9	114.8	33.9	66.8	85.6	12.2	45.1	75.3
Volume/Cap:	0.44	0.35	0.07	0.78	0.80	1.00	0.85	0.56	0.30	0.33	0.80	0.17
Delay/Veh:	87.5	43.3	29.1	105.5	78.4	114.1	92.3	54.1	35.5	92.0	82.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	43.3	29.1	105.5	78.4	114.1	92.3	54.1	35.5	92.0	82.2	39.6
LOS by Move:	F	D	C	F	E	F	F	D	D	F	F	D
EndRedQueue:	4	9	2	11	21	18	13	14	8	2	15	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



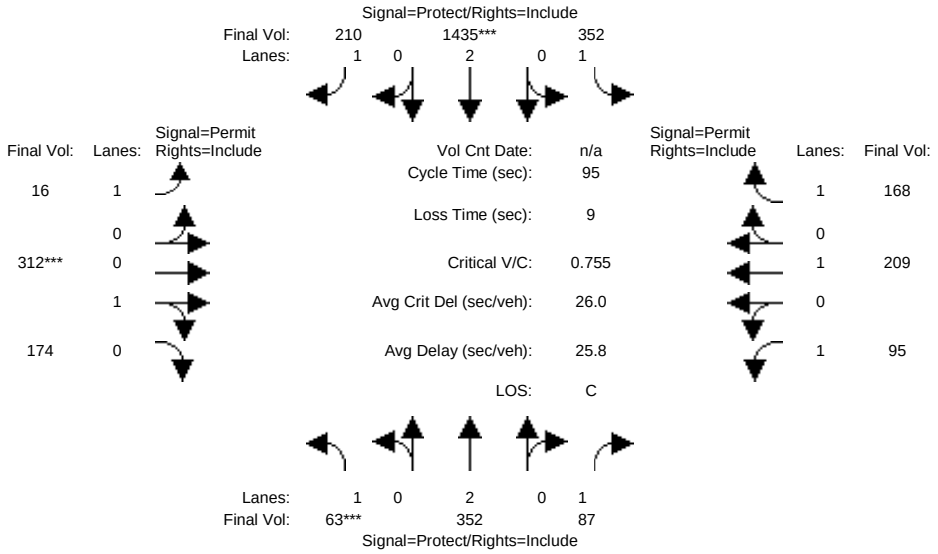
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1360	133	96	222	19	28	250	152	74	186	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1360	133	96	222	19	28	250	152	74	186	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1360	133	96	222	19	28	250	152	74	186	407
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1360	133	96	222	0	28	250	152	74	186	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1360	133	96	222	0	28	250	152	74	186	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1360	133	96	222	0	28	250	152	74	186	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1119	681	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.08	0.05	0.06	0.00	0.02	0.22	0.22	0.04	0.10	0.23
Crit Moves:		****			****						****	
Green Time:	31.1	61.6	61.6	9.4	39.8	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.25	0.70	0.15	0.70	0.18	0.00	0.05	0.67	0.67	0.13	0.29	0.70
Delay/Veh:	35.5	23.3	15.5	68.5	28.5	0.0	27.1	37.3	37.3	27.9	29.8	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	23.3	15.5	68.5	28.5	0.0	27.1	37.3	37.3	27.9	29.8	38.5
LOS by Move:	D	C	B	E	C	A	C	D	D	C	C	D
EndRedQueue:	3	11	2	3	2	0	1	9	9	2	4	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



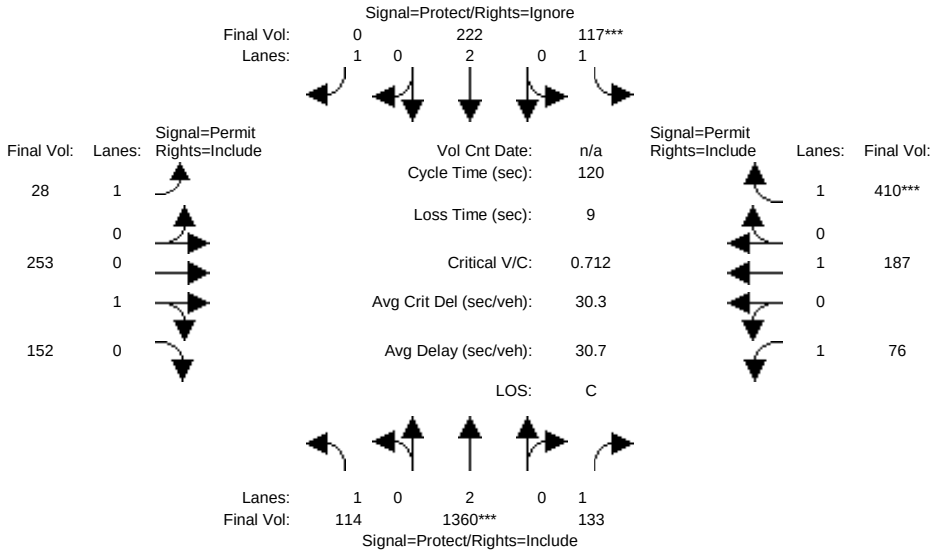
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	352	87	352	1435	210	16	312	174	95	209	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	352	87	352	1435	210	16	312	174	95	209	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	352	87	352	1435	210	16	312	174	95	209	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	352	87	352	1435	210	16	312	174	95	209	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.64	0.36	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1156	644	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.20	0.38	0.12	0.01	0.27	0.27	0.05	0.11	0.10
Crit Moves:	****			****			****					
Green Time:	7.0	18.2	18.2	34.8	46.1	46.1	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.49	0.48	0.26	0.55	0.78	0.25	0.03	0.78	0.78	0.16	0.32	0.28
Delay/Veh:	45.2	34.7	33.1	24.9	22.4	14.5	20.5	34.0	34.0	21.6	23.1	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	34.7	33.1	24.9	22.4	14.5	20.5	34.0	34.0	21.6	23.1	22.7
LOS by Move:	D	C	C	C	C	B	C	C	C	C	C	C
EndRedQueue:	2	4	2	6	10	3	0	9	9	2	4	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #1: Foothill Expwy & Edith Ave



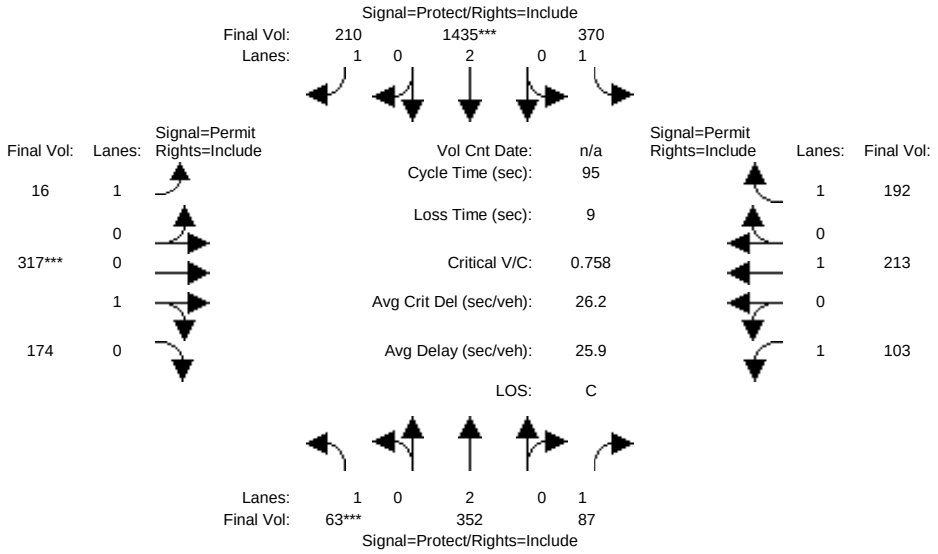
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1360	133	96	222	19	28	250	152	74	186	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1360	133	96	222	19	28	250	152	74	186	407
Added Vol:	0	0	0	21	0	0	0	3	0	2	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1360	133	117	222	19	28	253	152	76	187	410
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1360	133	117	222	0	28	253	152	76	187	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1360	133	117	222	0	28	253	152	76	187	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1360	133	117	222	0	28	253	152	76	187	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1124	676	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.08	0.07	0.06	0.00	0.02	0.23	0.23	0.04	0.10	0.23
Crit Moves:		****			****						****	
Green Time:	31.4	60.3	60.3	11.3	40.2	0.0	39.5	39.5	39.5	39.5	39.5	39.5
Volume/Cap:	0.25	0.71	0.15	0.71	0.17	0.00	0.05	0.68	0.68	0.13	0.30	0.71
Delay/Veh:	35.3	24.4	16.2	66.5	28.3	0.0	27.5	38.2	38.2	28.4	30.2	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	24.4	16.2	66.5	28.3	0.0	27.5	38.2	38.2	28.4	30.2	39.5
LOS by Move:	D	C	B	E	C	A	C	D	D	C	C	D
EndRedQueue:	3	11	2	4	2	0	1	10	10	2	4	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #1: Foothill Expwy & Edith Ave



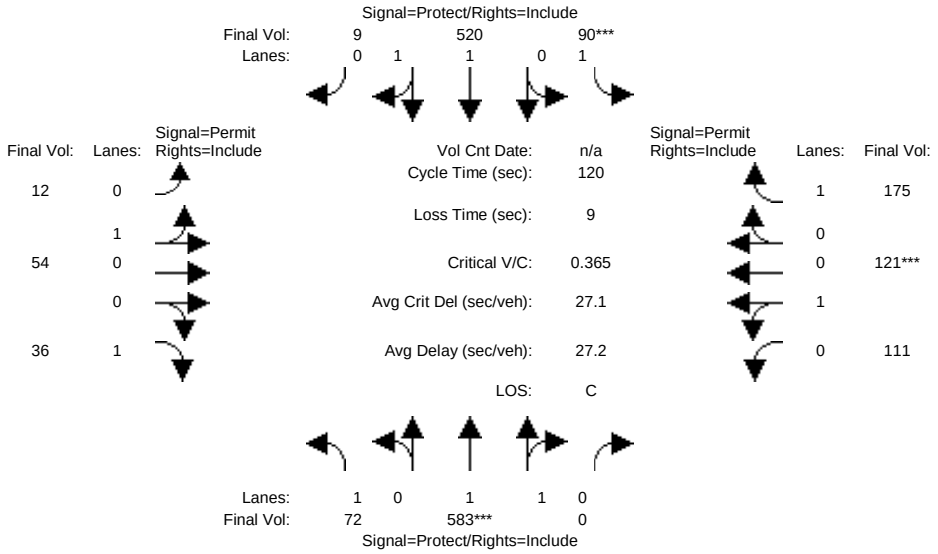
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	352	87	352	1435	210	16	312	174	95	209	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	352	87	352	1435	210	16	312	174	95	209	168
Added Vol:	0	0	0	18	0	0	0	5	0	8	4	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	352	87	370	1435	210	16	317	174	103	213	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:	63	352	87	370	1435	210	16	317	174	103	213	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	352	87	370	1435	210	16	317	174	103	213	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:	63	352	87	370	1435	210	16	317	174	103	213	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.65	0.35	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1162	638	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.21	0.38	0.12	0.01	0.27	0.27	0.06	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	7.0	17.6	17.6	35.3	45.9	45.9	33.1	33.1	33.1	33.1	33.1	33.1
Volume/Cap:	0.49	0.50	0.27	0.57	0.78	0.25	0.03	0.78	0.78	0.17	0.32	0.31
Delay/Veh:	45.2	35.3	33.7	25.0	22.7	14.6	20.3	34.0	34.0	21.5	23.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	35.3	33.7	25.0	22.7	14.6	20.3	34.0	34.0	21.5	23.0	22.9
LOS by Move:	D	D	C	C	C	B	C	C	C	C	C	C
EndRedQueue:	2	4	2	7	10	3	0	9	9	2	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



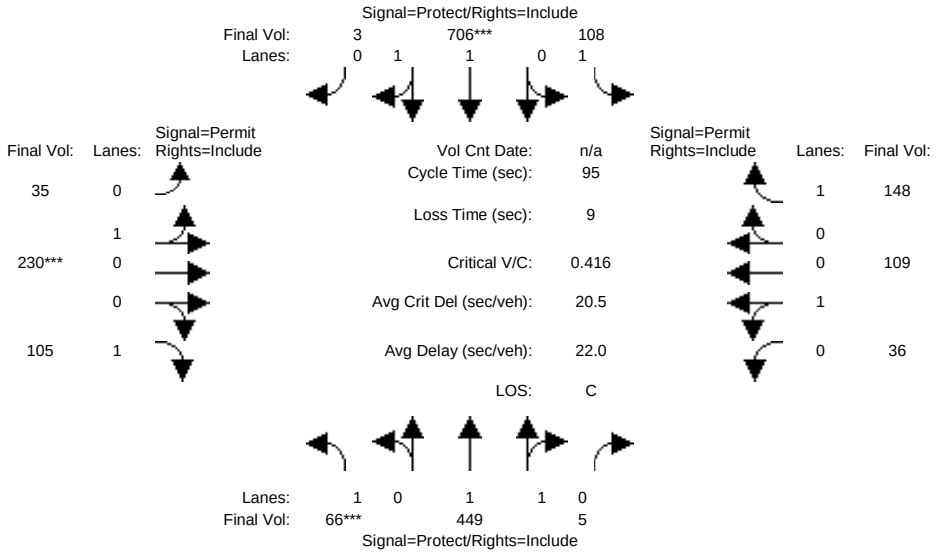
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	583	0	90	520	9	12	54	36	111	121	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	583	0	90	520	9	12	54	36	111	121	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	583	0	90	520	9	12	54	36	111	121	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	583	0	90	520	9	12	54	36	111	121	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	583	0	90	520	9	12	54	36	111	121	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	583	0	90	520	9	12	54	36	111	121	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	0.18	0.82	1.00	0.48	0.52	1.00
Final Sat.:	1750	3700	0	1750	3637	63	327	1473	1750	861	939	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.05	0.14	0.14	0.04	0.04	0.02	0.13	0.13	0.10
Crit Moves:		****			****						****	
Green Time:	19.9	51.8	0.0	16.9	48.8	48.8	42.3	42.3	42.3	42.3	42.3	42.3
Volume/Cap:	0.25	0.37	0.00	0.37	0.35	0.35	0.10	0.10	0.06	0.37	0.37	0.28
Delay/Veh:	44.0	23.2	0.0	47.6	24.8	24.8	26.2	26.2	25.7	29.2	29.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	23.2	0.0	47.6	24.8	24.8	26.2	26.2	25.7	29.2	29.2	28.2
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
EndRedQueue:	2	6	0	3	5	5	2	2	1	5	5	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



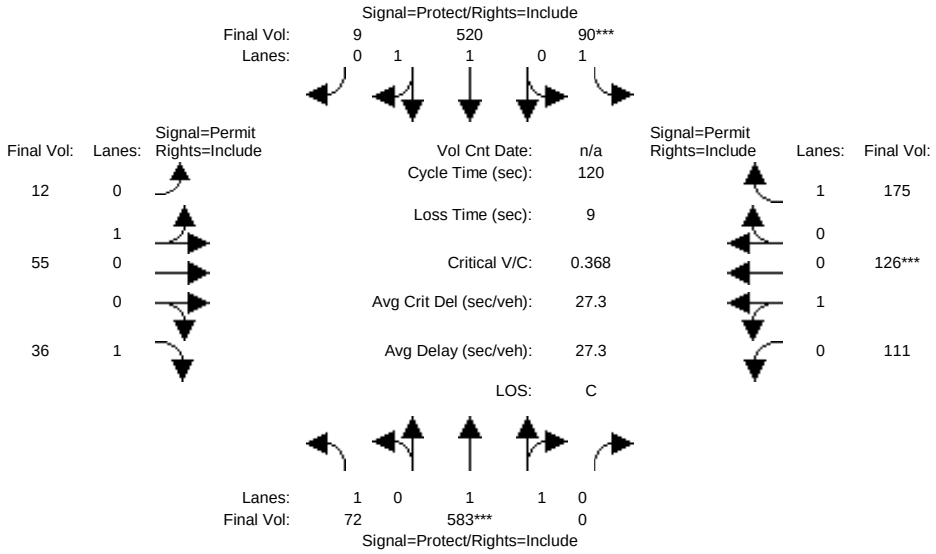
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	449	5	108	706	3	35	230	105	36	109	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	449	5	108	706	3	35	230	105	36	109	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	449	5	108	706	3	35	230	105	36	109	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	449	5	108	706	3	35	230	105	36	109	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	449	5	108	706	3	35	230	105	36	109	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	449	5	108	706	3	35	230	105	36	109	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.13	0.87	1.00	0.25	0.75	1.00
Final Sat.:	1750	3659	41	1750	3684	16	238	1562	1750	447	1353	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.06	0.19	0.19	0.15	0.15	0.06	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	8.6	32.7	32.7	19.7	43.8	43.8	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.42	0.36	0.36	0.30	0.42	0.42	0.42	0.42	0.17	0.23	0.23	0.24
Delay/Veh:	42.6	23.4	23.4	32.3	17.3	17.3	23.7	23.7	21.2	21.7	21.7	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	23.4	23.4	32.3	17.3	17.3	23.7	23.7	21.2	21.7	21.7	21.9
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	2	5	5	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5: San Antonio Rd & First St/Cuesta Dr



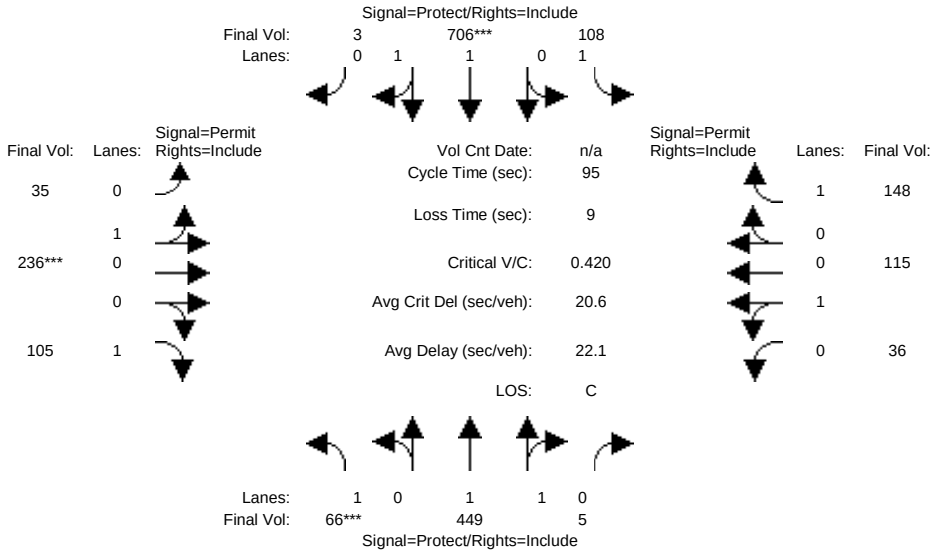
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	583	0	90	520	9	12	54	36	111	121	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	583	0	90	520	9	12	54	36	111	121	175
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	583	0	90	520	9	12	55	36	111	126	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	583	0	90	520	9	12	55	36	111	126	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	583	0	90	520	9	12	55	36	111	126	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	583	0	90	520	9	12	55	36	111	126	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	0.18	0.82	1.00	0.47	0.53	1.00
Final Sat.:	1750	3700	0	1750	3637	63	322	1478	1750	843	957	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.05	0.14	0.14	0.04	0.04	0.02	0.13	0.13	0.10
Crit Moves:		****			****						****	
Green Time:	19.7	51.3	0.0	16.8	48.4	48.4	42.9	42.9	42.9	42.9	42.9	42.9
Volume/Cap:	0.25	0.37	0.00	0.37	0.35	0.35	0.10	0.10	0.06	0.37	0.37	0.28
Delay/Veh:	44.1	23.5	0.0	47.8	25.1	25.1	25.8	25.8	25.3	28.9	28.9	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:	44.1	23.5	0.0	47.8	25.1	25.1	25.8	25.8	25.3	28.9	28.9	27.8
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
EndRedQueue:	2	6	0	3	5	5	2	2	1	5	5	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5: San Antonio Rd & First St/Cuesta Dr



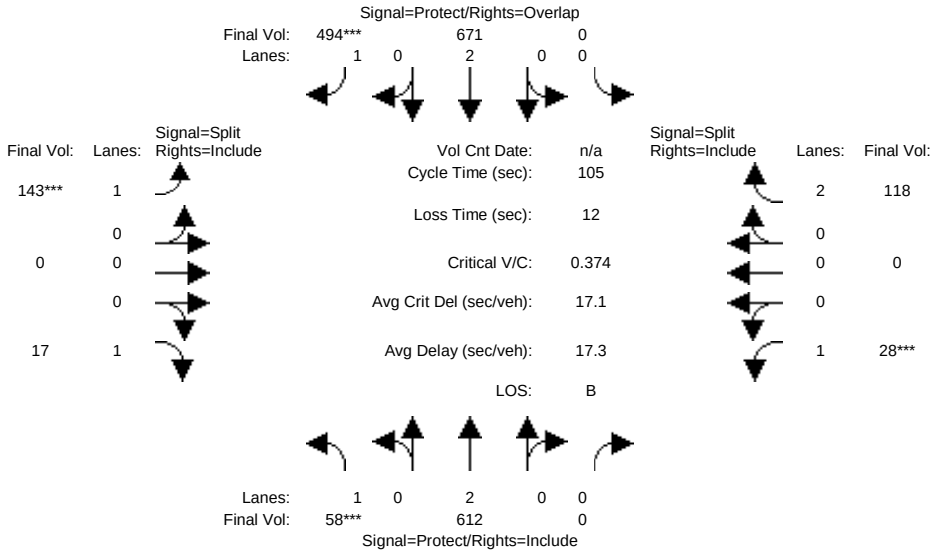
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	449	5	108	706	3	35	230	105	36	109	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	449	5	108	706	3	35	230	105	36	109	148
Added Vol:	0	0	0	0	0	0	0	6	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	449	5	108	706	3	35	236	105	36	115	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	449	5	108	706	3	35	236	105	36	115	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	449	5	108	706	3	35	236	105	36	115	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	449	5	108	706	3	35	236	105	36	115	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.13	0.87	1.00	0.24	0.76	1.00
Final Sat.:	1750	3659	41	1750	3684	16	232	1568	1750	429	1371	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.06	0.19	0.19	0.15	0.15	0.06	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	8.5	32.4	32.4	19.5	43.4	43.4	34.1	34.1	34.1	34.1	34.1	34.1
Volume/Cap:	0.42	0.36	0.36	0.30	0.42	0.42	0.42	0.42	0.17	0.23	0.23	0.24
Delay/Veh:	42.7	23.7	23.7	32.5	17.5	17.5	23.4	23.4	20.9	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	23.7	23.7	32.5	17.5	17.5	23.4	23.4	20.9	21.5	21.5	21.5
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	2	5	5	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



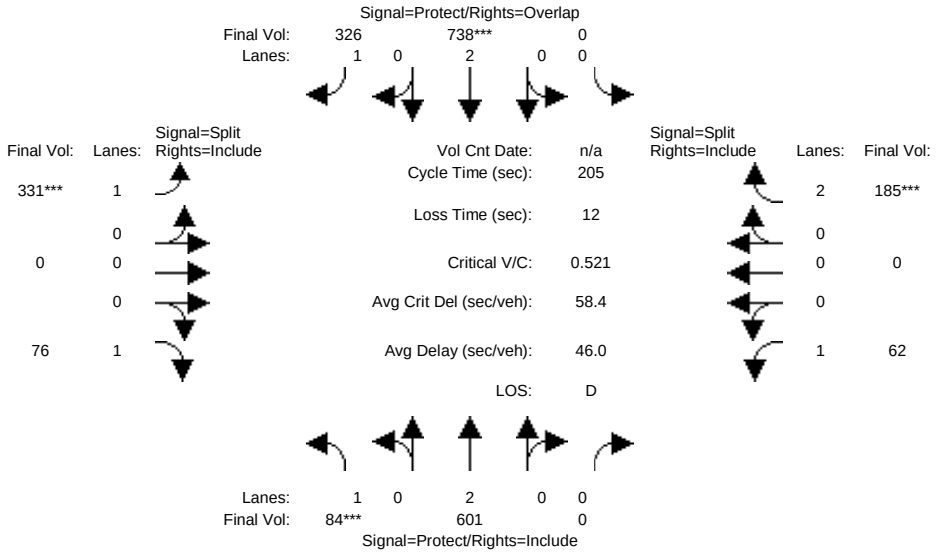
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	612	0	0	671	494	143	0	17	28	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	612	0	0	671	494	143	0	17	28	0	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	612	0	0	671	494	143	0	17	28	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	612	0	0	671	494	143	0	17	28	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	612	0	0	671	494	143	0	17	28	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	612	0	0	671	494	143	0	17	28	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.18	0.28	0.08	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	9.0	59.6	0.0	0.0	50.6	73.5	22.9	0.0	22.9	10.5	0.0	10.5
Volume/Cap:	0.39	0.28	0.00	0.00	0.37	0.40	0.37	0.00	0.04	0.16	0.00	0.37
Delay/Veh:	47.1	11.8	0.0	0.0	17.2	6.8	35.5	0.0	32.4	43.6	0.0	44.9
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:	47.1	11.8	0.0	0.0	17.2	6.8	35.5	0.0	32.4	43.6	0.0	44.9
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	5	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



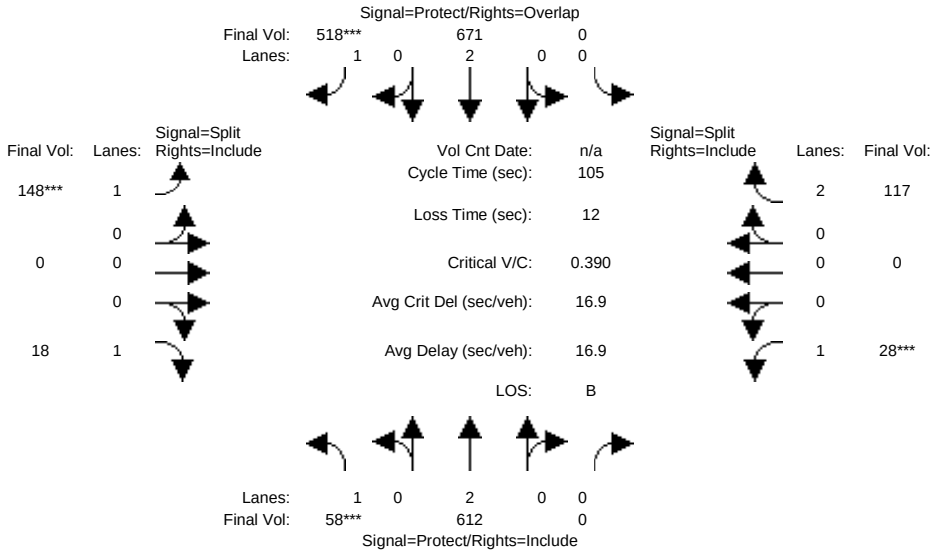
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	601	0	0	738	326	331	0	76	62	0	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	601	0	0	738	326	331	0	76	62	0	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	601	0	0	738	326	331	0	76	62	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	601	0	0	738	326	331	0	76	62	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	601	0	0	738	326	331	0	76	62	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	601	0	0	738	326	331	0	76	62	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.19	0.19	0.19	0.00	0.04	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.9	95.4	0.0	0.0	76.5	151.0	74.5	0.0	74.5	23.1	0.0	23.1
Volume/Cap:	0.52	0.34	0.00	0.00	0.52	0.25	0.52	0.00	0.12	0.31	0.00	0.52
Delay/Veh:	91.7	34.9	0.0	0.0	50.3	8.9	52.0	0.0	43.5	84.6	0.0	87.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	34.9	0.0	0.0	50.3	8.9	52.0	0.0	43.5	84.6	0.0	87.1
LOS by Move:	F	C	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	9	0	0	13	5	13	0	3	3	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #6: San Antonio Rd & Edith Ave/Main St



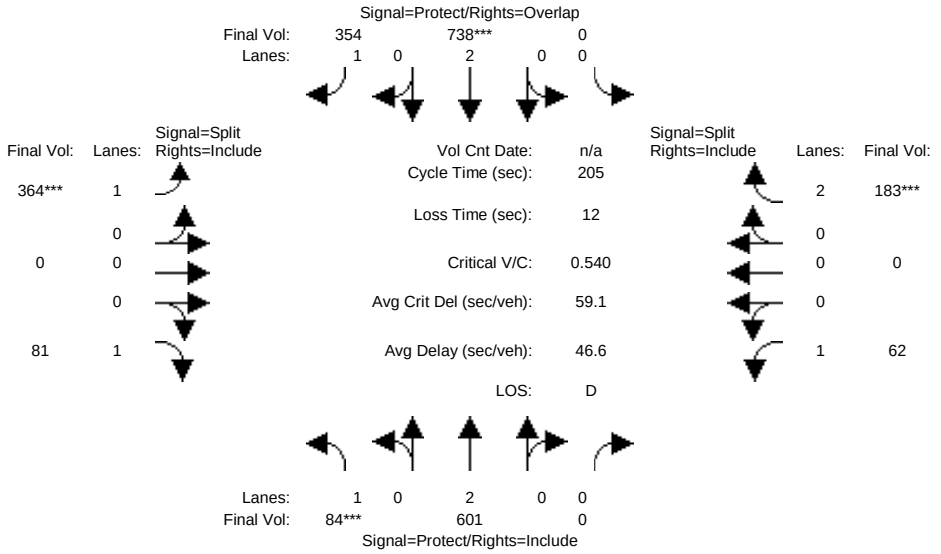
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	612	0	0	671	494	143	0	17	28	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	612	0	0	671	494	143	0	17	28	0	118
Added Vol:	0	0	0	0	0	24	5	0	1	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	612	0	0	671	518	148	0	18	28	0	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:	58	612	0	0	671	518	148	0	18	28	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	612	0	0	671	518	148	0	18	28	0	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:	58	612	0	0	671	518	148	0	18	28	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.18	0.30	0.08	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	8.5	60.2	0.0	0.0	51.7	74.5	22.8	0.0	22.8	10.0	0.0	10.0
Volume/Cap:	0.41	0.28	0.00	0.00	0.36	0.42	0.39	0.00	0.05	0.17	0.00	0.39
Delay/Veh:	47.7	11.5	0.0	0.0	16.6	6.5	35.8	0.0	32.6	44.1	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	11.5	0.0	0.0	16.6	6.5	35.8	0.0	32.6	44.1	0.0	45.5
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	5	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #6: San Antonio Rd & Edith Ave/Main St



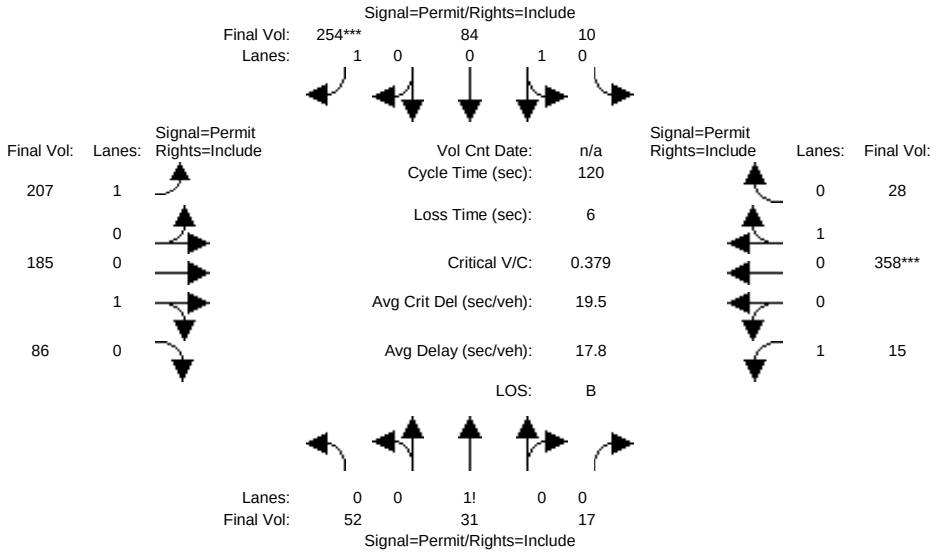
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	601	0	0	738	326	331	0	76	62	0	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	601	0	0	738	326	331	0	76	62	0	185
Added Vol:	0	0	0	0	0	28	33	0	5	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	601	0	0	738	354	364	0	81	62	0	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:	84	601	0	0	738	354	364	0	81	62	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	601	0	0	738	354	364	0	81	62	0	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:	84	601	0	0	738	354	364	0	81	62	0	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.19	0.20	0.21	0.00	0.05	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.2	92.0	0.0	0.0	73.7	152.7	79.0	0.0	79.0	22.1	0.0	22.1
Volume/Cap:	0.54	0.35	0.00	0.00	0.54	0.27	0.54	0.00	0.12	0.33	0.00	0.54
Delay/Veh:	93.2	37.1	0.0	0.0	52.6	8.5	49.8	0.0	40.7	85.7	0.0	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.2	37.1	0.0	0.0	52.6	8.5	49.8	0.0	40.7	85.7	0.0	88.4
LOS by Move:	F	D	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	9	0	0	13	6	14	0	3	3	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



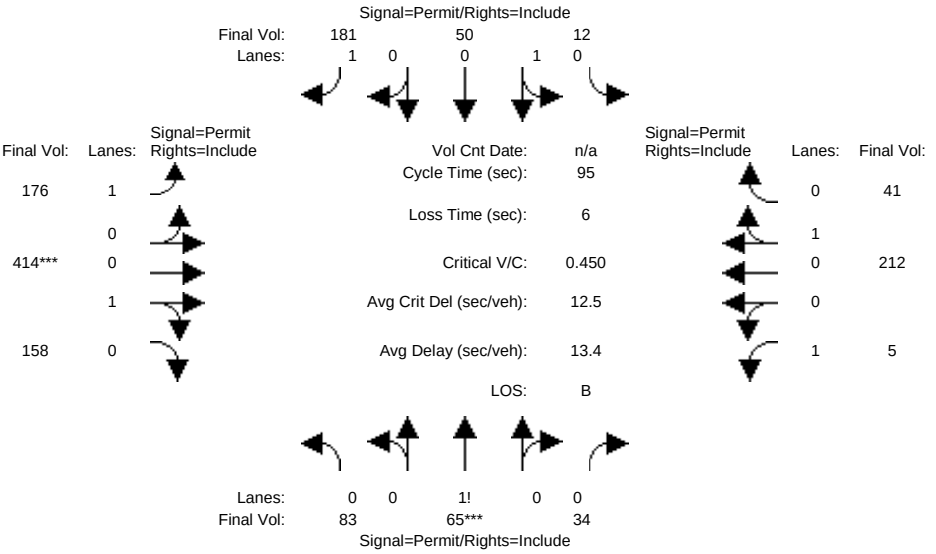
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.52	0.31	0.17	0.11	0.89	1.00	1.00	0.68	0.32	1.00	0.93	0.07
Final Sat.:	910	543	298	191	1609	1750	1750	1229	571	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.15	0.12	0.15	0.15	0.01	0.21	0.21
Crit Moves:					****					****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	68.0	68.0	68.0	68.0	68.0	68.0
Volume/Cap:	0.15	0.15	0.15	0.14	0.14	0.38	0.21	0.27	0.27	0.02	0.38	0.38
Delay/Veh:	24.3	24.3	24.3	24.2	24.2	27.0	12.9	13.4	13.4	11.4	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	24.3	24.2	24.2	27.0	12.9	13.4	13.4	11.4	14.6	14.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	2	2	2	2	2	6	3	4	4	0	6	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



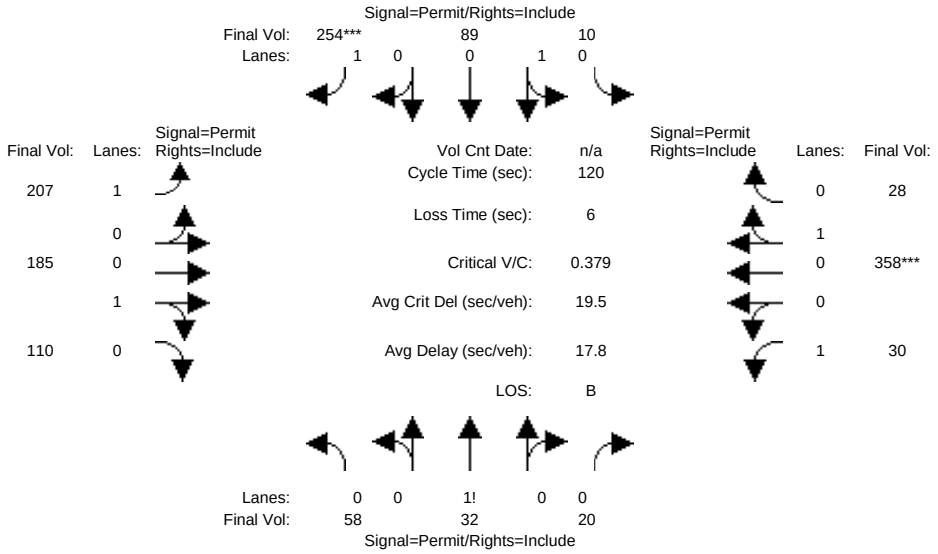
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	65	34	12	50	181	176	414	158	5	212	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	65	34	12	50	181	176	414	158	5	212	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	65	34	12	50	181	176	414	158	5	212	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	65	34	12	50	181	176	414	158	5	212	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	65	34	12	50	181	176	414	158	5	212	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	65	34	12	50	181	176	414	158	5	212	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.36	0.19	0.19	0.81	1.00	1.00	0.72	0.28	1.00	0.84	0.16
Final Sat.:	798	625	327	348	1452	1750	1750	1303	497	1750	1508	292
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.10	0.10	0.32	0.32	0.00	0.14	0.14
Crit Moves:	****						****					
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	67.1	67.1	67.1	67.1	67.1	67.1
Volume/Cap:	0.45	0.45	0.45	0.15	0.15	0.45	0.14	0.45	0.45	0.00	0.20	0.20
Delay/Veh:	32.1	32.1	32.1	29.3	29.3	32.1	4.6	6.3	6.3	4.1	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	32.1	29.3	29.3	32.1	4.6	6.3	6.3	4.1	4.9	4.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	4	4	4	1	1	4	1	5	5	0	2	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #7: Los Altos Ave/First St & Edith Ave



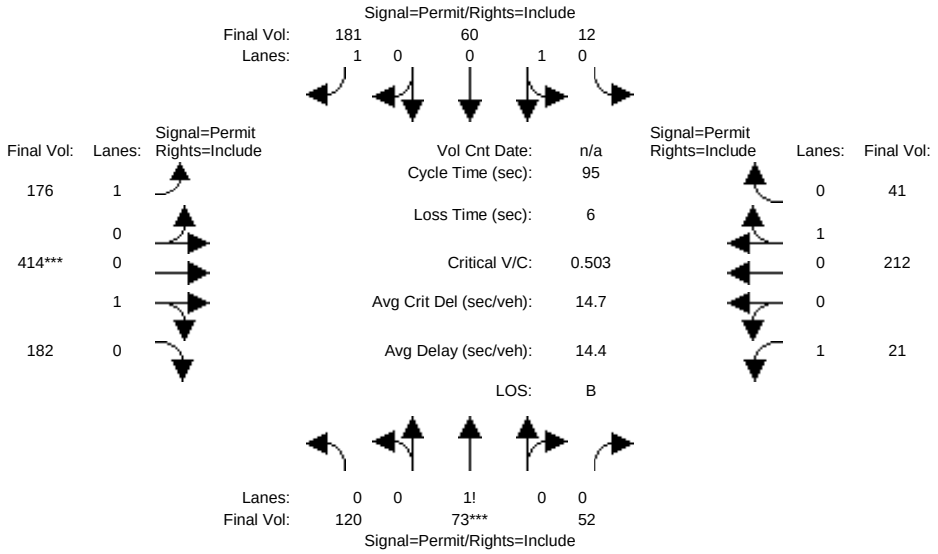
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	31	17	10	84	254	207	185	86	15	358	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:	52	31	17	10	84	254	207	185	86	15	358	28
Added Vol:	6	1	3	0	5	0	0	0	24	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	32	20	10	89	254	207	185	110	30	358	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:	58	32	20	10	89	254	207	185	110	30	358	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	32	20	10	89	254	207	185	110	30	358	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:	58	32	20	10	89	254	207	185	110	30	358	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.53	0.29	0.18	0.10	0.90	1.00	1.00	0.63	0.37	1.00	0.93	0.07
Final Sat.:	923	509	318	182	1618	1750	1750	1129	671	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.15	0.12	0.16	0.16	0.02	0.21	0.21
Crit Moves:						****					****	
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	68.0	68.0	68.0	68.0	68.0	68.0
Volume/Cap:	0.16	0.16	0.16	0.14	0.14	0.38	0.21	0.29	0.29	0.03	0.38	0.38
Delay/Veh:	24.5	24.5	24.5	24.2	24.2	27.0	12.9	13.6	13.6	11.5	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	24.2	24.2	27.0	12.9	13.6	13.6	11.5	14.6	14.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	2	2	2	2	2	6	3	4	4	0	6	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #7: Los Altos Ave/First St & Edith Ave



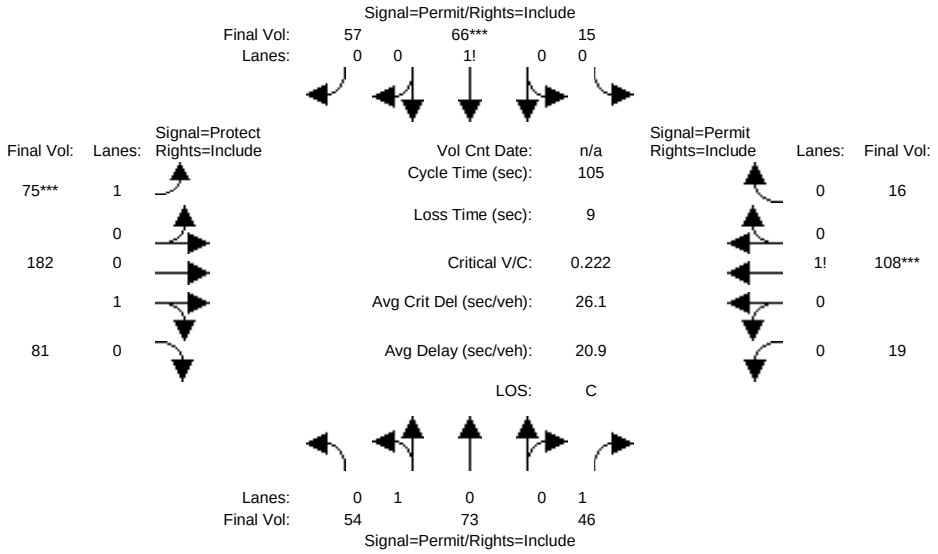
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	65	34	12	50	181	176	414	158	5	212	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	65	34	12	50	181	176	414	158	5	212	41
Added Vol:	37	8	18	0	10	0	0	0	24	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	73	52	12	60	181	176	414	182	21	212	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	73	52	12	60	181	176	414	182	21	212	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	52	12	60	181	176	414	182	21	212	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	73	52	12	60	181	176	414	182	21	212	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.49	0.30	0.21	0.17	0.83	1.00	1.00	0.69	0.31	1.00	0.84	0.16
Final Sat.:	857	521	371	300	1500	1750	1750	1250	550	1750	1508	292
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.04	0.04	0.10	0.10	0.33	0.33	0.01	0.14	0.14
Crit Moves:	****						****					
Green Time:	26.4	26.4	26.4	26.4	26.4	26.4	62.6	62.6	62.6	62.6	62.6	62.6
Volume/Cap:	0.50	0.50	0.50	0.14	0.14	0.37	0.15	0.50	0.50	0.02	0.21	0.21
Delay/Veh:	29.6	29.6	29.6	25.9	25.9	28.1	6.2	8.6	8.6	5.6	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	29.6	25.9	25.9	28.1	6.2	8.6	8.6	5.6	6.5	6.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	5	5	5	1	1	4	2	6	6	0	2	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



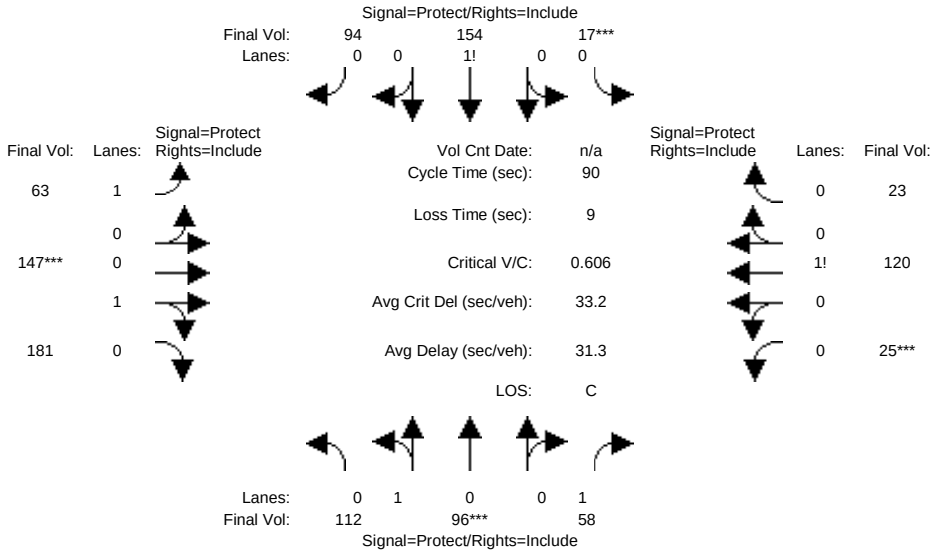
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	73	46	15	66	57	75	182	81	19	108	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:	54	73	46	15	66	57	75	182	81	19	108	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:	54	73	46	15	66	57	75	182	81	19	108	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:	54	73	46	15	66	57	75	182	81	19	108	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	73	46	15	66	57	75	182	81	19	108	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:	54	73	46	15	66	57	75	182	81	19	108	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.43	0.57	1.00	0.11	0.48	0.41	1.00	0.69	0.31	0.13	0.76	0.11
Final Sat.:	765	1035	1750	190	837	723	1750	1246	554	233	1322	196
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.08	0.08	0.08	0.04	0.15	0.15	0.08	0.08	0.08
Crit Moves:				****			****			****		
Green Time:	37.2	37.2	37.2	37.2	37.2	37.2	20.2	58.8	58.8	38.6	38.6	38.6
Volume/Cap:	0.20	0.20	0.07	0.22	0.22	0.22	0.22	0.26	0.26	0.22	0.22	0.22
Delay/Veh:	23.7	23.7	22.5	23.9	23.9	23.9	36.1	12.0	12.0	23.1	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	22.5	23.9	23.9	23.9	36.1	12.0	12.0	23.1	23.1	23.1
LOS by Move:	C	C	C	C	C	C	D	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	2	4	4	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



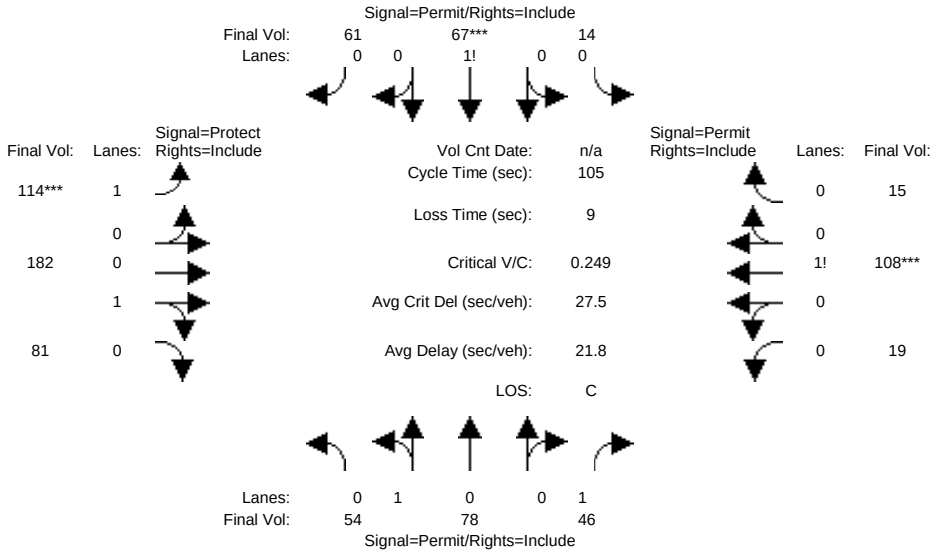
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	96	58	17	154	94	63	147	181	25	120	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	96	58	17	154	94	63	147	181	25	120	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	96	58	17	154	94	63	147	181	25	120	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	96	58	17	154	94	63	147	181	25	120	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	96	58	17	154	94	63	147	181	25	120	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	96	58	17	154	94	63	147	181	25	120	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.54	0.46	1.00	0.06	0.59	0.35	1.00	0.45	0.55	0.15	0.71	0.14
Final Sat.:	969	831	1750	112	1017	621	1750	807	993	260	1250	240
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.15	0.15	0.15	0.04	0.18	0.18	0.10	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	17.2	17.2	17.2	22.5	22.5	22.5	17.0	27.1	27.1	14.3	24.3	24.3
Volume/Cap:	0.61	0.61	0.17	0.61	0.61	0.61	0.19	0.61	0.61	0.61	0.36	0.36
Delay/Veh:	36.4	36.4	30.7	32.3	32.3	32.3	31.0	28.9	28.9	39.1	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	30.7	32.3	32.3	32.3	31.0	28.9	28.9	39.1	27.0	27.0
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	4	4	1	5	5	5	1	6	6	4	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #8: First St & Main St



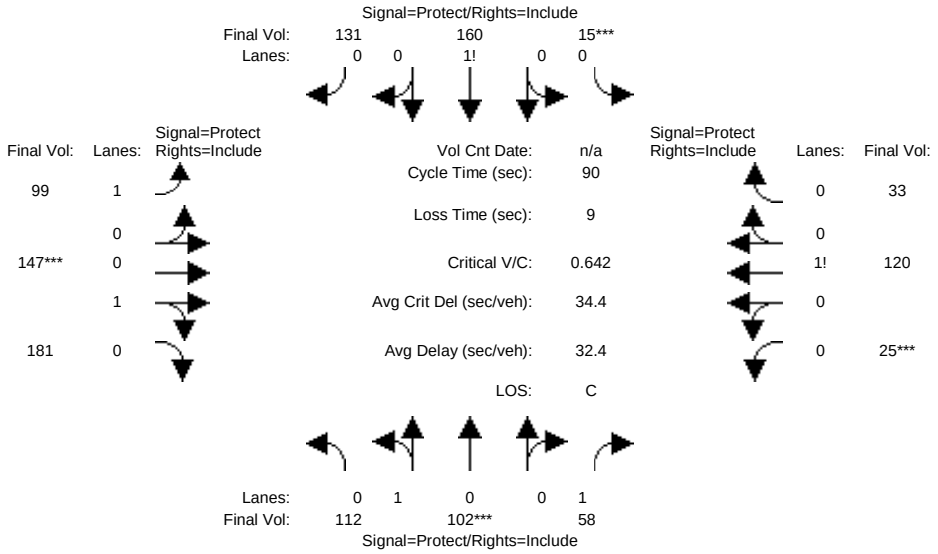
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	73	46	15	66	57	75	182	81	19	108	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:	54	73	46	15	66	57	75	182	81	19	108	16
Added Vol:	0	5	0	-1	1	4	39	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	78	46	14	67	61	114	182	81	19	108	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	78	46	14	67	61	114	182	81	19	108	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	78	46	14	67	61	114	182	81	19	108	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	78	46	14	67	61	114	182	81	19	108	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.41	0.59	1.00	0.10	0.47	0.43	1.00	0.69	0.31	0.13	0.76	0.11
Final Sat.:	736	1064	1750	173	826	752	1750	1246	554	234	1331	185
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.08	0.08	0.08	0.07	0.15	0.15	0.08	0.08	0.08
Crit Moves:				****			****			****		
Green Time:	34.3	34.3	34.3	34.3	34.3	34.3	27.5	61.7	61.7	34.3	34.3	34.3
Volume/Cap:	0.22	0.22	0.08	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Delay/Veh:	25.9	25.9	24.5	26.2	26.2	26.2	30.9	10.6	10.6	26.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	24.5	26.2	26.2	26.2	30.9	10.6	10.6	26.2	26.2	26.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	3	3	3	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #8: First St & Main St



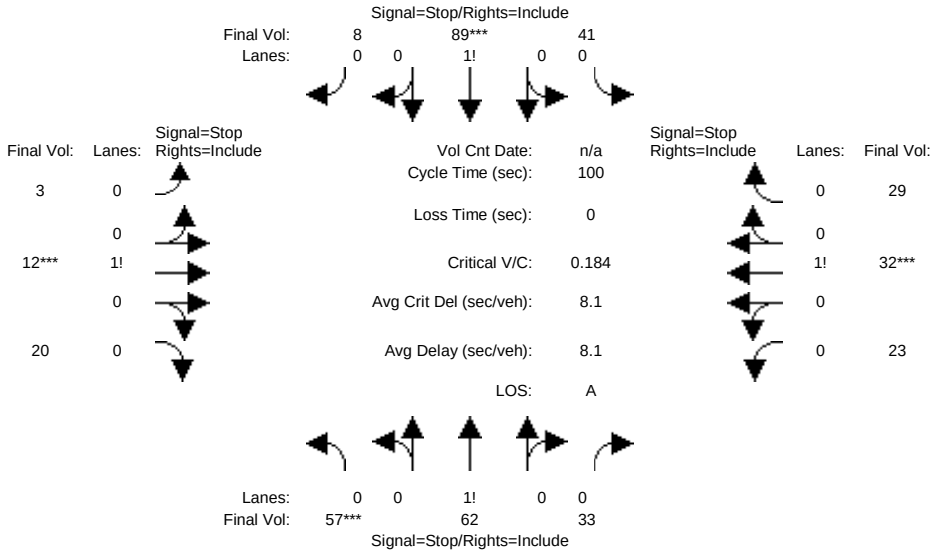
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	96	58	17	154	94	63	147	181	25	120	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	96	58	17	154	94	63	147	181	25	120	23
Added Vol:	0	6	0	-2	6	37	36	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	102	58	15	160	131	99	147	181	25	120	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:	112	102	58	15	160	131	99	147	181	25	120	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	102	58	15	160	131	99	147	181	25	120	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:	112	102	58	15	160	131	99	147	181	25	120	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.52	0.48	1.00	0.05	0.52	0.43	1.00	0.45	0.55	0.14	0.67	0.19
Final Sat.:	942	858	1750	86	915	749	1750	807	993	246	1180	324
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.17	0.17	0.17	0.06	0.18	0.18	0.10	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	16.7	16.7	16.7	24.5	24.5	24.5	16.4	25.6	25.6	14.3	23.4	23.4
Volume/Cap:	0.64	0.64	0.18	0.64	0.64	0.64	0.31	0.64	0.64	0.64	0.39	0.39
Delay/Veh:	38.1	38.1	31.2	31.8	31.8	31.8	32.5	31.0	31.0	40.5	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:	38.1	38.1	31.2	31.8	31.8	31.8	32.5	31.0	31.0	40.5	28.0	28.0
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	5	5	1	6	6	6	2	6	6	4	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background AM

Intersection #9: First St & State St




```
Street Name:            First St                        State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      57   62   33    41   89    8     3   12   20    23   32   29
Growth Adj:  1.00 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   62   33    41   89    8     3   12   20    23   32   29
Added Vol:      0    0    0     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   62   33    41   89    8     3   12   20    23   32   29
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    57   62   33    41   89    8     3   12   20    23   32   29
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   57   62   33    41   89    8     3   12   20    23   32   29
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   57   62   33    41   89    8     3   12   20    23   32   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.37 0.41 0.22  0.30 0.64 0.06  0.09 0.34 0.57  0.27 0.38 0.35
Final Sat.:   309  336  179   240  520   47    67  270  449   212  295  267
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.18  0.17 0.17 0.17  0.04 0.04 0.04  0.11 0.11 0.11
Crit Moves:  ****              ****           ****           ****
Delay/Veh:    8.2  8.2  8.2   8.2  8.2  8.2   7.5  7.5  7.5   7.9  7.9  7.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.2  8.2  8.2   8.2  8.2  8.2   7.5  7.5  7.5   7.9  7.9  7.9
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:        8.2             8.2             7.5             7.9
Delay Adj:         1.00            1.00            1.00            1.00
ApprAdjDel:         8.2             8.2             7.5             7.9
LOS by Appr:          A               A               A               A
AllWayAvgQ:   0.2  0.2  0.2   0.2  0.2  0.2   0.0  0.0  0.0   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

```
********************************************************************************
Intersection #9 First St & State St
********************************************************************************
```


Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	57	62	33	41	89	8	3	12	20	23	32	29

Major Street Volume: 290
Minor Approach Volume: 84
Minor Approach Volume Threshold: 550

SIGNAL WARRANT DISCLAIMER

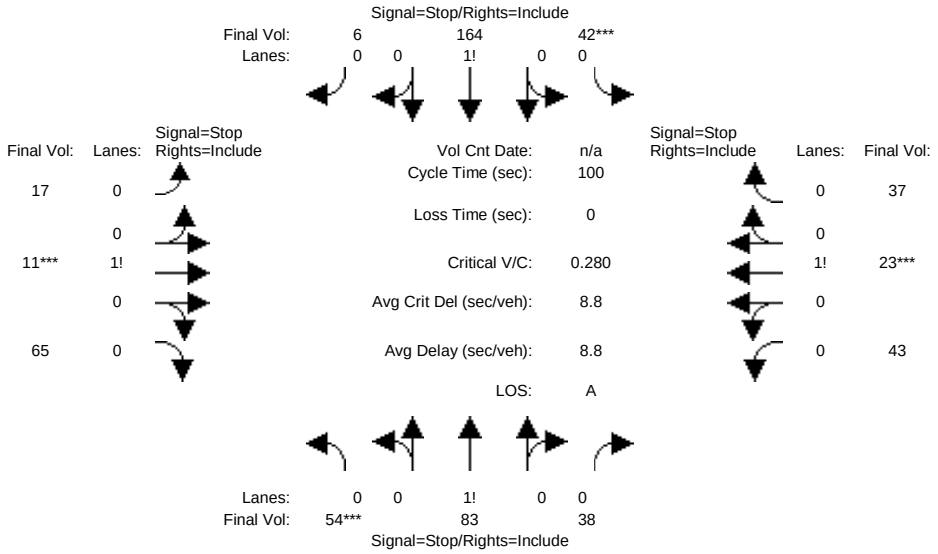
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PM

Intersection #9: First St & State St




```
Street Name:            First St                    State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      54   83   38    42  164    6    17   11   65    43   23   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:   54   83   38    42  164    6    17   11   65    43   23   37
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   54   83   38    42  164    6    17   11   65    43   23   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:    54   83   38    42  164    6    17   11   65    43   23   37
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   54   83   38    42  164    6    17   11   65    43   23   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:   54   83   38    42  164    6    17   11   65    43   23   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.31 0.47 0.22  0.20 0.77 0.03  0.18 0.12 0.70  0.42 0.22 0.36
Final Sat.:  235  362  166   150  587   21   135   87  515   294  157  253
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.23  0.28 0.28 0.28  0.13 0.13 0.13  0.15 0.15 0.15
Crit Moves:  ****           ****              ****           ****
Delay/Veh:   8.8  8.8  8.8   9.2  9.2  9.2   8.1  8.1  8.1   8.5  8.5  8.5
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.8  8.8  8.8   9.2  9.2  9.2   8.1  8.1  8.1   8.5  8.5  8.5
LOS by Move:   A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:       8.8             9.2             8.1             8.5
Delay Adj:        1.00            1.00            1.00            1.00
ApprAdjDel:        8.8             9.2             8.1             8.5
LOS by Appr:         A               A               A               A
AllWayAvgQ:  0.3  0.3  0.3   0.4  0.4  0.4   0.1  0.1  0.1   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	54	83	38	42	164	6	17	11	65	43	23	37

Major Street Volume: 387
Minor Approach Volume: 103
Minor Approach Volume Threshold: 473

SIGNAL WARRANT DISCLAIMER

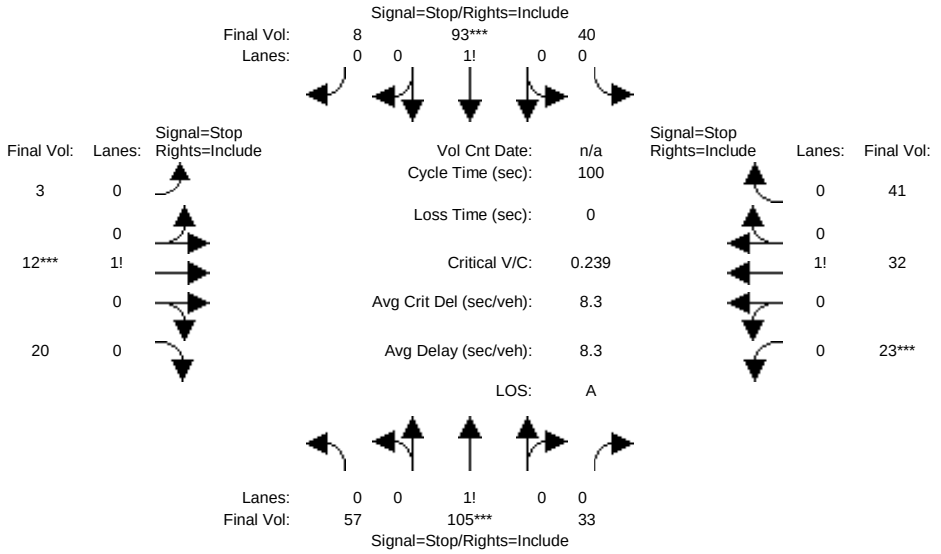
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Bkgd+Proj AM

Intersection #9: First St & State St



Street Name:	First St						State St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	57	62	33	41	89	8	3	12	20	23	32	29
Growth Adj:	1.00	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	62	33	41	89	8	3	12	20	23	32	29
Added Vol:	0	43	0	-1	4	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	105	33	40	93	8	3	12	20	23	32	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	105	33	40	93	8	3	12	20	23	32	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	105	33	40	93	8	3	12	20	23	32	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	105	33	40	93	8	3	12	20	23	32	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.54	0.17	0.28	0.66	0.06	0.09	0.34	0.57	0.24	0.33	0.43
Final Sat.:	238	439	138	224	521	45	65	260	433	182	253	324
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.18	0.18	0.18	0.05	0.05	0.05	0.13	0.13	0.13
Crit Moves:		****			****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.3	8.3	8.3	7.6	7.6	7.6	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.3	8.3	8.3	7.6	7.6	7.6	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			8.3			7.6			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.3			7.6			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	57	105	33	40	93	8	3	12	20	23	32	41

Major Street Volume: 336
Minor Approach Volume: 96
Minor Approach Volume Threshold: 510

SIGNAL WARRANT DISCLAIMER

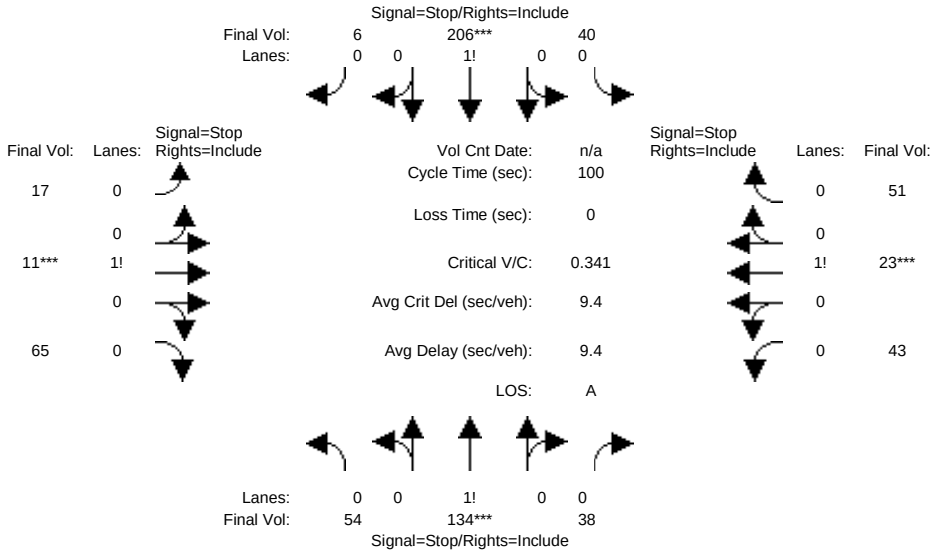
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Bkgd+Proj PM

Intersection #9: First St & State St



Street Name:	First St						State St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	54	83	38	42	164	6	17	11	65	43	23	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:	54	83	38	42	164	6	17	11	65	43	23	37
Added Vol:	0	51	0	-2	42	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	134	38	40	206	6	17	11	65	43	23	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	134	38	40	206	6	17	11	65	43	23	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	134	38	40	206	6	17	11	65	43	23	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	134	38	40	206	6	17	11	65	43	23	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.59	0.17	0.16	0.82	0.02	0.18	0.12	0.70	0.37	0.20	0.43
Final Sat.:	178	441	125	117	605	18	126	81	480	247	132	293
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.34	0.34	0.34	0.14	0.14	0.14	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	10.0	10.0	10.0	8.4	8.4	8.4	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	10.0	10.0	10.0	8.4	8.4	8.4	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.6			10.0			8.4			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			10.0			8.4			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.1	0.1	0.1	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	54	134	38	40	206	6	17	11	65	43	23	51

Major Street Volume: 478
Minor Approach Volume: 117
Minor Approach Volume Threshold: 416

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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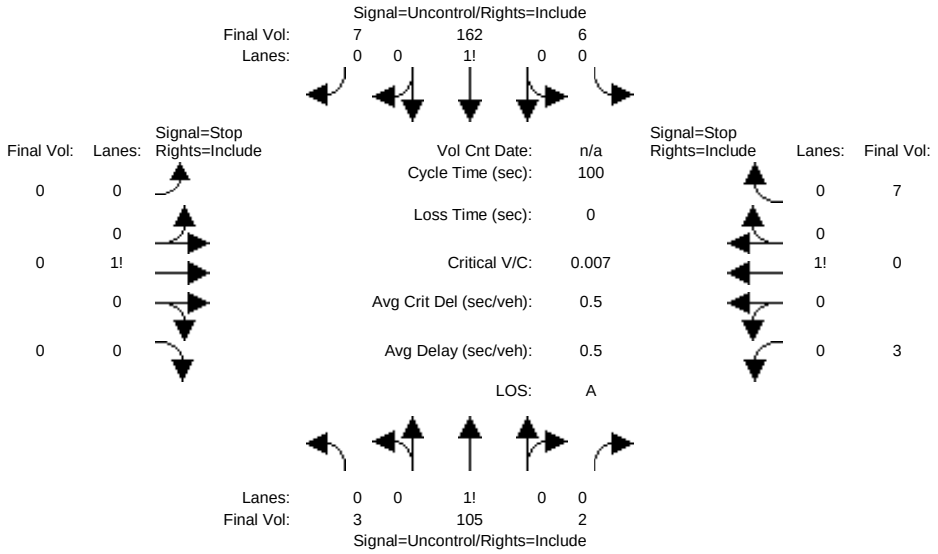
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St




```
Street Name:           First St                    Shasta St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      3  105    2    6  162    7    0    0    0    3    0    7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   3  105    2    6  162    7    0    0    0    3    0    7
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   3  105    2    6  162    7    0    0    0    3    0    7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    3  105    2    6  162    7    0    0    0    3    0    7
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   3  105    2    6  162    7    0    0    0    3    0    7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  169 xxxx xxxxx   107 xxxx xxxxx   293  291   166   290  293   106
Potent Cap.: 1421 xxxx xxxxx  1497 xxxx xxxxx   663  623   884   705  621   954
Move Cap.:   1421 xxxx xxxxx  1497 xxxx xxxxx   655  619   884   702  617   954
Volume/Cap:  0.00 xxxx  xxxx  0.00 xxxx  xxxx  0.00 0.00  0.00  0.00 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *    A    *     *    *    *     *    *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  861 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:     *    *     *    *    *     *    *    *     *    *    A     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx            9.2
ApproachLOS:         *               *               *             A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #10 First St & Shasta St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	105	2	6	162	7	0	0	0	3	0	7
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=295]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	105	2	6	162	7	0	0	0	3	0	7

Major Street Volume: 285
Minor Approach Volume: 10
Minor Approach Volume Threshold: 554

SIGNAL WARRANT DISCLAIMER
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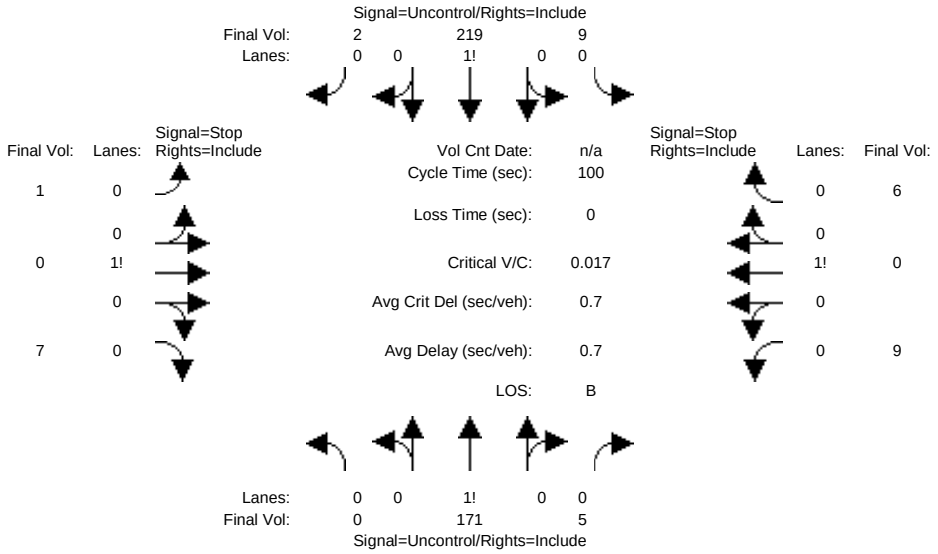
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	171	5	9	219	2	1	0	7	9	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:	0	171	5	9	219	2	1	0	7	9	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:	0	171	5	9	219	2	1	0	7	9	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:	0	171	5	9	219	2	1	0	7	9	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	171	5	9	219	2	1	0	7	9	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	176	xxxx	xxxxx	415	414	220	415	413	174
Potent Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	552	532	825	551	533	875
Move Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	545	528	825	544	529	875
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	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	775	xxxxx	xxxx	641	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.7			10.8		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	171	5	9	219	2	1	0	7	9	0	6
ApproachDel:	xxxxxx			xxxxxx			9.7			10.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=429]
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=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=429]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	171	5	9	219	2	1	0	7	9	0	6

Major Street Volume: 406
Minor Approach Volume: 15
Minor Approach Volume Threshold: 460

SIGNAL WARRANT DISCLAIMER
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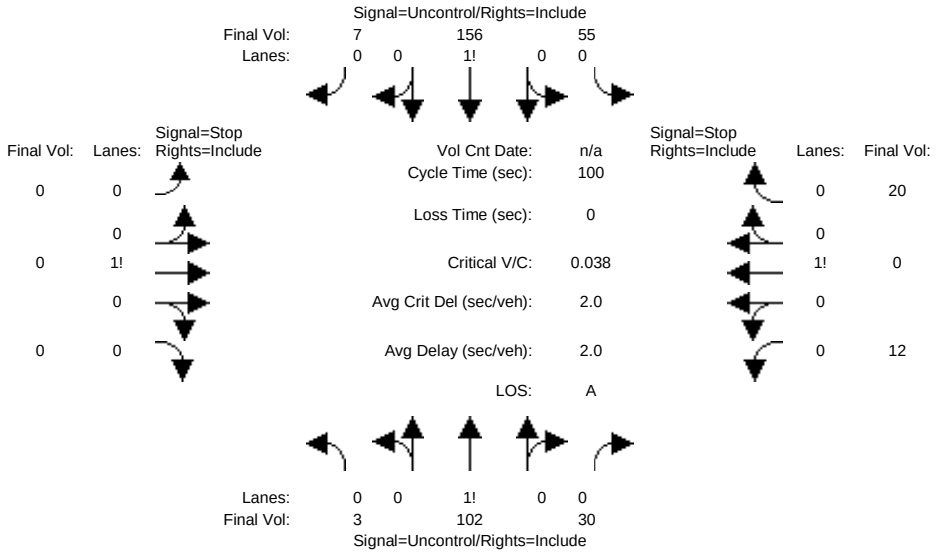
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Proj AM

Intersection #10: First St & Shasta St




```
Street Name:           First St                    Shasta St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      3  105    2    6  162    7    0    0    0    3    0    7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   3  105    2    6  162    7    0    0    0    3    0    7
Added Vol:     0   -3   28   49   -6    0    0    0    0    9    0   13
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   3  102   30   55  156    7    0    0    0   12    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:    3  102   30   55  156    7    0    0    0   12    0   20
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   3  102   30   55  156    7    0    0    0   12    0   20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  163 xxxx xxxxx   132 xxxx xxxxx   403  408   160   393  396   117
Potent Cap.: 1428 xxxx xxxxx  1466 xxxx xxxxx   562  536   891   616  544   941
Move Cap.:   1428 xxxx xxxxx  1466 xxxx xxxxx   533  514   891   597  522   941
Volume/Cap:  0.00 xxxx  xxxx  0.04 xxxx  xxxx  0.00 0.00  0.00  0.02 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  773 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx            9.9
ApproachLOS:         *               *               *             A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #10 First St & Shasta St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	102	30	55	156	7	0	0	0	12	0	20
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		

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=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=385]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	102	30	55	156	7	0	0	0	12	0	20

Major Street Volume: 353
Minor Approach Volume: 32
Minor Approach Volume Threshold: 497

SIGNAL WARRANT DISCLAIMER
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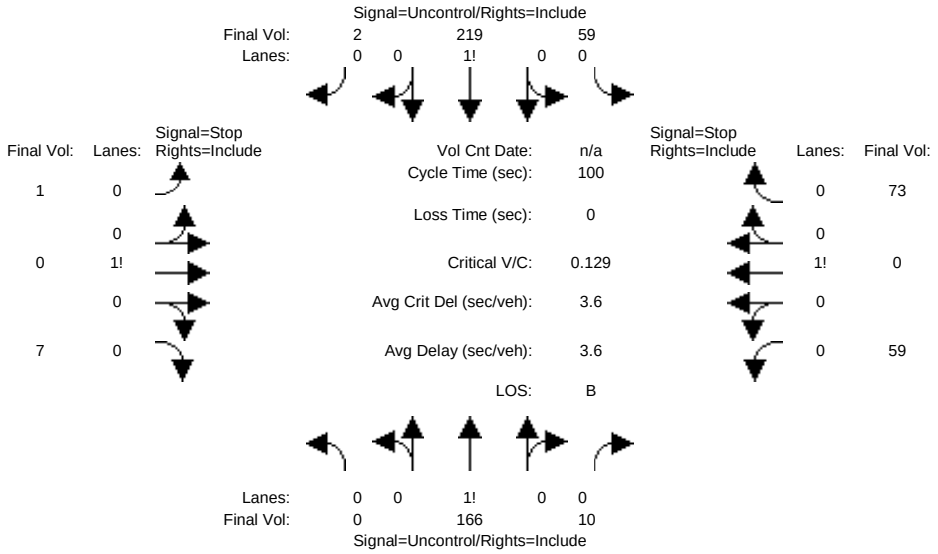
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Proj PM

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	171	5	9	219	2	1	0	7	9	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:	0	171	5	9	219	2	1	0	7	9	0	6
Added Vol:	0	-5	5	50	0	0	0	0	0	50	0	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	166	10	59	219	2	1	0	7	59	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	166	10	59	219	2	1	0	7	59	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	166	10	59	219	2	1	0	7	59	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	176	xxxx	xxxxx	546	514	220	513	510	171
Potent Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	452	467	825	475	469	878
Move Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	401	447	825	456	449	878
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.01	0.13	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	728	xxxxx	xxxx	621	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.0			12.4		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	166	10	59	219	2	1	0	7	59	0	73
ApproachDel:	xxxxxx			xxxxxx			10.0			12.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=596]
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=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=132]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=596]
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 #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	166	10	59	219	2	1	0	7	59	0	73

Major Street Volume: 456
Minor Approach Volume: 132
Minor Approach Volume Threshold: 429

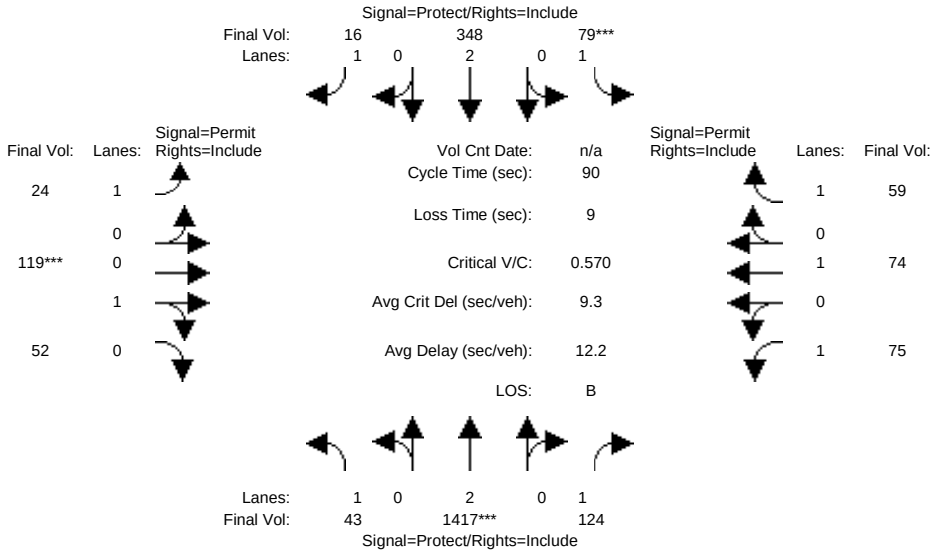
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



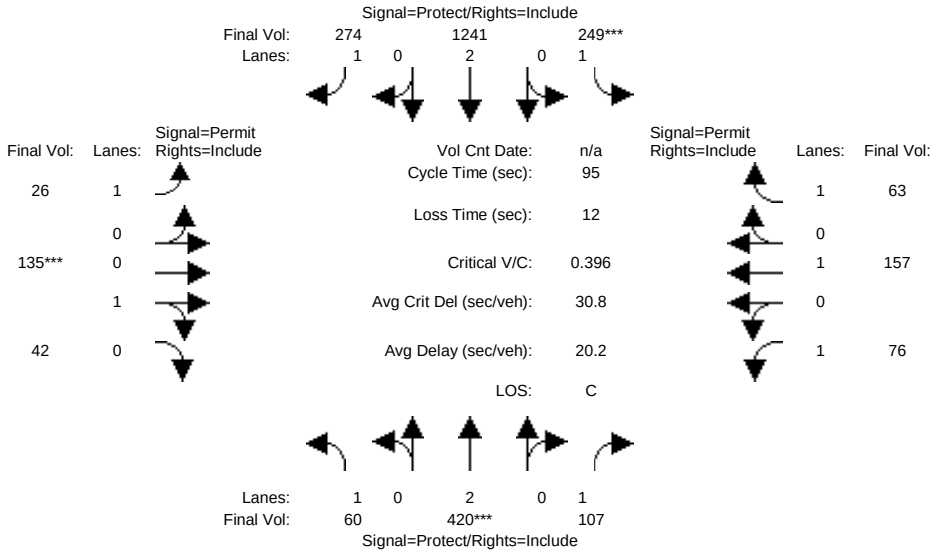
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	1417	124	79	348	16	24	119	52	75	74	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1417	124	79	348	16	24	119	52	75	74	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1417	124	79	348	16	24	119	52	75	74	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1417	124	79	348	16	24	119	52	75	74	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1417	124	79	348	16	24	119	52	75	74	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1417	124	79	348	16	24	119	52	75	74	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1253	547	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.07	0.05	0.09	0.01	0.02	0.10	0.10	0.06	0.04	0.03
Crit Moves:		****			****			****				
Green Time:	27.2	58.9	58.9	7.1	38.8	38.8	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.08	0.57	0.11	0.57	0.21	0.02	0.13	0.57	0.57	0.35	0.23	0.20
Delay/Veh:	22.2	4.0	2.5	45.5	13.8	12.6	32.3	37.1	37.1	34.1	32.9	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:	22.2	4.0	2.5	45.5	13.8	12.6	32.3	37.1	37.1	34.1	32.9	32.7
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	6	1	2	2	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



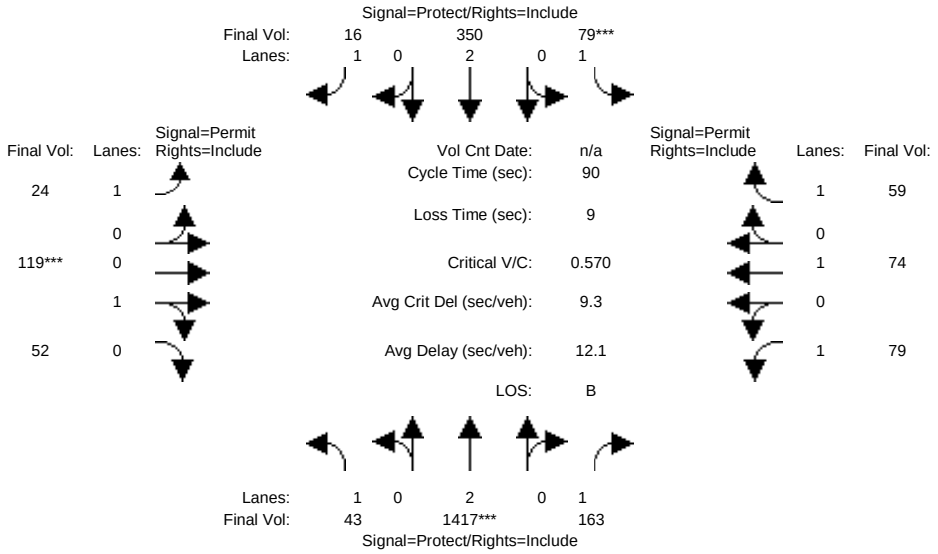
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	420	107	249	1241	274	26	135	42	76	157	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	420	107	249	1241	274	26	135	42	76	157	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	420	107	249	1241	274	26	135	42	76	157	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	420	107	249	1241	274	26	135	42	76	157	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	420	107	249	1241	274	26	135	42	76	157	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	420	107	249	1241	274	26	135	42	76	157	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1373	427	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.06	0.14	0.33	0.16	0.02	0.10	0.10	0.06	0.08	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.40	0.24	0.13	0.80	0.59	0.28	0.09	0.39	0.39	0.23	0.33	0.14
Delay/Veh:	48.1	14.7	13.9	56.0	11.4	8.9	30.8	33.7	33.7	32.1	33.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	14.7	13.9	56.0	11.4	8.9	30.8	33.7	33.7	32.1	33.0	31.2
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	3	2	7	8	4	1	4	4	2	3	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5213: Foothill Expwy & Main St/Burke Rd



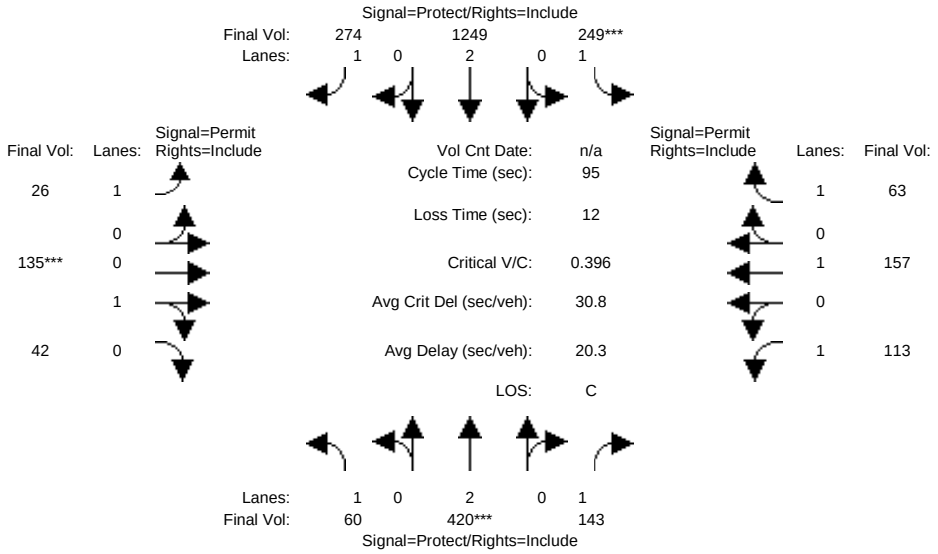
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	1417	124	79	348	16	24	119	52	75	74	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1417	124	79	348	16	24	119	52	75	74	59
Added Vol:	0	0	39	0	2	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1417	163	79	350	16	24	119	52	79	74	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1417	163	79	350	16	24	119	52	79	74	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1417	163	79	350	16	24	119	52	79	74	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1417	163	79	350	16	24	119	52	79	74	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1253	547	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.09	0.05	0.09	0.01	0.02	0.10	0.10	0.06	0.04	0.03
Crit Moves:		****			****			****				
Green Time:	27.2	58.9	58.9	7.1	38.8	38.8	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.08	0.57	0.14	0.57	0.21	0.02	0.13	0.57	0.57	0.36	0.23	0.20
Delay/Veh:	22.2	4.0	2.6	45.5	13.8	12.6	32.3	37.1	37.1	34.3	32.9	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:	22.2	4.0	2.6	45.5	13.8	12.6	32.3	37.1	37.1	34.3	32.9	32.7
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	6	2	2	2	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5213: Foothill Expwy & Main St/Burke Rd



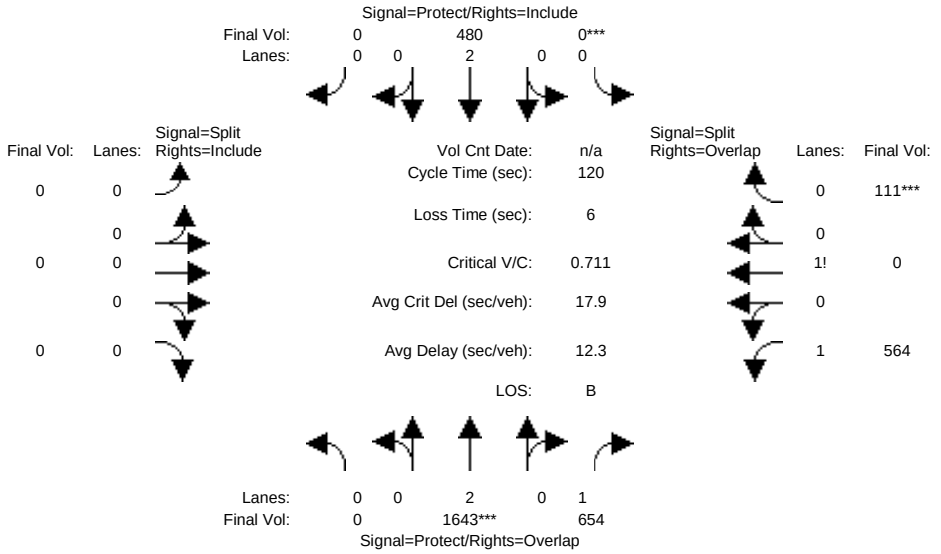
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	420	107	249	1241	274	26	135	42	76	157	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	420	107	249	1241	274	26	135	42	76	157	63
Added Vol:	0	0	36	0	8	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	420	143	249	1249	274	26	135	42	113	157	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	420	143	249	1249	274	26	135	42	113	157	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	420	143	249	1249	274	26	135	42	113	157	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	420	143	249	1249	274	26	135	42	113	157	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1373	427	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.08	0.14	0.33	0.16	0.02	0.10	0.10	0.09	0.08	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.40	0.24	0.18	0.80	0.60	0.28	0.09	0.39	0.39	0.34	0.33	0.14
Delay/Veh:	48.1	14.7	14.2	56.0	11.5	8.9	30.8	33.7	33.7	33.4	33.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	14.7	14.2	56.0	11.5	8.9	30.8	33.7	33.7	33.4	33.0	31.2
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	3	3	7	8	4	1	4	4	3	3	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



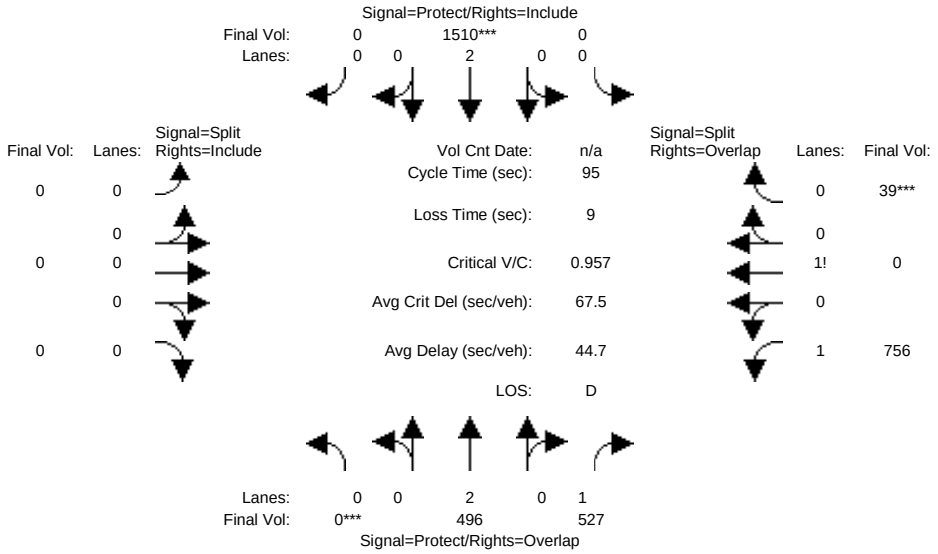
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1643	654	0	480	0	0	0	0	564	0	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	654	0	480	0	0	0	0	564	0	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1643	654	0	480	0	0	0	0	564	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1643	654	0	480	0	0	0	0	564	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1643	654	0	480	0	0	0	0	564	0	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1643	654	0	480	0	0	0	0	564	0	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2735	0	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.37	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.00	0.24
Crit Moves:		****			****						****	
Green Time:	0.0	73.0	114.0	0.0	73.0	0.0	0.0	0.0	0.0	41.0	0.0	41.0
Volume/Cap:	0.00	0.71	0.39	0.00	0.21	0.00	0.00	0.00	0.00	0.60	0.00	0.71
Delay/Veh:	0.0	10.0	0.2	0.0	5.9	0.0	0.0	0.0	0.0	33.7	0.0	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.2	0.0	5.9	0.0	0.0	0.0	0.0	33.7	0.0	36.9
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	D
EndRedQueue:	0	11	1	0	3	0	0	0	0	8	0	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



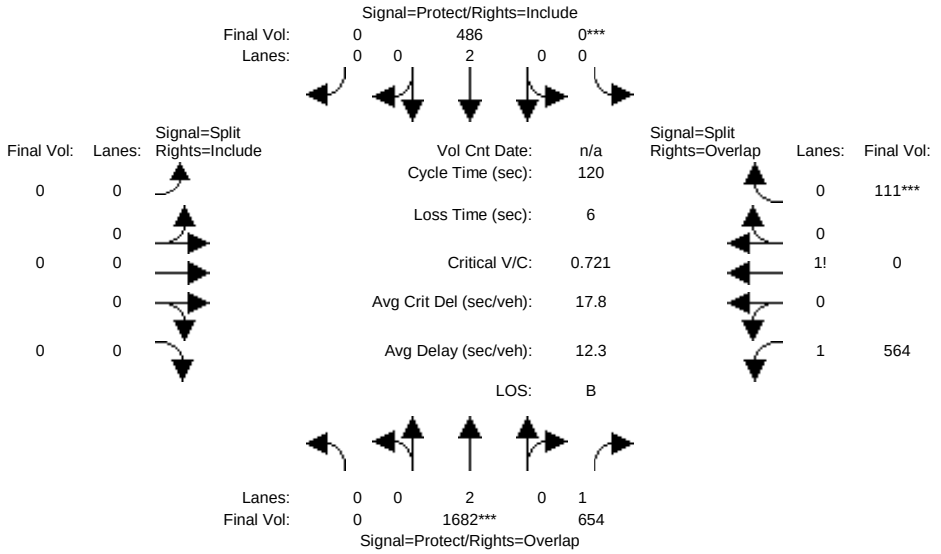
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	496	527	0	1510	0	0	0	0	756	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	496	527	0	1510	0	0	0	0	756	0	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	496	527	0	1510	0	0	0	0	756	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	496	527	0	1510	0	0	0	0	756	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	496	527	0	1510	0	0	0	0	756	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	496	527	0	1510	0	0	0	0	756	0	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.75	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2850	0	0	0	0	2269	0	113
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.30	0.00	0.53	0.00	0.00	0.00	0.00	0.33	0.00	0.34
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.21	0.33	0.00	0.86	0.00	0.00	0.00	0.00	1.12	0.00	1.16
Delay/Veh:	0.0	8.9	0.7	0.0	38.4	0.0	0.0	0.0	0.0	107.4	0.0	122.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	0.7	0.0	38.4	0.0	0.0	0.0	0.0	107.4	0.0	122.7
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	F
EndRedQueue:	0	3	1	0	8	0	0	0	0	9	0	13

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5214: Foothill Expwy & San Antonio Rd



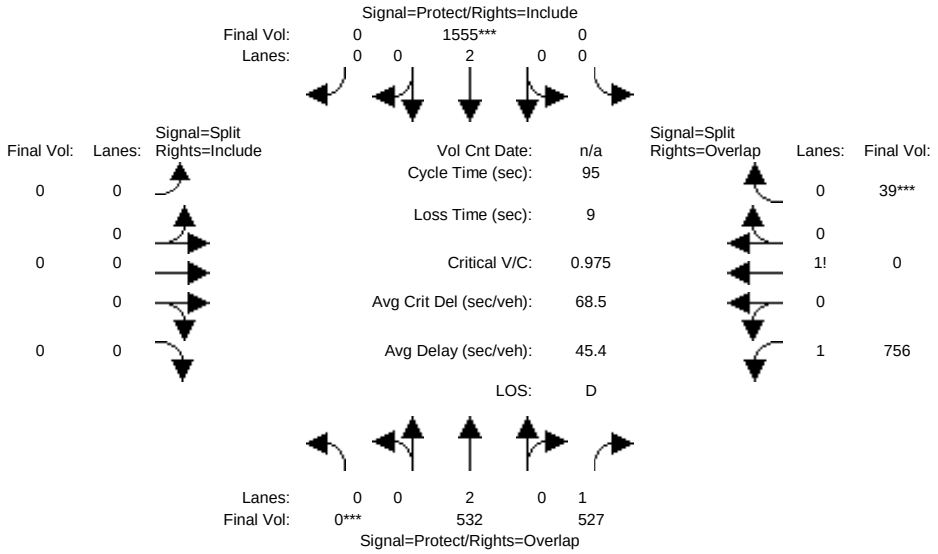
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1643	654	0	480	0	0	0	0	564	0	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	654	0	480	0	0	0	0	564	0	111
Added Vol:	0	39	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1682	654	0	486	0	0	0	0	564	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1682	654	0	486	0	0	0	0	564	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1682	654	0	486	0	0	0	0	564	0	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1682	654	0	486	0	0	0	0	564	0	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2735	0	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.37	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.00	0.24
Crit Moves:		****			****						****	
Green Time:	0.0	73.6	114.0	0.0	73.6	0.0	0.0	0.0	0.0	40.4	0.0	40.4
Volume/Cap:	0.00	0.72	0.39	0.00	0.21	0.00	0.00	0.00	0.00	0.61	0.00	0.72
Delay/Veh:	0.0	9.8	0.2	0.0	5.6	0.0	0.0	0.0	0.0	34.3	0.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.2	0.0	5.6	0.0	0.0	0.0	0.0	34.3	0.0	37.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
EndRedQueue:	0	11	1	0	3	0	0	0	0	8	0	10

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5214: Foothill Expwy & San Antonio Rd



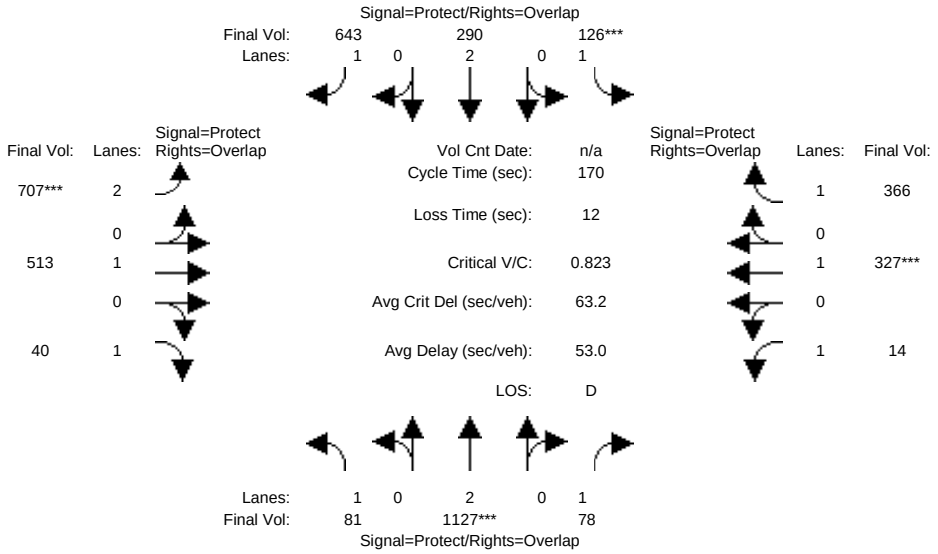
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	496	527	0	1510	0	0	0	0	756	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	496	527	0	1510	0	0	0	0	756	0	39
Added Vol:	0	36	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:	0	532	527	0	1555	0	0	0	0	756	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	532	527	0	1555	0	0	0	0	756	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	532	527	0	1555	0	0	0	0	756	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	532	527	0	1555	0	0	0	0	756	0	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.75	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2850	0	0	0	0	2269	0	113
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.30	0.00	0.55	0.00	0.00	0.00	0.00	0.33	0.00	0.34
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.23	0.33	0.00	0.89	0.00	0.00	0.00	0.00	1.12	0.00	1.16
Delay/Veh:	0.0	9.0	0.7	0.0	40.9	0.0	0.0	0.0	0.0	107.4	0.0	122.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.7	0.0	40.9	0.0	0.0	0.0	0.0	107.4	0.0	122.7
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	F
EndRedQueue:	0	3	1	0	9	0	0	0	0	9	0	13

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



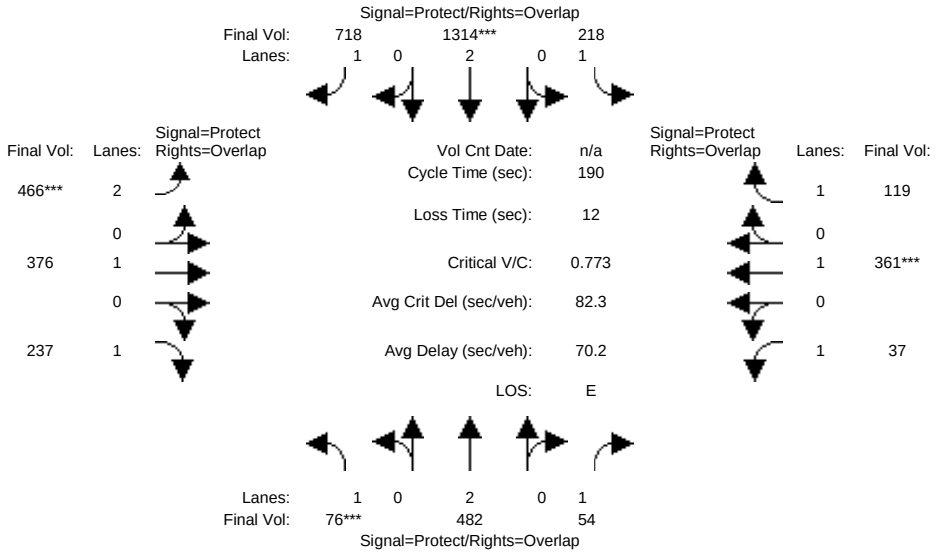
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	1127	78	126	290	643	707	513	40	14	327	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1127	78	126	290	643	707	513	40	14	327	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1127	78	126	290	643	707	513	40	14	327	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1127	78	126	290	643	707	513	40	14	327	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1127	78	126	290	643	707	513	40	14	327	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1127	78	126	290	643	707	513	40	14	327	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.04	0.07	0.08	0.37	0.22	0.27	0.02	0.01	0.17	0.21
Crit Moves:		****			****			****			****	
Green Time:	18.6	61.2	72.1	14.9	57.5	103.8	46.3	71.1	89.7	10.8	35.5	50.4
Volume/Cap:	0.42	0.82	0.11	0.82	0.23	0.60	0.82	0.65	0.04	0.13	0.82	0.71
Delay/Veh:	72.2	53.6	29.6	105.1	44.0	29.8	64.5	41.3	19.4	75.6	77.2	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	53.6	29.6	105.1	44.0	29.8	64.5	41.3	19.4	75.6	77.2	57.6
LOS by Move:	E	D	C	F	D	C	E	D	B	E	E	E
EndRedQueue:	4	17	2	6	5	13	15	14	1	1	12	13

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



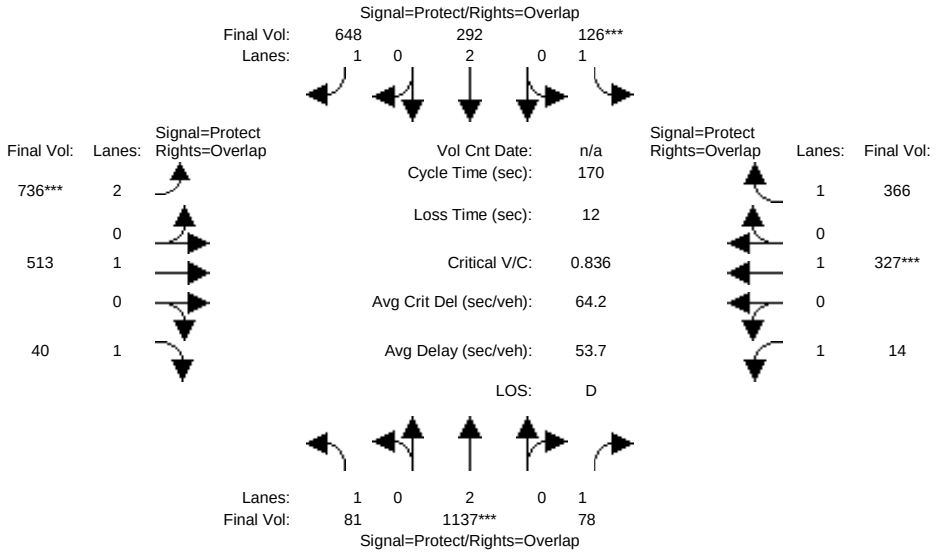
Street Name:	Foothill Expwy					El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	58	58	18	86	86	36	71	71	13	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	482	54	218	1314	718	466	376	237	37	361	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	482	54	218	1314	718	466	376	237	37	361	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	482	54	218	1314	718	466	376	237	37	361	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	482	54	218	1314	718	466	376	237	37	361	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	482	54	218	1314	718	466	376	237	37	361	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	482	54	218	1314	718	466	376	237	37	361	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1488	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.12	0.35	0.48	0.15	0.20	0.14	0.02	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.8	69.5	81.8	30.2	80.9	114.8	33.9	66.8	85.6	12.2	45.1	75.3
Volume/Cap:	0.44	0.35	0.07	0.78	0.81	0.80	0.83	0.56	0.30	0.33	0.80	0.17
Delay/Veh:	87.5	43.3	29.1	105.5	79.3	66.9	90.1	54.1	35.5	92.0	82.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	43.3	29.1	105.5	79.3	66.9	90.1	54.1	35.5	92.0	82.2	39.6
LOS by Move:	F	D	C	F	E	E	F	D	D	F	F	D
EndRedQueue:	4	9	2	11	21	17	13	14	8	2	15	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5215: Foothill Expwy & El Monte Ave



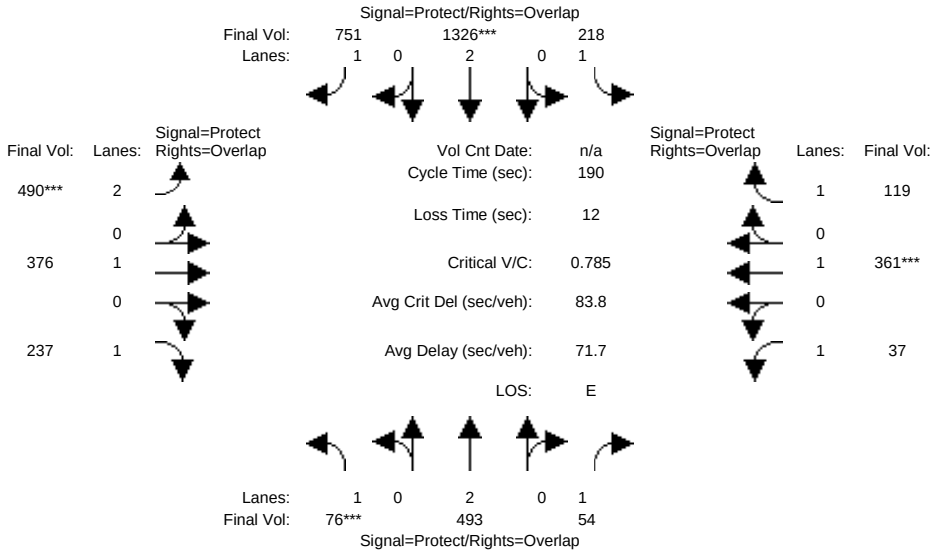
Street Name:	Foothill Expwy					El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	1127	78	126	290	643	707	513	40	14	327	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1127	78	126	290	643	707	513	40	14	327	366
Added Vol:	0	10	0	0	2	5	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1137	78	126	292	648	736	513	40	14	327	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1137	78	126	292	648	736	513	40	14	327	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1137	78	126	292	648	736	513	40	14	327	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1137	78	126	292	648	736	513	40	14	327	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.04	0.07	0.08	0.37	0.23	0.27	0.02	0.01	0.17	0.21
Crit Moves:		****			****			****			****	
Green Time:	19.1	60.8	71.8	14.6	56.4	103.9	47.5	71.6	90.7	10.9	35.0	49.6
Volume/Cap:	0.41	0.84	0.11	0.84	0.23	0.61	0.84	0.64	0.04	0.12	0.84	0.72
Delay/Veh:	71.6	54.7	29.8	108.0	44.7	29.9	64.6	40.8	18.9	75.5	79.2	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	54.7	29.8	108.0	44.7	29.9	64.6	40.8	18.9	75.5	79.2	58.7
LOS by Move:	E	D	C	F	D	C	E	D	B	E	E	E
EndRedQueue:	4	17	2	6	5	13	15	14	1	1	12	13

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5215: Foothill Expwy & El Monte Ave



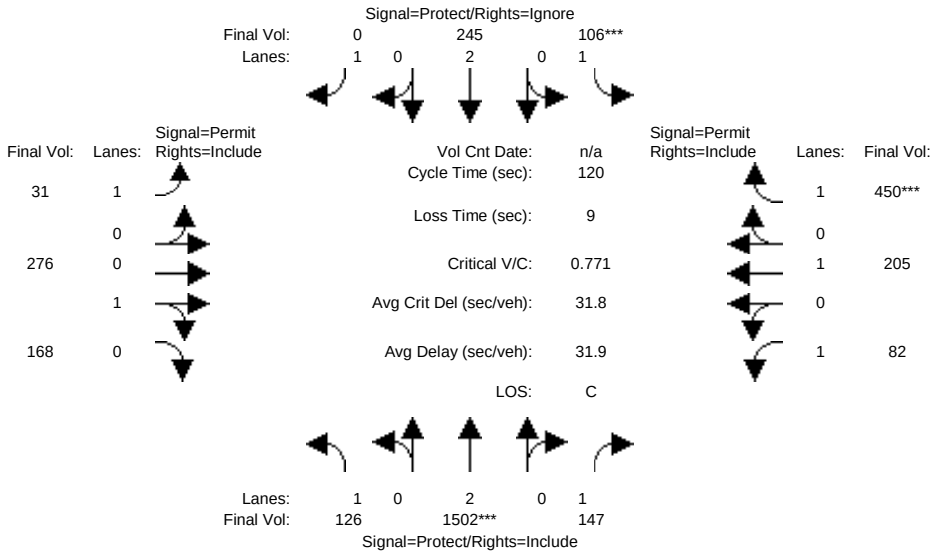
Street Name:	Foothill Expwy					El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	58	58	18	86	86	36	71	71	13	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	482	54	218	1314	718	466	376	237	37	361	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	482	54	218	1314	718	466	376	237	37	361	119
Added Vol:	0	11	0	0	12	33	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	493	54	218	1326	751	490	376	237	37	361	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	493	54	218	1326	751	490	376	237	37	361	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	493	54	218	1326	751	490	376	237	37	361	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	493	54	218	1326	751	490	376	237	37	361	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1488	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.12	0.35	0.50	0.16	0.20	0.14	0.02	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	18.8	69.5	81.8	30.2	80.9	114.8	33.9	66.8	85.6	12.2	45.1	75.3
Volume/Cap:	0.44	0.35	0.07	0.78	0.82	0.84	0.87	0.56	0.30	0.33	0.80	0.17
Delay/Veh:	87.5	43.5	29.1	105.5	79.9	71.4	94.8	54.1	35.5	92.0	82.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	43.5	29.1	105.5	79.9	71.4	94.8	54.1	35.5	92.0	82.2	39.6
LOS by Move:	F	D	C	F	E	E	F	D	D	F	F	D
EndRedQueue:	4	9	2	11	21	18	14	14	8	2	15	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



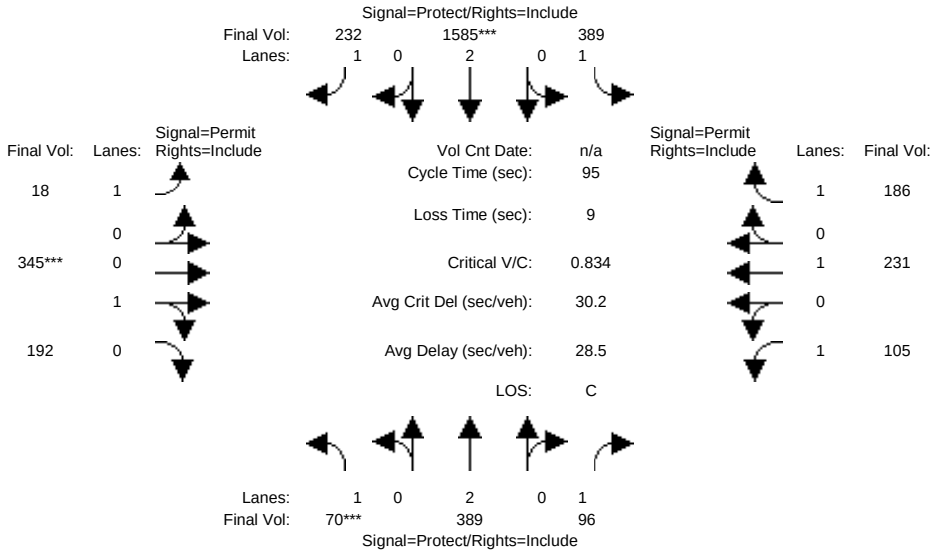
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	1502	147	106	245	21	31	276	168	82	205	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1502	147	106	245	21	31	276	168	82	205	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1502	147	106	245	21	31	276	168	82	205	450
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1502	147	106	245	0	31	276	168	82	205	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1502	147	106	245	0	31	276	168	82	205	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1502	147	106	245	0	31	276	168	82	205	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1119	681	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.08	0.06	0.06	0.00	0.02	0.25	0.25	0.05	0.11	0.26
Crit Moves:		****			****						****	
Green Time:	32.9	61.5	61.5	9.4	38.1	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.26	0.77	0.16	0.77	0.20	0.00	0.05	0.74	0.74	0.14	0.32	0.77
Delay/Veh:	34.4	25.5	15.6	77.2	30.0	0.0	27.2	40.2	40.2	28.1	30.2	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:	34.4	25.5	15.6	77.2	30.0	0.0	27.2	40.2	40.2	28.1	30.2	42.1
LOS by Move:	C	C	B	E	C	A	C	D	D	C	C	D
EndRedQueue:	3	12	3	4	3	0	1	10	10	2	5	11

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



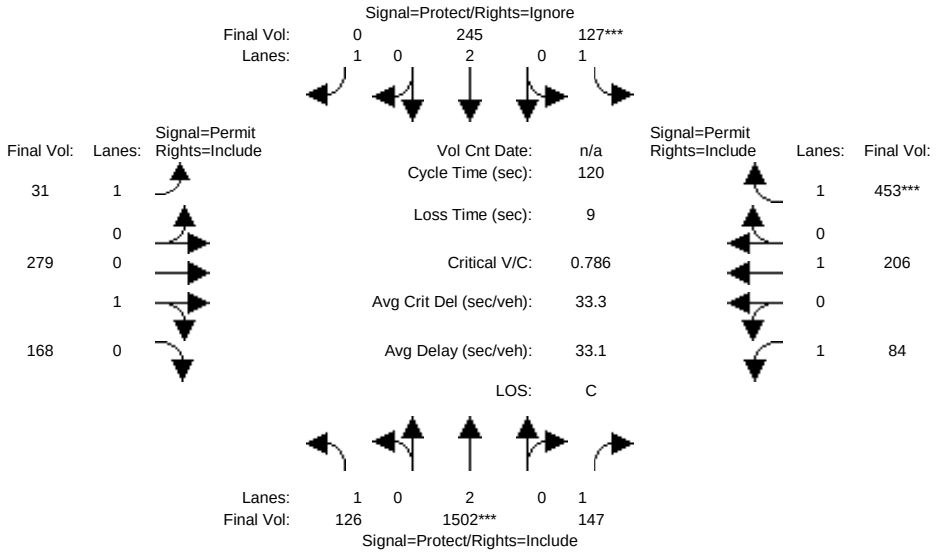
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	389	96	389	1585	232	18	345	192	105	231	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:	70	389	96	389	1585	232	18	345	192	105	231	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:	70	389	96	389	1585	232	18	345	192	105	231	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:	70	389	96	389	1585	232	18	345	192	105	231	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	389	96	389	1585	232	18	345	192	105	231	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:	70	389	96	389	1585	232	18	345	192	105	231	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.64	0.36	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1156	644	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.05	0.22	0.42	0.13	0.01	0.30	0.30	0.06	0.12	0.11
Crit Moves:	****			****			****					
Green Time:	7.0	17.1	17.1	36.0	46.1	46.1	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.54	0.57	0.31	0.59	0.86	0.27	0.03	0.86	0.86	0.17	0.35	0.31
Delay/Veh:	47.1	36.8	34.4	24.9	26.0	14.7	20.5	40.5	40.5	21.7	23.4	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	36.8	34.4	24.9	26.0	14.7	20.5	40.5	40.5	21.7	23.4	23.0
LOS by Move:	D	D	C	C	C	B	C	D	D	C	C	C
EndRedQueue:	2	4	2	7	11	3	0	10	10	2	4	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



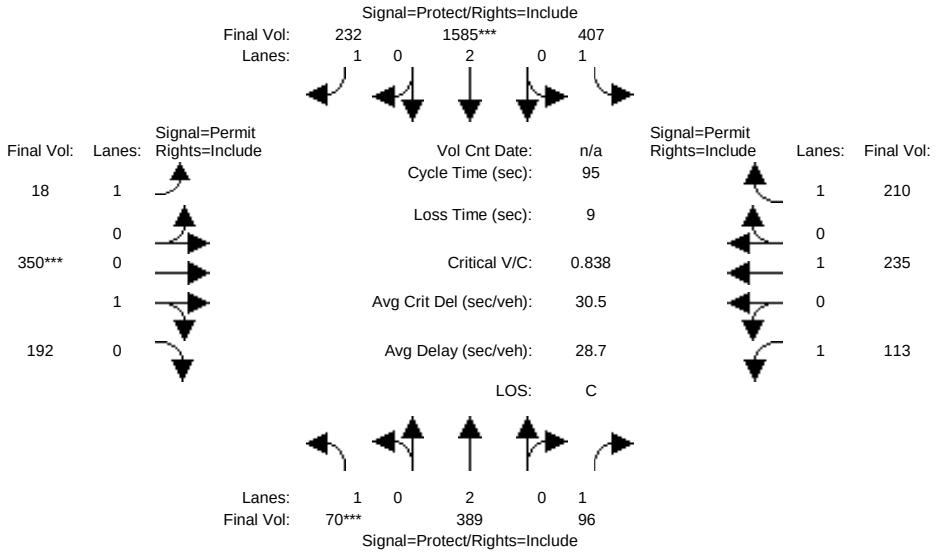
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	1502	147	106	245	21	31	276	168	82	205	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1502	147	106	245	21	31	276	168	82	205	450
Added Vol:	0	0	0	21	0	0	0	3	0	2	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1502	147	127	245	21	31	279	168	84	206	453
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1502	147	127	245	0	31	279	168	84	206	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1502	147	127	245	0	31	279	168	84	206	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1502	147	127	245	0	31	279	168	84	206	453
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1123	677	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.08	0.07	0.06	0.00	0.02	0.25	0.25	0.05	0.11	0.26
Crit Moves:		****			****						****	
Green Time:	33.1	60.4	60.4	11.1	38.3	0.0	39.5	39.5	39.5	39.5	39.5	39.5
Volume/Cap:	0.26	0.79	0.17	0.79	0.20	0.00	0.05	0.75	0.75	0.15	0.33	0.79
Delay/Veh:	34.2	26.7	16.3	75.2	29.8	0.0	27.5	41.3	41.3	28.5	30.6	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	26.7	16.3	75.2	29.8	0.0	27.5	41.3	41.3	28.5	30.6	43.4
LOS by Move:	C	C	B	E	C	A	C	D	D	C	C	D
EndRedQueue:	3	12	3	4	3	0	1	11	11	2	5	11

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #1: Foothill Expwy & Edith Ave



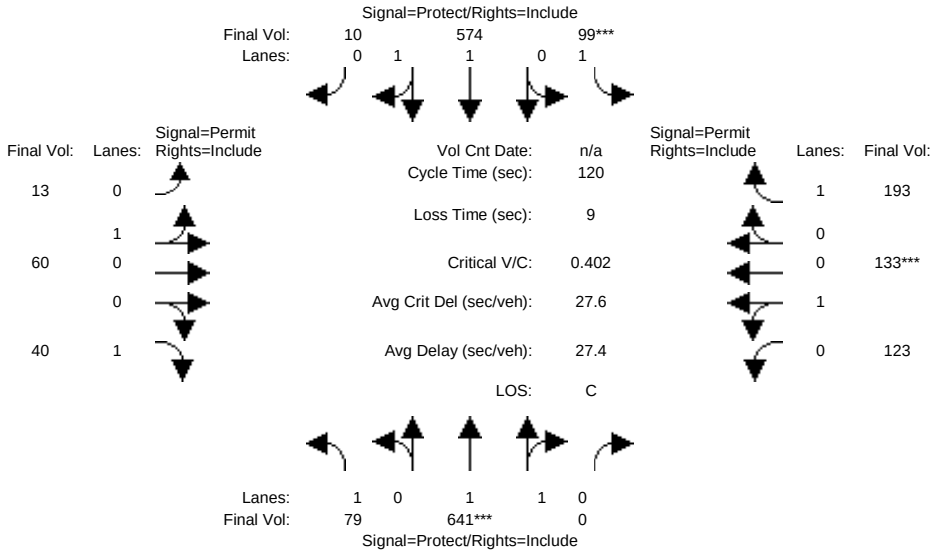
Street Name:	Foothill Expwy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	389	96	389	1585	232	18	345	192	105	231	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:	70	389	96	389	1585	232	18	345	192	105	231	186
Added Vol:	0	0	0	18	0	0	0	5	0	8	4	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	389	96	407	1585	232	18	350	192	113	235	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:	70	389	96	407	1585	232	18	350	192	113	235	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	389	96	407	1585	232	18	350	192	113	235	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:	70	389	96	407	1585	232	18	350	192	113	235	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.65	0.35	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1162	638	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.05	0.23	0.42	0.13	0.01	0.30	0.30	0.06	0.12	0.12
Crit Moves:	****			****			****					
Green Time:	7.0	16.5	16.5	36.4	45.9	45.9	33.1	33.1	33.1	33.1	33.1	33.1
Volume/Cap:	0.54	0.59	0.32	0.61	0.86	0.27	0.03	0.86	0.86	0.19	0.35	0.34
Delay/Veh:	47.1	37.6	34.9	25.2	26.3	14.8	20.4	40.7	40.7	21.7	23.3	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	37.6	34.9	25.2	26.3	14.8	20.4	40.7	40.7	21.7	23.3	23.2
LOS by Move:	D	D	C	C	C	B	C	D	D	C	C	C
EndRedQueue:	2	4	2	7	11	3	0	10	10	2	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr

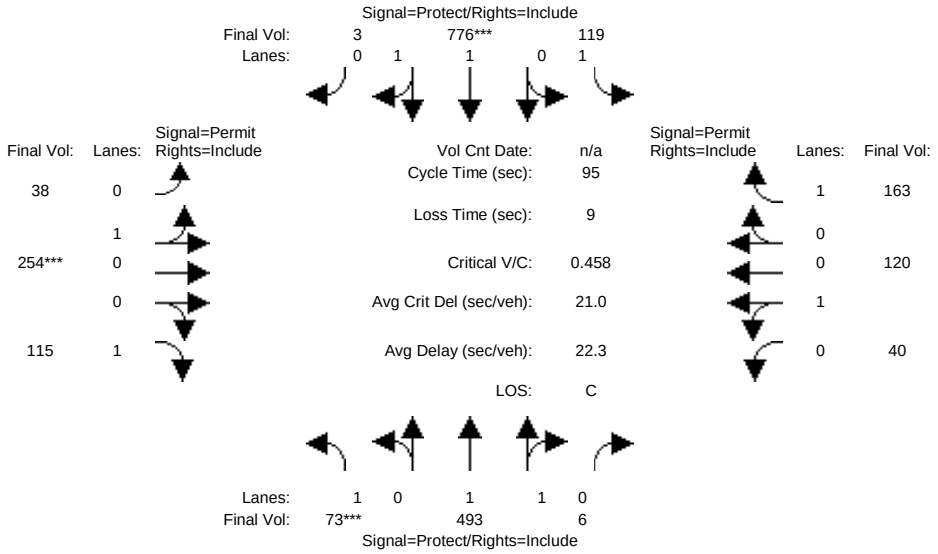



```
Street Name:         San Antonio Rd                First St/Cuesta Dr
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     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:      79  641     0    99  574    10    13   60    40   123  133   193
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79  641     0    99  574    10    13   60    40   123  133   193
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79  641     0    99  574    10    13   60    40   123  133   193
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79  641     0    99  574    10    13   60    40   123  133   193
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79  641     0    99  574    10    13   60    40   123  133   193
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79  641     0    99  574    10    13   60    40   123  133   193
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.92  0.92 0.97  0.95  0.95 0.95  0.92  0.95 0.95  0.92
Lanes:       1.00 2.00  0.00  1.00 1.96  0.04  0.18 0.82  1.00  0.48 0.52  1.00
Final Sat.:  1750 3700     0  1750 3637    63   321 1479  1750   865  935  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.17  0.00  0.06 0.16  0.16  0.04 0.04  0.02  0.14 0.14  0.11
Crit Moves:       ****        ****                           ****
Green Time:  18.5 51.7   0.0  16.9 50.1  50.1  42.4 42.4  42.4  42.4 42.4  42.4
Volume/Cap:  0.29 0.40  0.00  0.40 0.38  0.38  0.11 0.11  0.06  0.40 0.40  0.31
Delay/Veh:   45.6 23.7   0.0  48.0 24.4  24.4  26.2 26.2  25.7  29.6 29.6  28.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.6 23.7   0.0  48.0 24.4  24.4  26.2 26.2  25.7  29.6 29.6  28.5
LOS by Move:    D    C     A     D    C     C     C    C     C     C    C     C
EndRedQueue:    2    6     0     3    6     6     2    2     1     6    6     5
Note: Queue reported is the number of cars per lane.
```

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



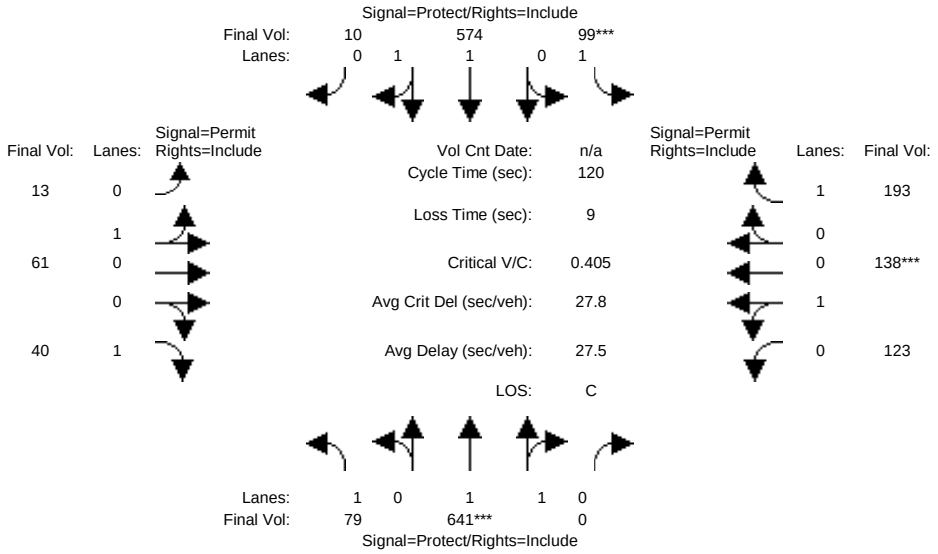
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	493	6	119	776	3	38	254	115	40	120	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	493	6	119	776	3	38	254	115	40	120	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	493	6	119	776	3	38	254	115	40	120	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	493	6	119	776	3	38	254	115	40	120	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	493	6	119	776	3	38	254	115	40	120	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	493	6	119	776	3	38	254	115	40	120	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.13	0.87	1.00	0.25	0.75	1.00
Final Sat.:	1750	3655	44	1750	3686	14	234	1566	1750	450	1350	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.21	0.21	0.16	0.16	0.07	0.09	0.09	0.09
Crit Moves:	****			****			****					
Green Time:	8.7	33.8	33.8	18.5	43.7	43.7	33.7	33.7	33.7	33.7	33.7	33.7
Volume/Cap:	0.46	0.38	0.38	0.35	0.46	0.46	0.46	0.46	0.19	0.25	0.25	0.26
Delay/Veh:	43.0	22.9	22.9	33.7	17.8	17.8	24.2	24.2	21.3	21.9	21.9	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:	43.0	22.9	22.9	33.7	17.8	17.8	24.2	24.2	21.3	21.9	21.9	22.1
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	3	6	6	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr

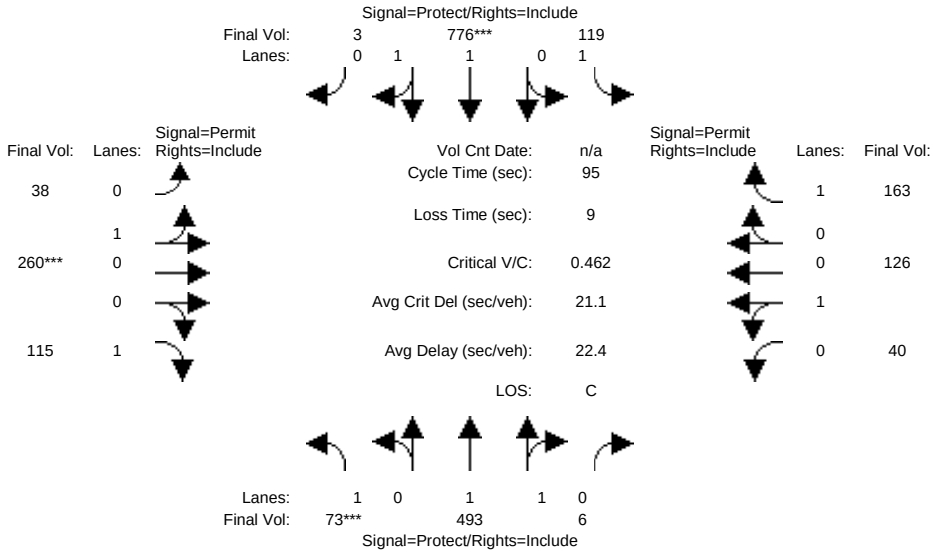



```
Street Name:         San Antonio Rd                First St/Cuesta Dr
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     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:      79  641     0    99  574    10    13   60    40   123  133   193
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79  641     0    99  574    10    13   60    40   123  133   193
Added Vol:      0    0     0     0    0     0     0    1     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79  641     0    99  574    10    13   61    40   123  138   193
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79  641     0    99  574    10    13   61    40   123  138   193
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79  641     0    99  574    10    13   61    40   123  138   193
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79  641     0    99  574    10    13   61    40   123  138   193
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.92  0.92 0.97  0.95  0.95 0.95  0.92  0.95 0.95  0.92
Lanes:       1.00 2.00  0.00  1.00 1.96  0.04  0.18 0.82  1.00  0.47 0.53  1.00
Final Sat.:  1750 3700     0  1750 3637    63   316 1484  1750   848  952  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.17  0.00  0.06 0.16  0.16  0.04 0.04  0.02  0.15 0.15  0.11
Crit Moves:       ****        ****                           ****
Green Time:  18.4 51.3   0.0  16.8 49.7  49.7  42.9 42.9  42.9  42.9 42.9  42.9
Volume/Cap:  0.29 0.41  0.00  0.41 0.38  0.38  0.11 0.11  0.06  0.41 0.41  0.31
Delay/Veh:   45.7 24.0   0.0  48.2 24.6  24.6  25.9 25.9  25.4  29.4 29.4  28.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.7 24.0   0.0  48.2 24.6  24.6  25.9 25.9  25.4  29.4 29.4  28.1
LOS by Move:    D    C     A     D    C     C     C    C     C     C    C     C
EndRedQueue:    2    6     0     3    6     6     2    2     1     6    6     4
Note: Queue reported is the number of cars per lane.
```

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5: San Antonio Rd & First St/Cuesta Dr



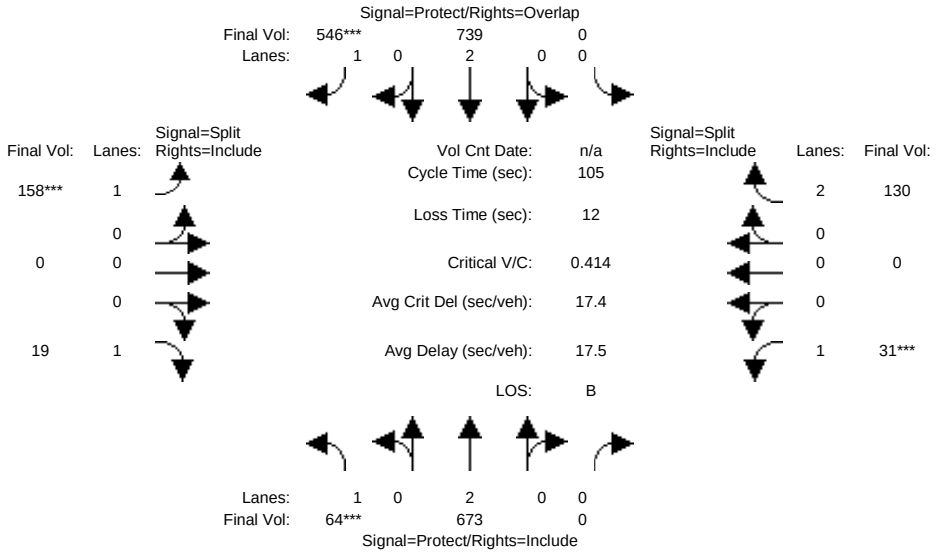
Street Name:	San Antonio Rd						First St/Cuesta Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	493	6	119	776	3	38	254	115	40	120	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	493	6	119	776	3	38	254	115	40	120	163
Added Vol:	0	0	0	0	0	0	0	6	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	493	6	119	776	3	38	260	115	40	126	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	493	6	119	776	3	38	260	115	40	126	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	493	6	119	776	3	38	260	115	40	126	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	493	6	119	776	3	38	260	115	40	126	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.13	0.87	1.00	0.24	0.76	1.00
Final Sat.:	1750	3655	44	1750	3686	14	230	1570	1750	434	1366	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.21	0.21	0.17	0.17	0.07	0.09	0.09	0.09
Crit Moves:	****			****			****					
Green Time:	8.6	33.6	33.6	18.3	43.3	43.3	34.1	34.1	34.1	34.1	34.1	34.1
Volume/Cap:	0.46	0.38	0.38	0.35	0.46	0.46	0.46	0.46	0.18	0.26	0.26	0.26
Delay/Veh:	43.1	23.1	23.1	33.8	18.0	18.0	23.9	23.9	21.1	21.7	21.7	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	23.1	23.1	33.8	18.0	18.0	23.9	23.9	21.1	21.7	21.7	21.8
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
EndRedQueue:	2	4	4	3	6	6	5	5	2	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



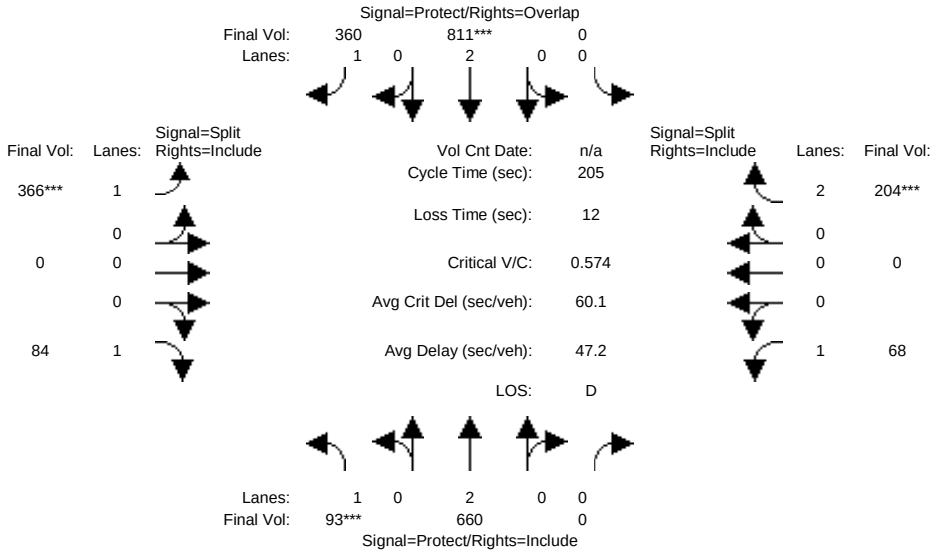
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	673	0	0	739	546	158	0	19	31	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	673	0	0	739	546	158	0	19	31	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	673	0	0	739	546	158	0	19	31	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	673	0	0	739	546	158	0	19	31	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	673	0	0	739	546	158	0	19	31	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	673	0	0	739	546	158	0	19	31	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.00	0.19	0.31	0.09	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	8.6	59.6	0.0	0.0	51.0	73.9	22.9	0.0	22.9	10.5	0.0	10.5
Volume/Cap:	0.45	0.31	0.00	0.00	0.40	0.44	0.41	0.00	0.05	0.18	0.00	0.41
Delay/Veh:	48.1	12.0	0.0	0.0	17.4	6.9	36.0	0.0	32.5	43.8	0.0	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	12.0	0.0	0.0	17.4	6.9	36.0	0.0	32.5	43.8	0.0	45.3
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	6	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



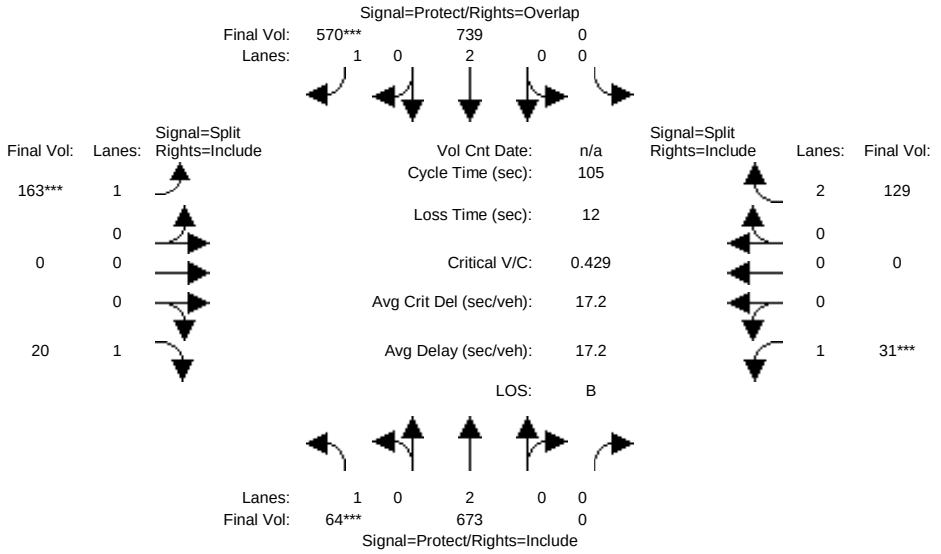
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	660	0	0	811	360	366	0	84	68	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	660	0	0	811	360	366	0	84	68	0	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	660	0	0	811	360	366	0	84	68	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	660	0	0	811	360	366	0	84	68	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	660	0	0	811	360	366	0	84	68	0	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	660	0	0	811	360	366	0	84	68	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.00	0.21	0.21	0.21	0.00	0.05	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	19.0	95.2	0.0	0.0	76.2	150.9	74.7	0.0	74.7	23.1	0.0	23.1
Volume/Cap:	0.57	0.37	0.00	0.00	0.57	0.28	0.57	0.00	0.13	0.34	0.00	0.57
Delay/Veh:	94.1	35.7	0.0	0.0	52.0	9.1	53.7	0.0	43.6	85.0	0.0	88.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	35.7	0.0	0.0	52.0	9.1	53.7	0.0	43.6	85.0	0.0	88.5
LOS by Move:	F	D	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	10	0	0	15	6	14	0	3	4	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



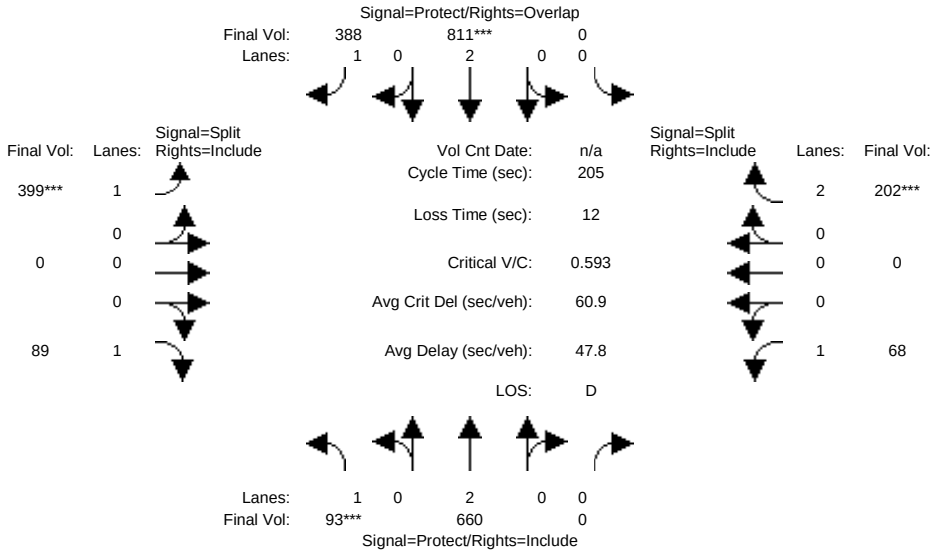
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	673	0	0	739	546	158	0	19	31	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	673	0	0	739	546	158	0	19	31	0	130
Added Vol:	0	0	0	0	0	24	5	0	1	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	673	0	0	739	570	163	0	20	31	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	673	0	0	739	570	163	0	20	31	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	673	0	0	739	570	163	0	20	31	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	673	0	0	739	570	163	0	20	31	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.00	0.19	0.33	0.09	0.00	0.01	0.02	0.00	0.04
Crit Moves:	****					****	****			****		
Green Time:	8.2	60.2	0.0	0.0	51.9	74.7	22.8	0.0	22.8	10.0	0.0	10.0
Volume/Cap:	0.47	0.31	0.00	0.00	0.39	0.46	0.43	0.00	0.05	0.19	0.00	0.43
Delay/Veh:	48.8	11.7	0.0	0.0	16.8	6.7	36.3	0.0	32.6	44.3	0.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	11.7	0.0	0.0	16.8	6.7	36.3	0.0	32.6	44.3	0.0	45.8
LOS by Move:	D	B	A	A	B	A	D	A	C	D	A	D
EndRedQueue:	2	4	0	0	5	5	4	0	0	1	0	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #6: San Antonio Rd & Edith Ave/Main St



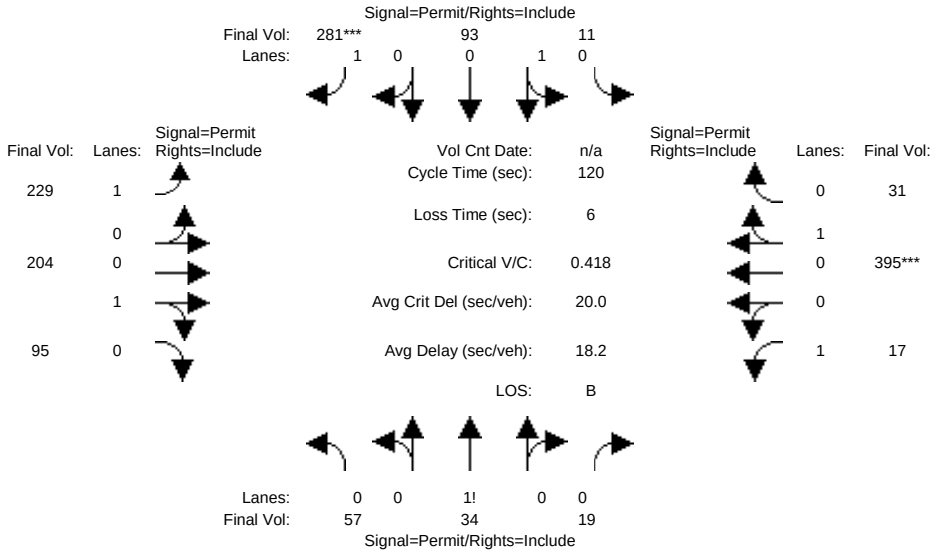
Street Name:	San Antonio Rd						Edith Ave/Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	660	0	0	811	360	366	0	84	68	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	660	0	0	811	360	366	0	84	68	0	204
Added Vol:	0	0	0	0	0	28	33	0	5	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	660	0	0	811	388	399	0	89	68	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	660	0	0	811	388	399	0	89	68	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	660	0	0	811	388	399	0	89	68	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	660	0	0	811	388	399	0	89	68	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.00	0.21	0.22	0.23	0.00	0.05	0.04	0.00	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.4	92.1	0.0	0.0	73.7	152.5	78.8	0.0	78.8	22.2	0.0	22.2
Volume/Cap:	0.59	0.39	0.00	0.00	0.59	0.30	0.59	0.00	0.13	0.36	0.00	0.59
Delay/Veh:	95.7	37.8	0.0	0.0	54.1	8.8	51.8	0.0	41.0	86.0	0.0	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	37.8	0.0	0.0	54.1	8.8	51.8	0.0	41.0	86.0	0.0	89.9
LOS by Move:	F	D	A	A	D	A	D	A	D	F	A	F
EndRedQueue:	5	10	0	0	15	6	15	0	3	4	0	6

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



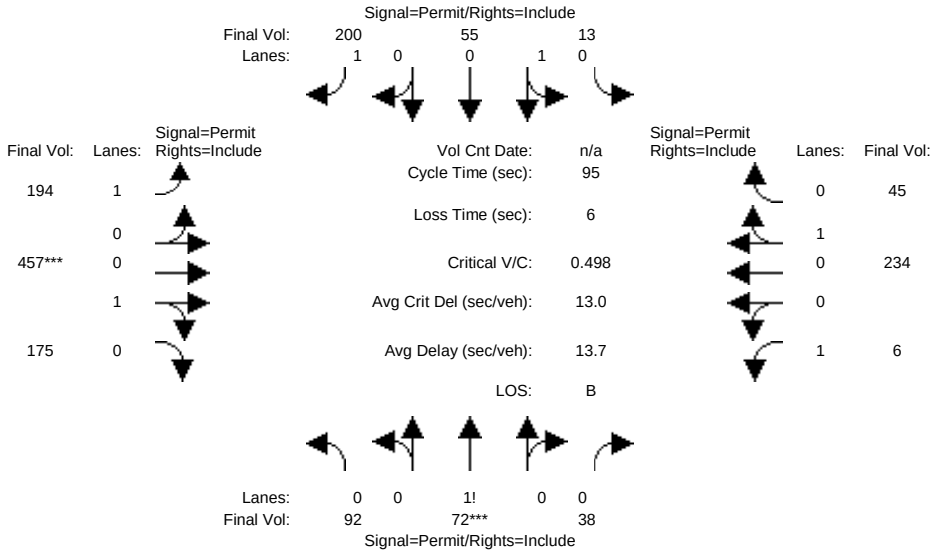
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	34	19	11	93	281	229	204	95	17	395	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	34	19	11	93	281	229	204	95	17	395	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	34	19	11	93	281	229	204	95	17	395	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	34	19	11	93	281	229	204	95	17	395	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	34	19	11	93	281	229	204	95	17	395	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	34	19	11	93	281	229	204	95	17	395	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.52	0.31	0.17	0.11	0.89	1.00	1.00	0.68	0.32	1.00	0.93	0.07
Final Sat.:	907	541	302	190	1610	1750	1750	1228	572	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.16	0.13	0.17	0.17	0.01	0.24	0.24
Crit Moves:						****					****	
Green Time:	46.1	46.1	46.1	46.1	46.1	46.1	67.9	67.9	67.9	67.9	67.9	67.9
Volume/Cap:	0.16	0.16	0.16	0.15	0.15	0.42	0.23	0.29	0.29	0.02	0.42	0.42
Delay/Veh:	24.4	24.4	24.4	24.3	24.3	27.5	13.1	13.7	13.7	11.4	15.1	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:	24.4	24.4	24.4	24.3	24.3	27.5	13.1	13.7	13.7	11.4	15.1	15.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	2	2	2	2	2	6	4	5	5	0	7	7

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



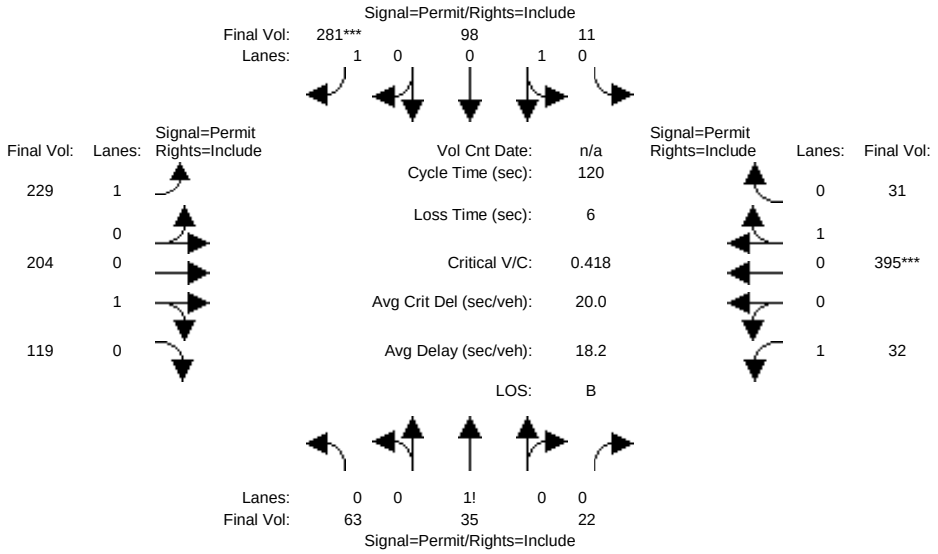
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	72	38	13	55	200	194	457	175	6	234	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:	92	72	38	13	55	200	194	457	175	6	234	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	72	38	13	55	200	194	457	175	6	234	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:	92	72	38	13	55	200	194	457	175	6	234	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	72	38	13	55	200	194	457	175	6	234	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:	92	72	38	13	55	200	194	457	175	6	234	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.36	0.19	0.19	0.81	1.00	1.00	0.72	0.28	1.00	0.84	0.16
Final Sat.:	797	624	329	344	1456	1750	1750	1302	498	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.04	0.04	0.11	0.11	0.35	0.35	0.00	0.16	0.16
Crit Moves:	****						****					
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	67.0	67.0	67.0	67.0	67.0	67.0
Volume/Cap:	0.50	0.50	0.50	0.16	0.16	0.49	0.16	0.50	0.50	0.00	0.22	0.22
Delay/Veh:	32.7	32.7	32.7	29.3	29.3	32.6	4.7	6.7	6.7	4.1	5.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	32.7	32.7	29.3	29.3	32.6	4.7	6.7	6.7	4.1	5.0	5.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	4	4	4	1	1	4	2	5	5	0	2	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



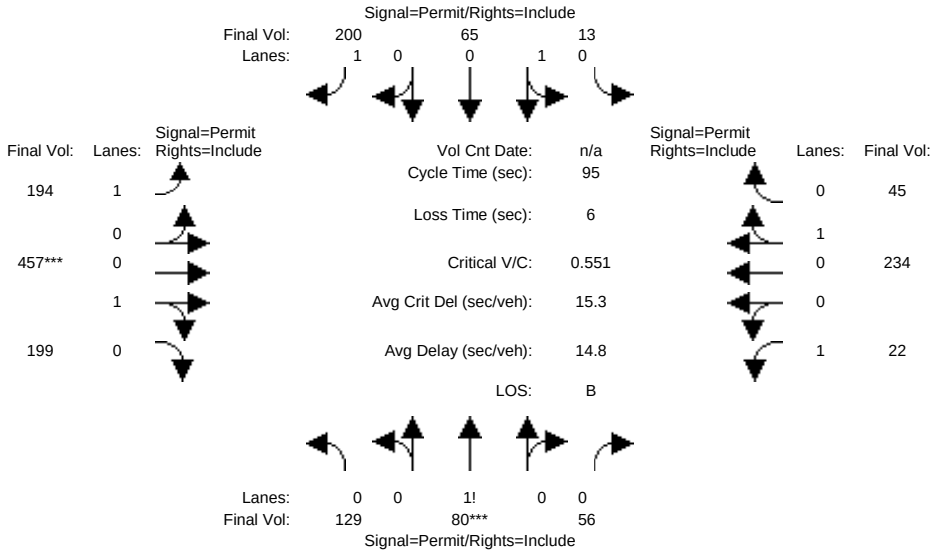
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	34	19	11	93	281	229	204	95	17	395	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	34	19	11	93	281	229	204	95	17	395	31
Added Vol:	6	1	3	0	5	0	0	0	24	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	35	22	11	98	281	229	204	119	32	395	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	35	22	11	98	281	229	204	119	32	395	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	35	22	11	98	281	229	204	119	32	395	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	35	22	11	98	281	229	204	119	32	395	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.53	0.29	0.18	0.10	0.90	1.00	1.00	0.63	0.37	1.00	0.93	0.07
Final Sat.:	919	510	321	182	1618	1750	1750	1137	663	1750	1669	131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.06	0.06	0.16	0.13	0.18	0.18	0.02	0.24	0.24
Crit Moves:					****					****		
Green Time:	46.1	46.1	46.1	46.1	46.1	46.1	67.9	67.9	67.9	67.9	67.9	67.9
Volume/Cap:	0.18	0.18	0.18	0.16	0.16	0.42	0.23	0.32	0.32	0.03	0.42	0.42
Delay/Veh:	24.6	24.6	24.6	24.3	24.3	27.5	13.1	14.0	14.0	11.5	15.1	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:	24.6	24.6	24.6	24.3	24.3	27.5	13.1	14.0	14.0	11.5	15.1	15.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
EndRedQueue:	3	3	3	2	2	6	4	5	5	1	7	7

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #7: Los Altos Ave/First St & Edith Ave



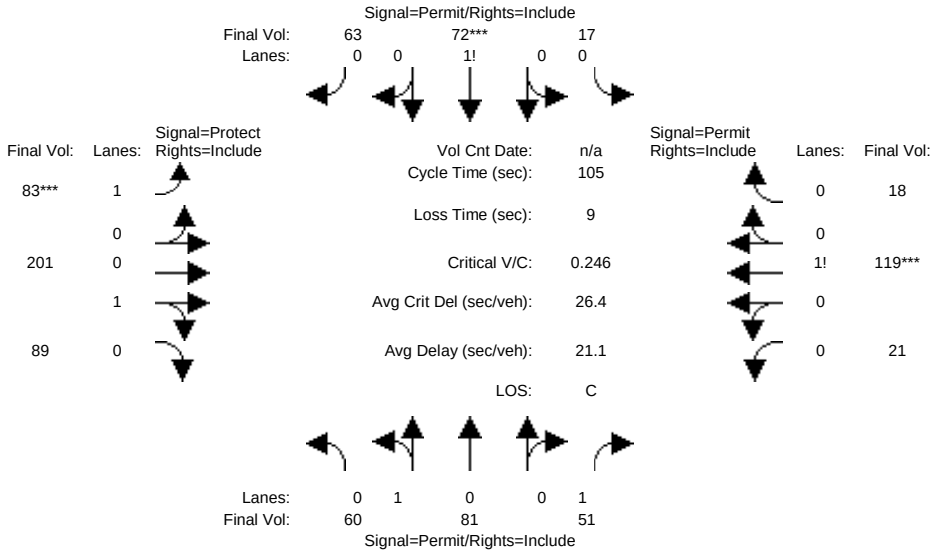
Street Name:	Los Altos Ave/First St						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	72	38	13	55	200	194	457	175	6	234	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:	92	72	38	13	55	200	194	457	175	6	234	45
Added Vol:	37	8	18	0	10	0	0	0	24	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	80	56	13	65	200	194	457	199	22	234	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:	129	80	56	13	65	200	194	457	199	22	234	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	80	56	13	65	200	194	457	199	22	234	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:	129	80	56	13	65	200	194	457	199	22	234	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.49	0.30	0.21	0.17	0.83	1.00	1.00	0.70	0.30	1.00	0.84	0.16
Final Sat.:	852	528	370	300	1500	1750	1750	1254	546	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.04	0.04	0.11	0.11	0.36	0.36	0.01	0.16	0.16
Crit Moves:	****						****					
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	62.9	62.9	62.9	62.9	62.9	62.9
Volume/Cap:	0.55	0.55	0.55	0.16	0.16	0.42	0.17	0.55	0.55	0.02	0.23	0.23
Delay/Veh:	30.8	30.8	30.8	26.2	26.2	28.8	6.2	9.1	9.1	5.5	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	30.8	26.2	26.2	28.8	6.2	9.1	9.1	5.5	6.5	6.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
EndRedQueue:	6	6	6	2	2	4	2	6	6	0	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



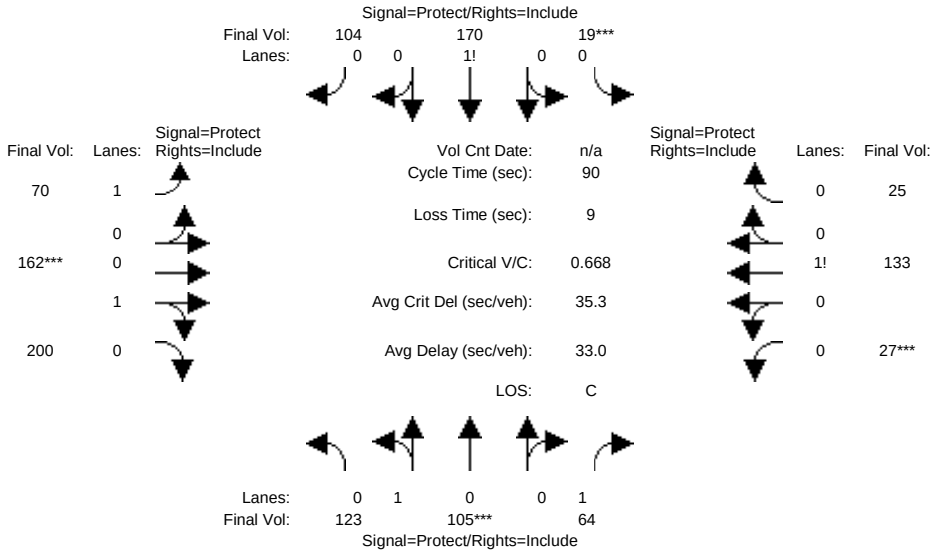
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	81	51	17	72	63	83	201	89	21	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	81	51	17	72	63	83	201	89	21	119	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	81	51	17	72	63	83	201	89	21	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	81	51	17	72	63	83	201	89	21	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	81	51	17	72	63	83	201	89	21	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	81	51	17	72	63	83	201	89	21	119	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.43	0.57	1.00	0.11	0.48	0.41	1.00	0.69	0.31	0.13	0.76	0.11
Final Sat.:	766	1034	1750	196	829	725	1750	1248	552	233	1318	199
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.09	0.09	0.09	0.05	0.16	0.16	0.09	0.09	0.09
Crit Moves:				****			****			****		
Green Time:	37.1	37.1	37.1	37.1	37.1	37.1	20.3	58.9	58.9	38.6	38.6	38.6
Volume/Cap:	0.22	0.22	0.08	0.25	0.25	0.25	0.25	0.29	0.29	0.25	0.25	0.25
Delay/Veh:	24.0	24.0	22.7	24.2	24.2	24.2	36.3	12.2	12.2	23.3	23.3	23.3
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:	24.0	24.0	22.7	24.2	24.2	24.2	36.3	12.2	12.2	23.3	23.3	23.3
LOS by Move:	C	C	C	C	C	C	D	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	2	4	4	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



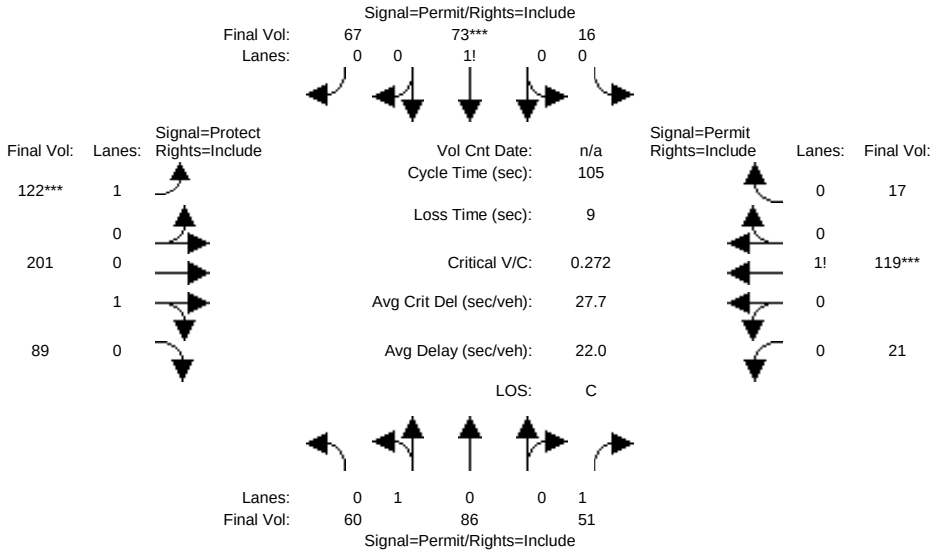
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	105	64	19	170	104	70	162	200	27	133	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:	123	105	64	19	170	104	70	162	200	27	133	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:	123	105	64	19	170	104	70	162	200	27	133	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:	123	105	64	19	170	104	70	162	200	27	133	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	105	64	19	170	104	70	162	200	27	133	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:	123	105	64	19	170	104	70	162	200	27	133	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.54	0.46	1.00	0.06	0.59	0.35	1.00	0.45	0.55	0.15	0.72	0.13
Final Sat.:	971	829	1750	113	1015	621	1750	806	994	255	1258	236
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.17	0.17	0.17	0.04	0.20	0.20	0.11	0.11	0.11
Crit Moves:		****			****			****			****	
Green Time:	17.1	17.1	17.1	22.6	22.6	22.6	17.0	27.1	27.1	14.2	24.3	24.3
Volume/Cap:	0.67	0.67	0.19	0.67	0.67	0.67	0.21	0.67	0.67	0.67	0.39	0.39
Delay/Veh:	38.8	38.8	31.0	34.3	34.3	34.3	31.1	30.7	30.7	41.8	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	31.0	34.3	34.3	34.3	31.1	30.7	30.7	41.8	27.3	27.3
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	5	5	1	6	6	6	2	7	7	4	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



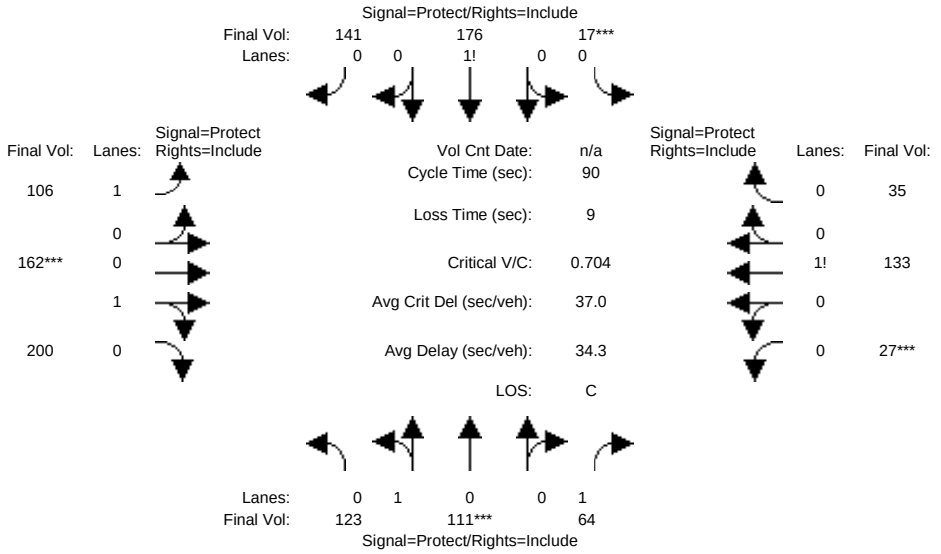
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	81	51	17	72	63	83	201	89	21	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	81	51	17	72	63	83	201	89	21	119	18
Added Vol:	0	5	0	-1	1	4	39	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	86	51	16	73	67	122	201	89	21	119	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:	60	86	51	16	73	67	122	201	89	21	119	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	86	51	16	73	67	122	201	89	21	119	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:	60	86	51	16	73	67	122	201	89	21	119	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.41	0.59	1.00	0.10	0.47	0.43	1.00	0.69	0.31	0.13	0.76	0.11
Final Sat.:	740	1060	1750	179	819	752	1750	1248	552	234	1326	189
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.09	0.09	0.09	0.07	0.16	0.16	0.09	0.09	0.09
Crit Moves:				****			****			****		
Green Time:	34.4	34.4	34.4	34.4	34.4	34.4	26.9	61.6	61.6	34.6	34.6	34.6
Volume/Cap:	0.25	0.25	0.09	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Delay/Veh:	26.0	26.0	24.5	26.3	26.3	26.3	31.5	10.8	10.8	26.1	26.1	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:	26.0	26.0	24.5	26.3	26.3	26.3	31.5	10.8	10.8	26.1	26.1	26.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
EndRedQueue:	3	3	1	3	3	3	3	4	4	3	3	3

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #8: First St & Main St



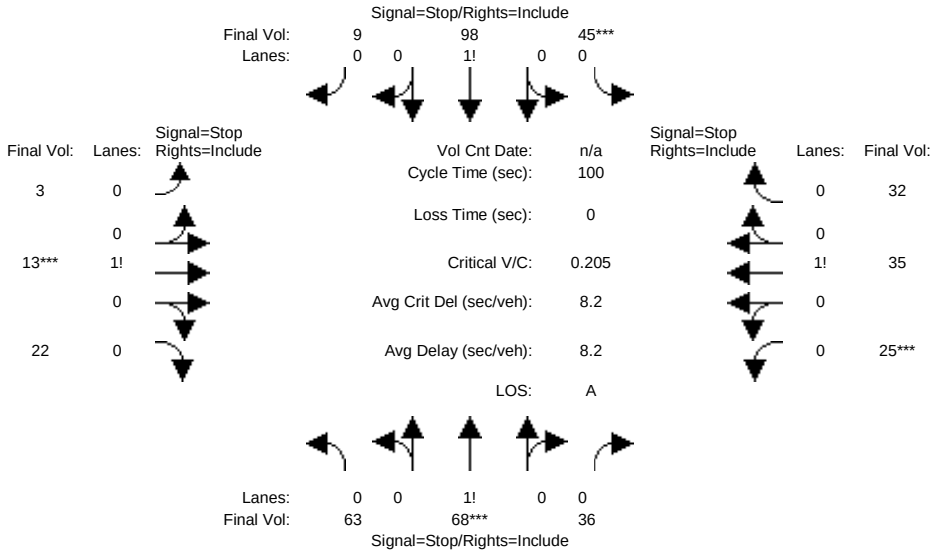
Street Name:	First St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	105	64	19	170	104	70	162	200	27	133	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:	123	105	64	19	170	104	70	162	200	27	133	25
Added Vol:	0	6	0	-2	6	37	36	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	111	64	17	176	141	106	162	200	27	133	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	111	64	17	176	141	106	162	200	27	133	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	111	64	17	176	141	106	162	200	27	133	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	111	64	17	176	141	106	162	200	27	133	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.53	0.47	1.00	0.05	0.53	0.42	1.00	0.45	0.55	0.14	0.68	0.18
Final Sat.:	946	854	1750	89	922	739	1750	806	994	242	1194	314
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.19	0.19	0.19	0.06	0.20	0.20	0.11	0.11	0.11
Crit Moves:		****			****			****			****	
Green Time:	16.6	16.6	16.6	24.4	24.4	24.4	16.4	25.7	25.7	14.2	23.5	23.5
Volume/Cap:	0.70	0.70	0.20	0.70	0.70	0.70	0.33	0.70	0.70	0.70	0.43	0.43
Delay/Veh:	41.1	41.1	31.3	34.3	34.3	34.3	32.6	33.1	33.1	43.8	28.3	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:	41.1	41.1	31.3	34.3	34.3	34.3	32.6	33.1	33.1	43.8	28.3	28.3
LOS by Move:	D	D	C	C	C	C	C	C	C	D	C	C
EndRedQueue:	5	5	1	7	7	7	2	7	7	4	4	4

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative AM

Intersection #9: First St & State St



Street Name:	First St						State St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	63	68	36	45	98	9	3	13	22	25	35	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:	63	68	36	45	98	9	3	13	22	25	35	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	68	36	45	98	9	3	13	22	25	35	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:	63	68	36	45	98	9	3	13	22	25	35	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	68	36	45	98	9	3	13	22	25	35	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:	63	68	36	45	98	9	3	13	22	25	35	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.41	0.21	0.30	0.64	0.06	0.08	0.34	0.58	0.27	0.38	0.35
Final Sat.:	307	332	176	236	514	47	61	263	445	206	288	264
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.19	0.19	0.19	0.05	0.05	0.05	0.12	0.12	0.12
Crit Moves:		****			****			****			****	
Delay/Veh:	8.4	8.4	8.4	8.4	8.4	8.4	7.6	7.6	7.6	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.4	8.4	8.4	7.6	7.6	7.6	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.4			7.6			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.4			7.6			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	63	68	36	45	98	9	3	13	22	25	35	32

Major Street Volume: 319
Minor Approach Volume: 92
Minor Approach Volume Threshold: 524

SIGNAL WARRANT DISCLAIMER

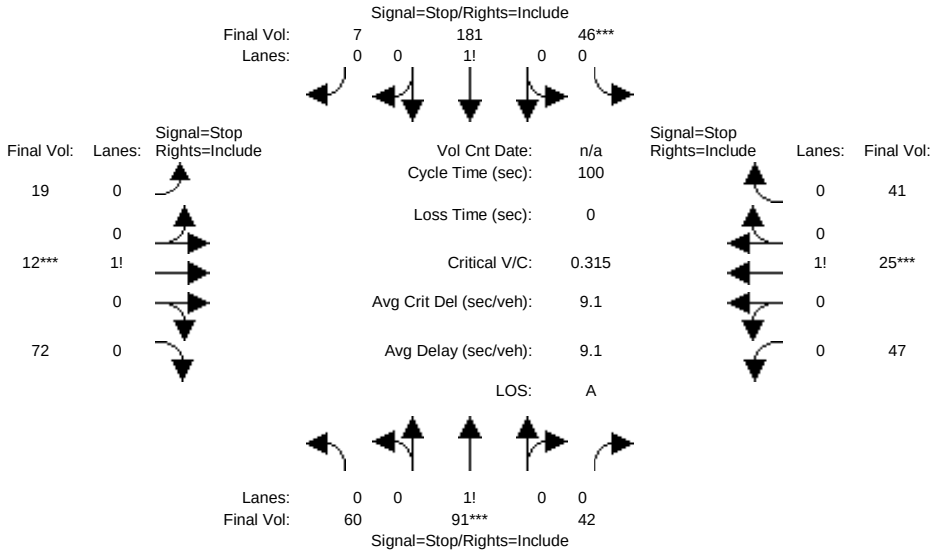
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #9: First St & State St




```
Street Name:            First St                        State St
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60   91   42    46  181    7    19   12   72    47   25   41
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   60   91   42    46  181    7    19   12   72    47   25   41
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   60   91   42    46  181    7    19   12   72    47   25   41
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    60   91   42    46  181    7    19   12   72    47   25   41
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   60   91   42    46  181    7    19   12   72    47   25   41
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   60   91   42    46  181    7    19   12   72    47   25   41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.31 0.47 0.22  0.20 0.77 0.03  0.18 0.12 0.70  0.42 0.22 0.36
Final Sat.:  232  352  162   146  575   22   132   83  499   284  151  248
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.26 0.26 0.26  0.31 0.31 0.31  0.14 0.14 0.14  0.17 0.17 0.17
Crit Moves:      ****           ****              ****           ****
Delay/Veh:   9.1  9.1  9.1   9.7  9.7  9.7   8.3  8.3  8.3   8.7  8.7  8.7
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  9.1  9.1  9.1   9.7  9.7  9.7   8.3  8.3  8.3   8.7  8.7  8.7
LOS by Move:   A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:       9.1             9.7             8.3             8.7
Delay Adj:        1.00            1.00            1.00            1.00
ApprAdjDel:        9.1             9.7             8.3             8.7
LOS by Appr:         A               A               A               A
AllWayAvgQ:  0.3  0.3  0.3   0.4  0.4  0.4   0.1  0.1  0.1   0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	60	91	42	46	181	7	19	12	72	47	25	41

Major Street Volume: 427
Minor Approach Volume: 113
Minor Approach Volume Threshold: 446

SIGNAL WARRANT DISCLAIMER

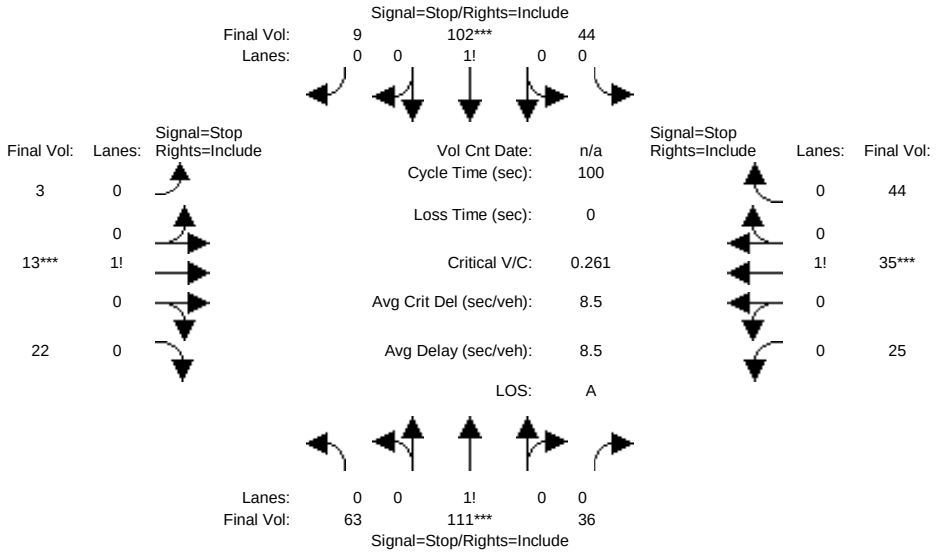
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+Proj AM

Intersection #9: First St & State St



Street Name:	First St						State St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	63	68	36	45	98	9	3	13	22	25	35	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:	63	68	36	45	98	9	3	13	22	25	35	32
Added Vol:	0	43	0	-1	4	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	111	36	44	102	9	3	13	22	25	35	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:	63	111	36	44	102	9	3	13	22	25	35	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	111	36	44	102	9	3	13	22	25	35	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:	63	111	36	44	102	9	3	13	22	25	35	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.53	0.17	0.28	0.66	0.06	0.08	0.34	0.58	0.24	0.34	0.42
Final Sat.:	241	425	138	222	514	45	58	253	429	179	250	315
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.20	0.20	0.05	0.05	0.05	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.8	8.8	8.5	8.5	8.5	7.7	7.7	7.7	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	8.5	8.5	8.5	7.7	7.7	7.7	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			8.5			7.7			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.5			7.7			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	63	111	36	44	102	9	3	13	22	25	35	44

Major Street Volume: 365
Minor Approach Volume: 104
Minor Approach Volume Threshold: 488

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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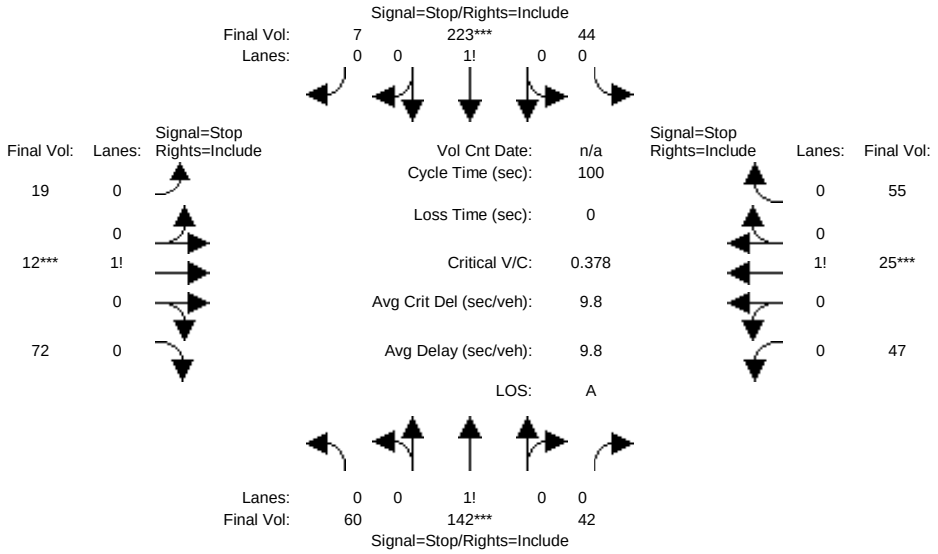
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+Proj PM

Intersection #9: First St & State St



Street Name:	First St						State St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	91	42	46	181	7	19	12	72	47	25	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	91	42	46	181	7	19	12	72	47	25	41
Added Vol:	0	51	0	-2	42	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	142	42	44	223	7	19	12	72	47	25	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:	60	142	42	44	223	7	19	12	72	47	25	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	142	42	44	223	7	19	12	72	47	25	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:	60	142	42	44	223	7	19	12	72	47	25	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.58	0.17	0.16	0.81	0.03	0.18	0.12	0.70	0.37	0.20	0.43
Final Sat.:	179	423	125	116	589	19	123	77	465	241	128	283
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.38	0.38	0.38	0.15	0.15	0.15	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	10.0	10.0	10.0	10.5	10.5	10.5	8.7	8.7	8.7	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.5	10.5	10.5	8.7	8.7	8.7	9.1	9.1	9.1
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	10.0			10.5			8.7			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			10.5			8.7			9.1		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.1	0.1	0.1	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 First St & State St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	60	142	42	44	223	7	19	12	72	47	25	55

Major Street Volume: 518
Minor Approach Volume: 127
Minor Approach Volume Threshold: 395

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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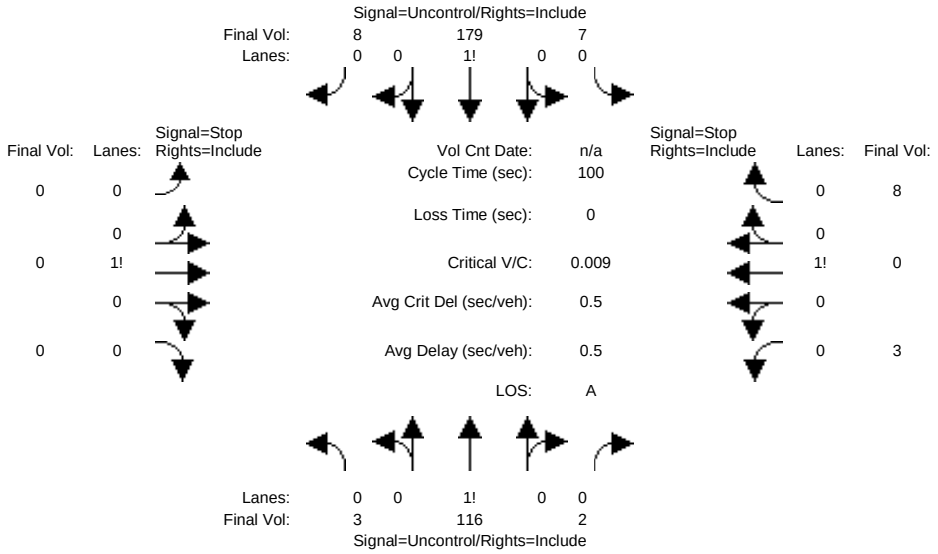
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St




```
Street Name:           First St                    Shasta St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      3  116    2    7  179    8    0    0    0    3    0    8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   3  116    2    7  179    8    0    0    0    3    0    8
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   3  116    2    7  179    8    0    0    0    3    0    8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    3  116    2    7  179    8    0    0    0    3    0    8
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   3  116    2    7  179    8    0    0    0    3    0    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  187 xxxx xxxxx   118 xxxx xxxxx   324  321   183   320  324   117
Potent Cap.: 1399 xxxx xxxxx  1483 xxxx xxxxx   633  599   865   678  597   941
Move Cap.:   1399 xxxx xxxxx  1483 xxxx xxxxx   624  595   865   674  593   941
Volume/Cap:  0.00 xxxx  xxxx  0.00 xxxx  xxxx  0.00 0.00  0.00  0.00 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  849 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.3 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx            9.3
ApproachLOS:         *               *               *             A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #10 First St & Shasta St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	116	2	7	179	8	0	0	0	3	0	8
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=326]
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 #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	116	2	7	179	8	0	0	0	3	0	8

Major Street Volume: 315
Minor Approach Volume: 11
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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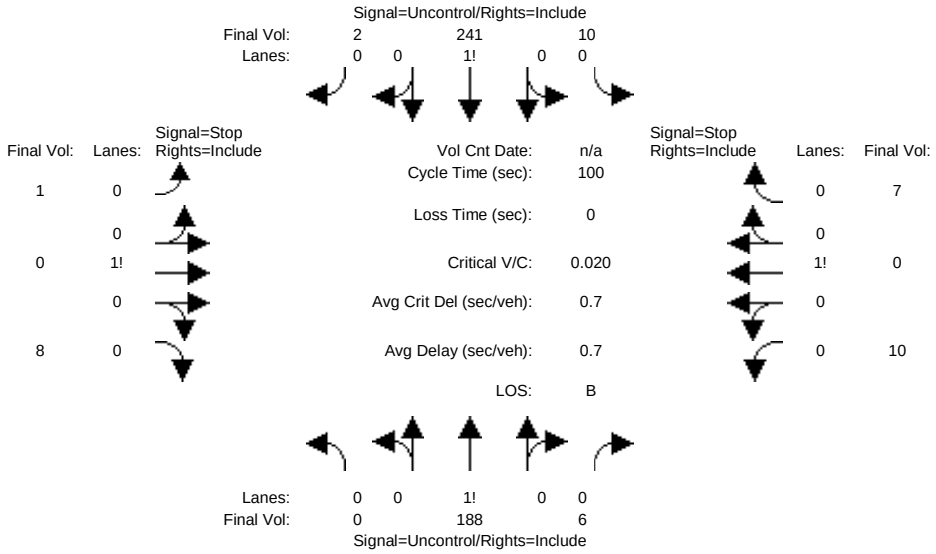
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	188	6	10	241	2	1	0	8	10	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	188	6	10	241	2	1	0	8	10	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	188	6	10	241	2	1	0	8	10	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	188	6	10	241	2	1	0	8	10	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	188	6	10	241	2	1	0	8	10	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	194	xxxx	xxxxx	457	456	242	457	454	191
Potent Cap.:	xxxx	xxxx	xxxxx	1391	xxxx	xxxxx	518	504	802	517	505	856
Move Cap.:	xxxx	xxxx	xxxxx	1391	xxxx	xxxxx	511	500	802	509	501	856
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	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	754	xxxxx	xxxx	611	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.8			11.1		
ApproachLOS:	*			*			A			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	188	6	10	241	2	1	0	8	10	0	7
ApproachDel:	xxxxxx			xxxxxx			9.8			11.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=473]
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=4][total volume=473]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	188	6	10	241	2	1	0	8	10	0	7

Major Street Volume: 447
Minor Approach Volume: 17
Minor Approach Volume Threshold: 434

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are 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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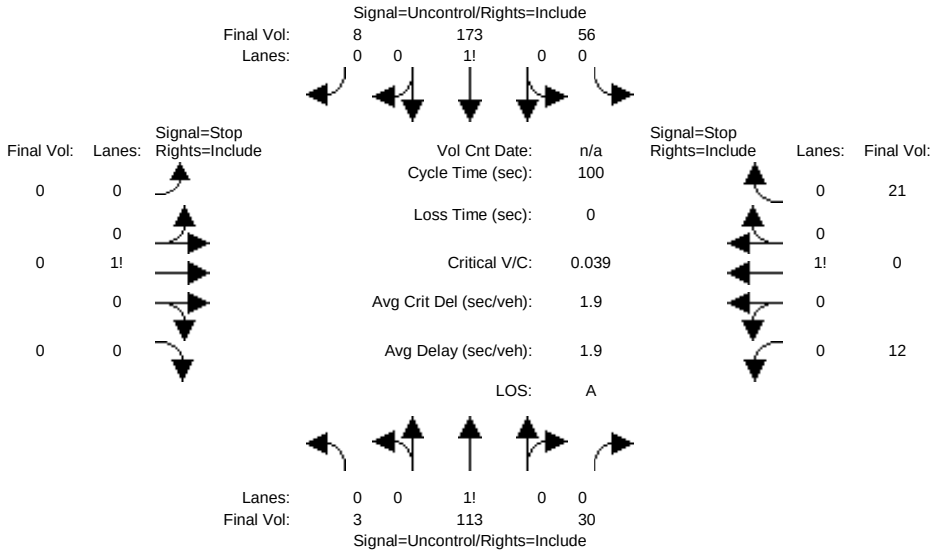
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St



Street Name:	First St						Shasta St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	116	2	7	179	8	0	0	0	3	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	116	2	7	179	8	0	0	0	3	0	8
Added Vol:	0	-3	28	49	-6	0	0	0	0	9	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	113	30	56	173	8	0	0	0	12	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	113	30	56	173	8	0	0	0	12	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	113	30	56	173	8	0	0	0	12	0	21
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	181	xxxx	xxxxx	143	xxxx	xxxxx	434	438	177	423	427	128
Potent Cap.:	1407	xxxx	xxxxx	1452	xxxx	xxxxx	536	515	871	591	523	927
Move Cap.:	1407	xxxx	xxxxx	1452	xxxx	xxxxx	507	494	871	573	501	927
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	757	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	113	30	56	173	8	0	0	0	12	0	21
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=416]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	113	30	56	173	8	0	0	0	12	0	21

Major Street Volume: 383
Minor Approach Volume: 33
Minor Approach Volume Threshold: 475

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

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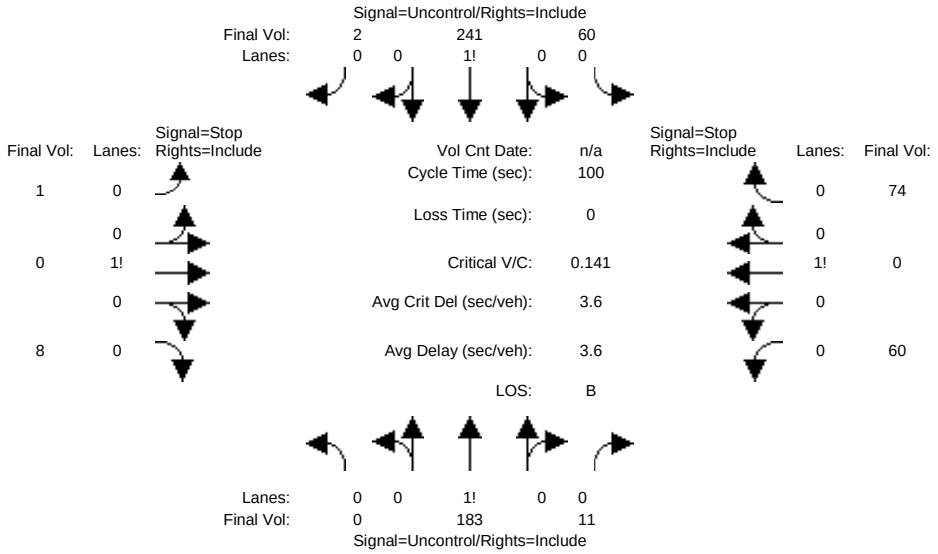
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #10: First St & Shasta St




```
Street Name:           First St                    Shasta St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  188    6    10  241    2    1   0    8   10   0    7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  188    6    10  241    2    1   0    8   10   0    7
Added Vol:     0   -5    5    50   0    0    0   0    0   50   0   67
PasserByVol:   0    0    0     0   0    0    0   0    0    0   0    0
Initial Fut:   0  183   11    60  241    2    1   0    8   60   0   74
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  183   11    60  241    2    1   0    8   60   0   74
Reduct Vol:    0    0    0     0   0    0    0   0    0    0   0    0
FinalVolume:   0  183   11    60  241    2    1   0    8   60   0   74
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   194 xxxx xxxxx   588  556   242   555  552   189
Potent Cap.: xxxx xxxx xxxxx  1391 xxxx xxxxx   424  442   802   446  445   859
Move Cap.:   xxxx xxxx xxxxx  1391 xxxx xxxxx   374  422   802   426  425   859
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  0.00 0.00  0.01  0.14 0.00  0.09
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  711 xxxxx  xxxx  590 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx 12.9 xxxxx
Shared LOS:     *    *    *    *    *    *    *    B    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx           10.1           12.9
ApproachLOS:         *               *             B              B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #10 First St & Shasta St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	183	11	60	241	2	1	0	8	60	0	74
ApproachDel:	xxxxxx			xxxxxx			10.1			12.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=640]
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=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=134]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=640]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 First St & Shasta St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	183	11	60	241	2	1	0	8	60	0	74

Major Street Volume: 497
Minor Approach Volume: 134
Minor Approach Volume Threshold: 406

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

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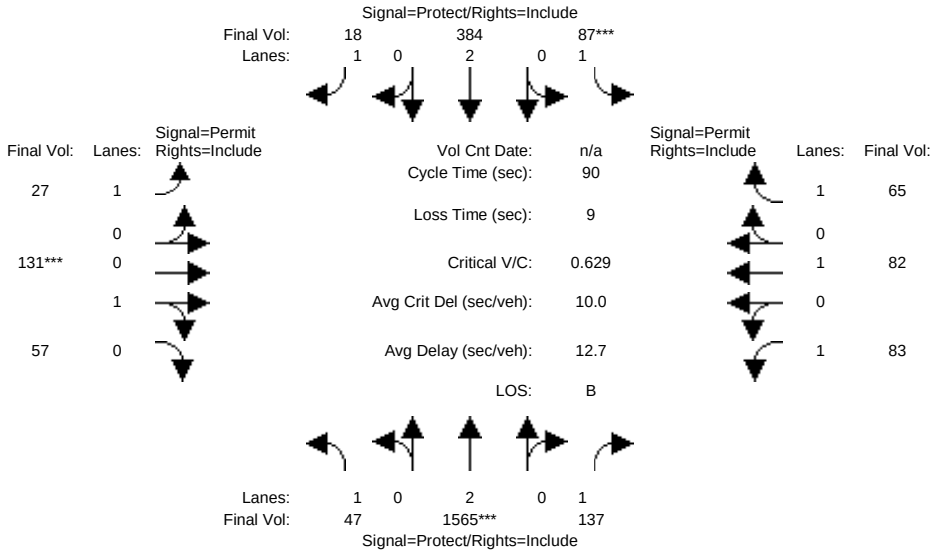
LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



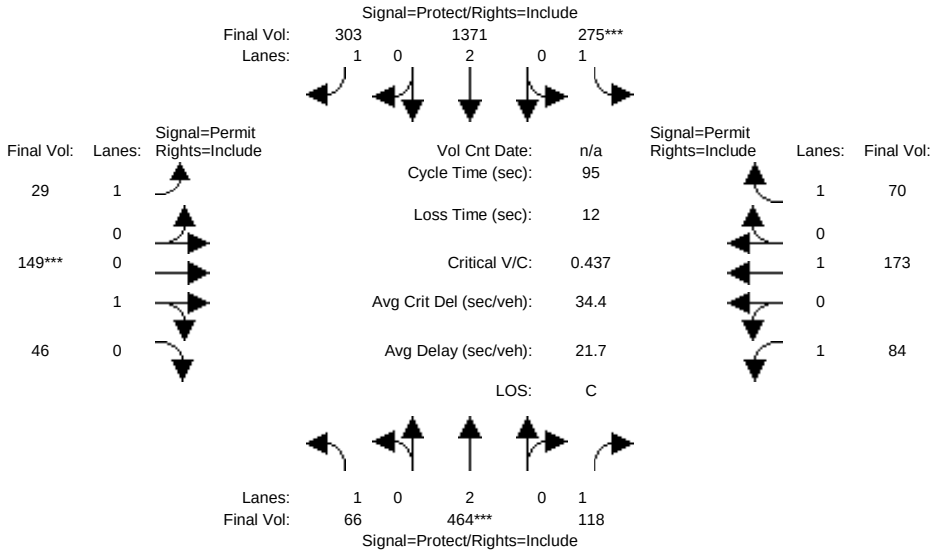
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	1565	137	87	384	18	27	131	57	83	82	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1565	137	87	384	18	27	131	57	83	82	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1565	137	87	384	18	27	131	57	83	82	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:	47	1565	137	87	384	18	27	131	57	83	82	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1565	137	87	384	18	27	131	57	83	82	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:	47	1565	137	87	384	18	27	131	57	83	82	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1254	546	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.08	0.05	0.10	0.01	0.02	0.10	0.10	0.06	0.04	0.04
Crit Moves:		****			****			****				
Green Time:	27.2	58.9	58.9	7.1	38.9	38.9	14.9	14.9	14.9	14.9	14.9	14.9
Volume/Cap:	0.09	0.63	0.12	0.63	0.23	0.02	0.15	0.63	0.63	0.38	0.26	0.22
Delay/Veh:	22.2	4.4	2.5	49.1	14.0	12.6	32.5	39.2	39.2	34.6	33.1	32.9
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:	22.2	4.4	2.5	49.1	14.0	12.6	32.5	39.2	39.2	34.6	33.1	32.9
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	7	1	2	3	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



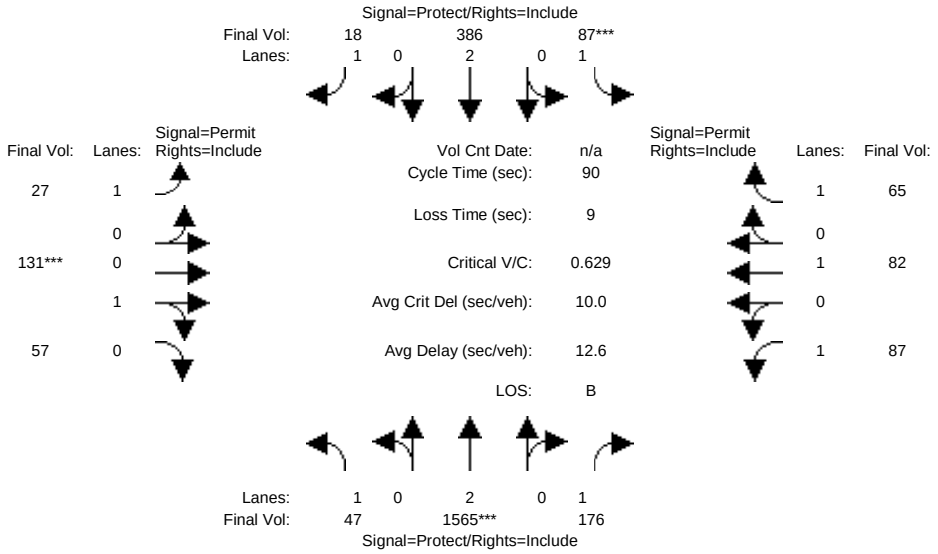
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	464	118	275	1371	303	29	149	46	84	173	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:	66	464	118	275	1371	303	29	149	46	84	173	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:	66	464	118	275	1371	303	29	149	46	84	173	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:	66	464	118	275	1371	303	29	149	46	84	173	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	464	118	275	1371	303	29	149	46	84	173	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:	66	464	118	275	1371	303	29	149	46	84	173	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	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1375	425	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.16	0.36	0.17	0.03	0.11	0.11	0.06	0.09	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.44	0.27	0.15	0.88	0.66	0.31	0.10	0.43	0.43	0.26	0.36	0.16
Delay/Veh:	48.6	14.9	14.0	67.6	12.3	9.1	30.9	34.2	34.2	32.4	33.4	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:	48.6	14.9	14.0	67.6	12.3	9.1	30.9	34.2	34.2	32.4	33.4	31.3
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	4	2	7	9	4	1	5	5	2	4	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



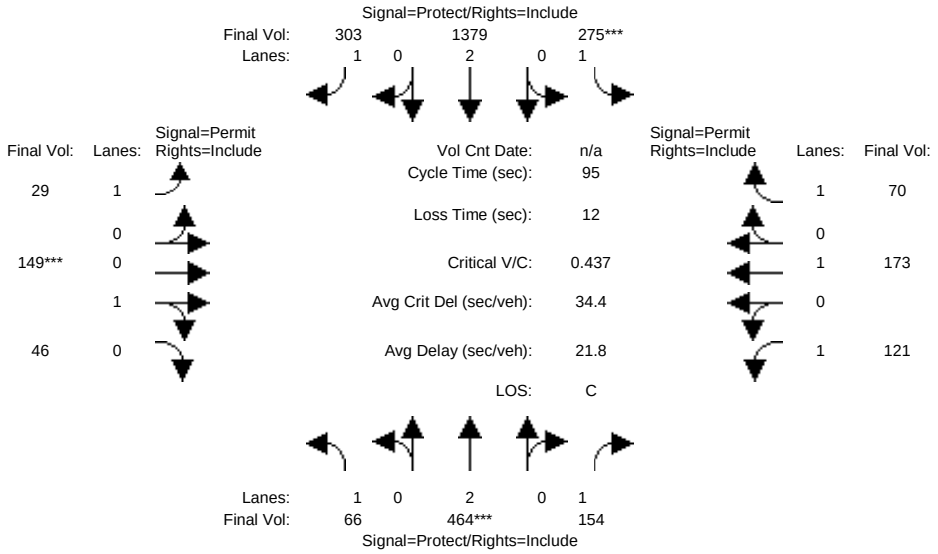
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	1565	137	87	384	18	27	131	57	83	82	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1565	137	87	384	18	27	131	57	83	82	65
Added Vol:	0	0	39	0	2	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1565	176	87	386	18	27	131	57	87	82	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:	47	1565	176	87	386	18	27	131	57	87	82	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1565	176	87	386	18	27	131	57	87	82	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:	47	1565	176	87	386	18	27	131	57	87	82	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1254	546	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.10	0.05	0.10	0.01	0.02	0.10	0.10	0.07	0.04	0.04
Crit Moves:		****			****			****				
Green Time:	27.2	58.9	58.9	7.1	38.9	38.9	14.9	14.9	14.9	14.9	14.9	14.9
Volume/Cap:	0.09	0.63	0.15	0.63	0.24	0.02	0.15	0.63	0.63	0.40	0.26	0.22
Delay/Veh:	22.2	4.4	2.6	49.1	14.0	12.6	32.5	39.2	39.2	34.8	33.1	32.9
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:	22.2	4.4	2.6	49.1	14.0	12.6	32.5	39.2	39.2	34.8	33.1	32.9
LOS by Move:	C	A	A	D	B	B	C	D	D	C	C	C
EndRedQueue:	1	7	2	2	3	0	1	4	4	2	2	1

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5213: Foothill Expwy & Main St/Burke Rd



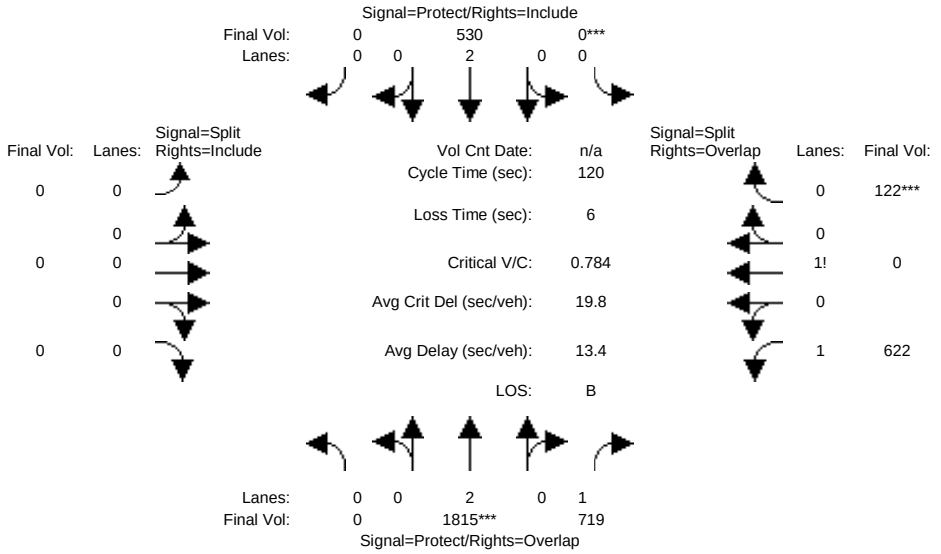
Street Name:	Foothill Expwy						Main St/Burke Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	49	49	19	58	58	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	464	118	275	1371	303	29	149	46	84	173	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:	66	464	118	275	1371	303	29	149	46	84	173	70
Added Vol:	0	0	36	0	8	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	464	154	275	1379	303	29	149	46	121	173	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:	66	464	154	275	1379	303	29	149	46	121	173	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	464	154	275	1379	303	29	149	46	121	173	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:	66	464	154	275	1379	303	29	149	46	121	173	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	0.92	0.58	0.95	0.95	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1375	425	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.09	0.16	0.36	0.17	0.03	0.11	0.11	0.09	0.09	0.04
Crit Moves:		****			****			****				
Green Time:	8.1	43.5	43.5	16.9	52.3	52.3	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.44	0.27	0.19	0.88	0.66	0.31	0.10	0.43	0.43	0.37	0.36	0.16
Delay/Veh:	48.6	14.9	14.4	67.6	12.4	9.1	30.9	34.2	34.2	33.7	33.4	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:	48.6	14.9	14.4	67.6	12.4	9.1	30.9	34.2	34.2	33.7	33.4	31.3
LOS by Move:	D	B	B	E	B	A	C	C	C	C	C	C
EndRedQueue:	2	4	3	7	9	4	1	5	5	3	4	2

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



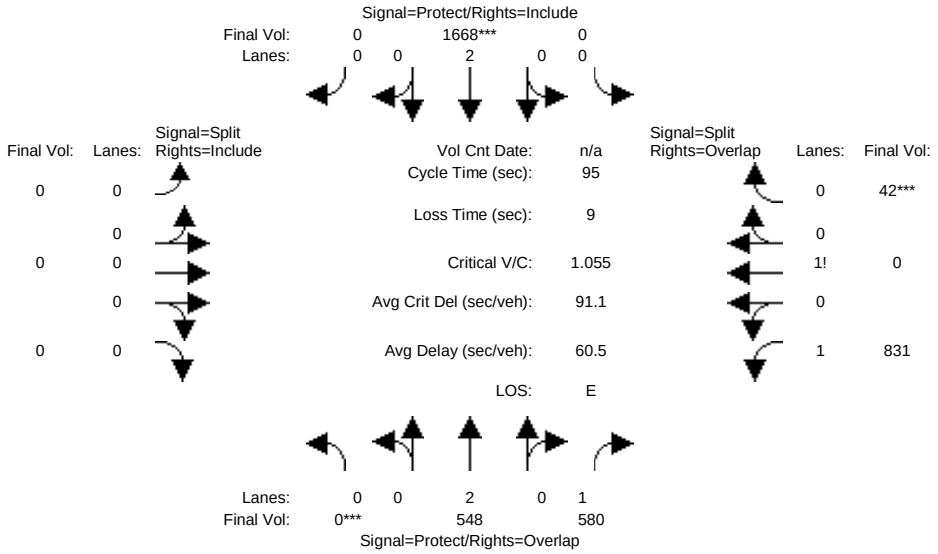
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1815	719	0	530	0	0	0	0	622	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	1815	719	0	530	0	0	0	0	622	0	122
Added Vol:	0	0	0	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	1815	719	0	530	0	0	0	0	622	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1815	719	0	530	0	0	0	0	622	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1815	719	0	530	0	0	0	0	622	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1815	719	0	530	0	0	0	0	622	0	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2736	0	456
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.41	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.00	0.27
Crit Moves:		****			****						****	
Green Time:	0.0	73.1	114.0	0.0	73.1	0.0	0.0	0.0	0.0	40.9	0.0	40.9
Volume/Cap:	0.00	0.78	0.43	0.00	0.23	0.00	0.00	0.00	0.00	0.67	0.00	0.78
Delay/Veh:	0.0	11.5	0.2	0.0	5.9	0.0	0.0	0.0	0.0	35.3	0.0	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	0.2	0.0	5.9	0.0	0.0	0.0	0.0	35.3	0.0	39.9
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	D
EndRedQueue:	0	12	1	0	3	0	0	0	0	9	0	11

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



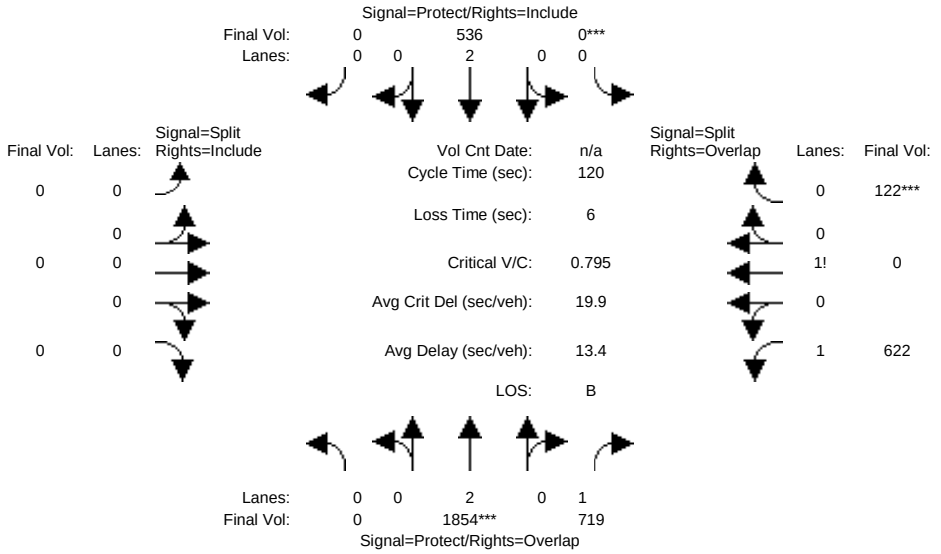
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	548	580	0	1668	0	0	0	0	831	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:	0	548	580	0	1668	0	0	0	0	831	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:	0	548	580	0	1668	0	0	0	0	831	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	548	580	0	1668	0	0	0	0	831	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	580	0	1668	0	0	0	0	831	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:	0	548	580	0	1668	0	0	0	0	831	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.75	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2850	0	0	0	0	2271	0	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.33	0.00	0.59	0.00	0.00	0.00	0.00	0.37	0.00	0.38
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.23	0.36	0.00	0.95	0.00	0.00	0.00	0.00	1.23	0.00	1.27
Delay/Veh:	0.0	9.0	0.7	0.0	50.3	0.0	0.0	0.0	0.0	151.2	0.0	169.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.7	0.0	50.3	0.0	0.0	0.0	0.0	151.2	0.0	169.0
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	F
EndRedQueue:	0	3	2	0	9	0	0	0	0	9	0	15

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



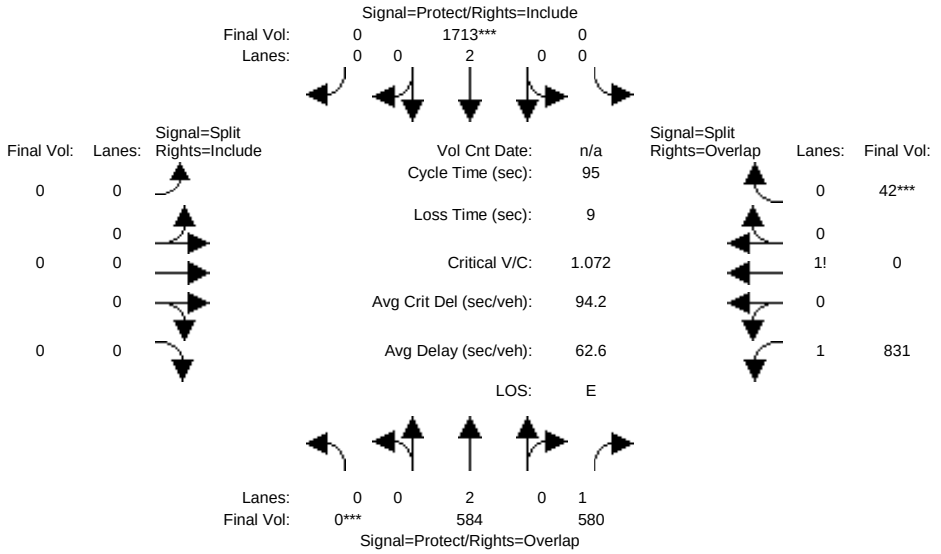
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1815	719	0	530	0	0	0	0	622	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	1815	719	0	530	0	0	0	0	622	0	122
Added Vol:	0	39	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1854	719	0	536	0	0	0	0	622	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1854	719	0	536	0	0	0	0	622	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1854	719	0	536	0	0	0	0	622	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1854	719	0	536	0	0	0	0	622	0	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.74	0.00	0.26
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2736	0	456
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.41	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.00	0.27
Crit Moves:		****			****						****	
Green Time:	0.0	73.6	114.0	0.0	73.6	0.0	0.0	0.0	0.0	40.4	0.0	40.4
Volume/Cap:	0.00	0.80	0.43	0.00	0.23	0.00	0.00	0.00	0.00	0.68	0.00	0.80
Delay/Veh:	0.0	11.4	0.2	0.0	5.7	0.0	0.0	0.0	0.0	35.9	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.2	0.0	5.7	0.0	0.0	0.0	0.0	35.9	0.0	40.8
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	D
EndRedQueue:	0	12	1	0	3	0	0	0	0	9	0	11

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5214: Foothill Expwy & San Antonio Rd



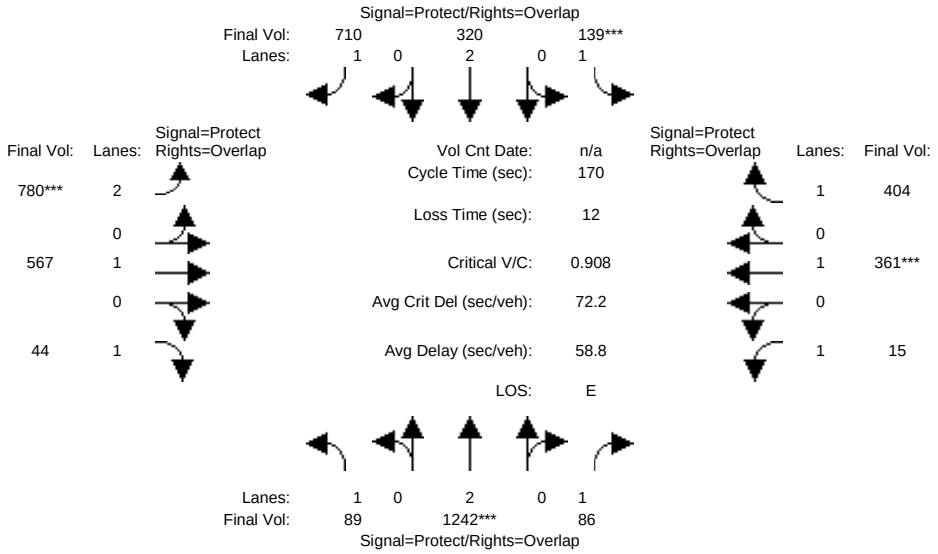
Street Name:	Foothill Expwy						San Antonio Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	64	0	64	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	548	580	0	1668	0	0	0	0	831	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:	0	548	580	0	1668	0	0	0	0	831	0	42
Added Vol:	0	36	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:	0	584	580	0	1713	0	0	0	0	831	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	584	580	0	1713	0	0	0	0	831	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	580	0	1713	0	0	0	0	831	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:	0	584	580	0	1713	0	0	0	0	831	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.75	0.92	0.92	1.00	0.92	0.62	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	2850	0	0	0	0	2271	0	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.33	0.00	0.60	0.00	0.00	0.00	0.00	0.37	0.00	0.38
Crit Moves:	****			****						****		
Green Time:	0.0	58.5	86.8	0.0	58.5	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.25	0.36	0.00	0.98	0.00	0.00	0.00	0.00	1.23	0.00	1.27
Delay/Veh:	0.0	9.1	0.7	0.0	56.1	0.0	0.0	0.0	0.0	151.2	0.0	169.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	0.7	0.0	56.1	0.0	0.0	0.0	0.0	151.2	0.0	169.0
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	F
EndRedQueue:	0	3	2	0	10	0	0	0	0	9	0	15

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



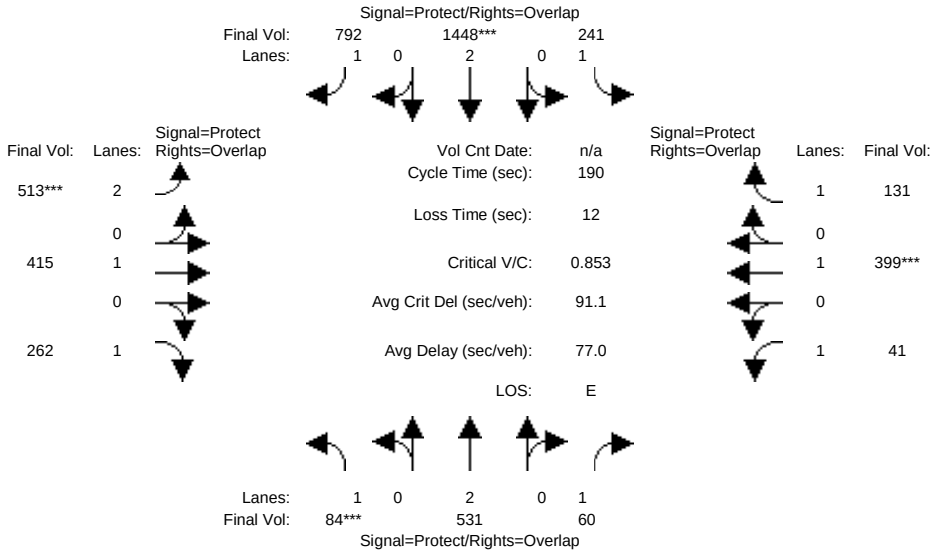
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	1242	86	139	320	710	780	567	44	15	361	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1242	86	139	320	710	780	567	44	15	361	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1242	86	139	320	710	780	567	44	15	361	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1242	86	139	320	710	780	567	44	15	361	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1242	86	139	320	710	780	567	44	15	361	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1242	86	139	320	710	780	567	44	15	361	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.05	0.08	0.08	0.41	0.25	0.30	0.03	0.01	0.19	0.23
Crit Moves:		****			****			****			****	
Green Time:	18.5	61.2	71.1	14.9	57.6	103.9	46.4	72.0	90.5	9.9	35.6	50.4
Volume/Cap:	0.47	0.91	0.12	0.91	0.25	0.66	0.91	0.70	0.05	0.15	0.91	0.78
Delay/Veh:	72.9	60.8	30.3	123.5	44.3	32.2	73.1	43.1	19.1	76.7	89.7	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	60.8	30.3	123.5	44.3	32.2	73.1	43.1	19.1	76.7	89.7	62.0
LOS by Move:	E	E	C	F	D	C	E	D	B	E	F	E
EndRedQueue:	4	19	3	7	5	14	16	15	1	1	13	15

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



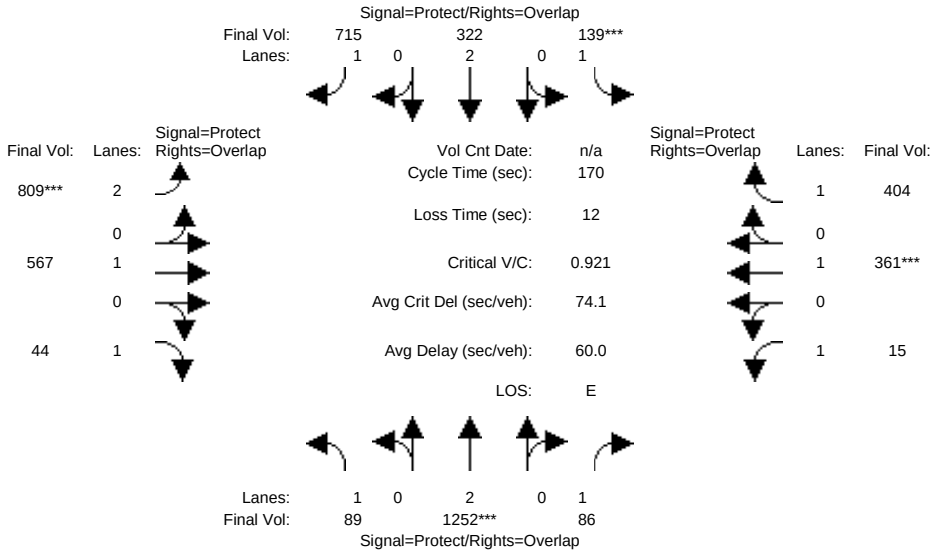
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	58	58	18	86	86	36	71	71	13	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	531	60	241	1448	792	513	415	262	41	399	131
Growth Adj:	1.00	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	531	60	241	1448	792	513	415	262	41	399	131
Added Vol:	0	0	0	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	531	60	241	1448	792	513	415	262	41	399	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	60	241	1448	792	513	415	262	41	399	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	531	60	241	1448	792	513	415	262	41	399	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	531	60	241	1448	792	513	415	262	41	399	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1488	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.03	0.14	0.38	0.53	0.16	0.22	0.15	0.02	0.21	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.8	67.4	79.6	32.3	80.9	114.8	33.9	66.8	85.6	12.2	45.1	77.5
Volume/Cap:	0.48	0.39	0.08	0.81	0.90	0.88	0.91	0.62	0.33	0.36	0.88	0.18
Delay/Veh:	88.3	46.1	30.9	106.9	87.3	78.5	101.0	56.2	36.1	92.5	92.6	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	46.1	30.9	106.9	87.3	78.5	101.0	56.2	36.1	92.5	92.6	38.4
LOS by Move:	F	D	C	F	F	E	F	E	D	F	F	D
EndRedQueue:	5	10	2	12	23	19	14	15	9	2	17	5

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave



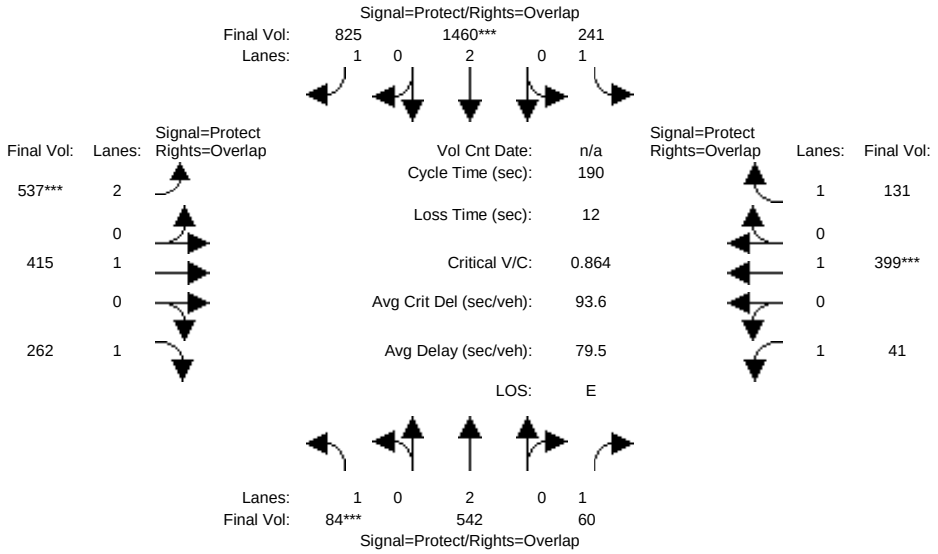
Street Name:	Foothill Expwy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	1242	86	139	320	710	780	567	44	15	361	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1242	86	139	320	710	780	567	44	15	361	404
Added Vol:	0	10	0	0	2	5	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1252	86	139	322	715	809	567	44	15	361	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1252	86	139	322	715	809	567	44	15	361	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1252	86	139	322	715	809	567	44	15	361	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1252	86	139	322	715	809	567	44	15	361	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.05	0.08	0.08	0.41	0.26	0.30	0.03	0.01	0.19	0.23
Crit Moves:		****			****			****			****	
Green Time:	19.0	60.8	70.8	14.7	56.5	104.0	47.4	72.5	91.4	10.0	35.1	49.7
Volume/Cap:	0.46	0.92	0.12	0.92	0.25	0.67	0.92	0.70	0.05	0.15	0.92	0.79
Delay/Veh:	72.4	62.7	30.5	127.3	45.0	32.4	74.2	42.6	18.6	76.6	92.7	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	62.7	30.5	127.3	45.0	32.4	74.2	42.6	18.6	76.6	92.7	63.3
LOS by Move:	E	E	C	F	D	C	E	D	B	E	F	E
EndRedQueue:	4	19	3	7	5	14	17	15	1	1	14	15

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

LACI Office Development TIA
Los Altos, CA
Hexagon Transportation Consultants

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

Intersection #5215: Foothill Expwy & El Monte Ave

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Street Name:         Foothill Expwy                  El Monte Ave
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   58   58   18   86   86   36   71   71   13   48   48
Y+R:         4.0  4.0  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  531   60  241 1448  792  513  415  262   41  399  131
Growth Adj:  1.00 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  531   60  241 1448  792  513  415  262   41  399  131
Added Vol:     0   11    0    0   12   33   24    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  84  542   60  241 1460  825  537  415  262   41  399  131
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 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  542   60  241 1460  825  537  415  262   41  399  131
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  84  542   60  241 1460  825  537  415  262   41  399  131
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  84  542   60  241 1460  825  537  415  262   41  399  131
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.78 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 3800 1750 1750 3800 1488 3150 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.14 0.03 0.14 0.38 0.55 0.17 0.22 0.15 0.02 0.21 0.07
Crit Moves:  ****               ****      ****               ****
Green Time: 18.8 67.4 79.6 32.3 80.9 114.8 33.9 66.8 85.6 12.2 45.1 77.5
Volume/Cap: 0.48 0.40 0.08 0.81 0.90 0.92 0.96 0.62 0.33 0.36 0.88 0.18
Delay/Veh:  88.3 46.3 30.9 106.9 88.3 85.9 109.6 56.2 36.1 92.5 92.6 38.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 88.3 46.3 30.9 106.9 88.3 85.9 109.6 56.2 36.1 92.5 92.6 38.4
LOS by Move:   F    D    C    F    F    F    F    E    D    F    F    D
EndRedQueue:   5   10    2   12   24   20   15   15    9    2   17    5
Note: Queue reported is the number of cars per lane.
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Appendix C

Volume Spreadsheet

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Foothill Expressway and Edith Avenue
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	222	96	407	186	74	133	1360	114	152	250	28	*3041*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	19	222	96	407	186	74	133	1360	114	152	250	28	*3041*
Proposed Project Trips	*0*	*0*	*21*	*3*	*1*	*2*	*0*	*0*	*0*	*0*	*3*	*0*	*30*
Existing + Project Conditions	19	222	117	410	187	76	133	1360	114	152	253	28	*3071*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	19	222	117	410	187	76	133	1360	114	152	253	28	*3071*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	2	23	10	43	19	8	14	142	12	16	26	3	*318*
Cumlative No Project Conditions	21	245	106	450	205	82	147	1502	126	168	276	31	*3359*
Cumulative + Project Conditions	21	245	127	453	206	84	147	1502	126	168	279	31	*3389*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 2
Traffix Node Number: 5213
Intersection Name: Foothill Expressway and Main Street*
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	16	348	76	59	73	75	124	1417	43	52	118	24	*2425*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	3	0	0	0	0	0	0	0	0	0	*3*
342 First Street (Los Altos)	0	0	0	0	1	0	0	0	0	0	1	0	*2*
Background Conditions	16	348	79	59	74	75	124	1417	43	52	119	24	*2430*
Proposed Project Trips	*0*	*2*	*0*	*0*	*0*	*4*	*39*	*0*	*0*	*0*	*0*	*0*	*45*
Existing + Project Conditions	16	350	76	59	73	79	163	1417	43	52	118	24	*2470*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	16	350	79	59	74	79	163	1417	43	52	119	24	*2475*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	2	36	8	6	8	8	13	148	4	5	12	3	*253*
Cumlative No Project Conditions	18	384	87	65	82	83	137	1565	47	57	131	27	*2683*
Cumulative + Project Conditions	18	386	87	65	82	87	176	1565	47	57	131	27	*2728*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 3
Traffix Node Number: 5214
Intersection Name: Foothill Expressway and San Antonio Road*
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	480	0	109	0	559	619	1643	0	0	0	0	*3410*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	2	0	5	27	0	0	0	0	0	*34*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	8	0	0	0	0	0	*8*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	0	480	0	111	0	564	654	1643	0	0	0	0	*3452*
Proposed Project Trips	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*39*	*0*	*0*	*0*	*0*	*45*
Existing + Project Conditions	0	486	0	109	0	559	619	1682	0	0	0	0	*3455*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	486	0	111	0	564	654	1682	0	0	0	0	*3497*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	0	50	0	11	0	58	65	172	0	0	0	0	*356*
Cumlative No Project Conditions	0	530	0	122	0	622	719	1815	0	0	0	0	*3808*
Cumulative + Project Conditions	0	536	0	122	0	622	719	1854	0	0	0	0	*3853*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 5215
Intersection Name: Foothill Expressway and El Monte Avenue*
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	639	289	126	366	327	14	78	1100	81	40	513	699	*4272*
Approved Project Trips													
San Antonio Village Phase II (MV)	4	1	0	0	0	0	0	19	0	0	0	8	*32*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	8	0	0	0	0	*8*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	643	290	126	366	327	14	78	1127	81	40	513	707	*4312*
Proposed Project Trips	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*29*	*46*
Existing + Project Conditions	644	291	126	366	327	14	78	1110	81	40	513	728	*4318*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	648	292	126	366	327	14	78	1137	81	40	513	736	*4358*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	67	30	13	38	34	1	8	115	8	4	54	73	*445*
Cumlative No Project Conditions	710	320	139	404	361	15	86	1242	89	44	567	780	*4757*
Cumulative + Project Conditions	715	322	139	404	361	15	86	1252	89	44	567	809	*4803*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: San Antonio Road and First St/Cuesta Dr
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	7	513	90	175	118	111	0	555	65	36	54	12	*1736*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	7	0	0	0	0	0	27	0	0	0	0	*34*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	2	0	0	0	2	0	0	1	7	0	0	0	*12*
342 First Street (Los Altos)	0	0	0	0	1	0	0	0	0	0	0	0	*1*
Background Conditions	9	520	90	175	121	111	0	583	72	36	54	12	*1783*
Proposed Project Trips	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*6*
Existing + Project Conditions	7	513	90	175	123	111	0	555	65	36	55	12	*1742*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	9	520	90	175	126	111	0	583	72	36	55	12	*1789*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	1	54	9	18	12	12	0	58	7	4	6	1	*182*
Cumlative No Project Conditions	10	574	99	193	133	123	0	641	79	40	60	13	*1965*
Cumulative + Project Conditions	10	574	99	193	138	123	0	641	79	40	61	13	*1971*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: San Antonio Road and Edith Avenue
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	494	648	0	118	0	28	0	585	58	17	0	143	*2091*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	7	0	0	0	0	0	27	0	0	0	0	*34*
400 San Antonio Road Mixed-Use Development (MV)	0	12	0	0	0	0	0	0	0	0	0	0	*12*
467 First Street Office Development (Los Altos)	0	4	0	0	0	0	0	0	0	0	0	0	*4*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	494	671	0	118	0	28	0	612	58	17	0	143	*2141*
Proposed Project Trips	*24*	*0*	*0*	*-1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*5*	*29*
Existing + Project Conditions	518	648	0	117	0	28	0	585	58	18	0	148	*2120*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	518	671	0	117	0	28	0	612	58	18	0	148	*2170*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	52	68	0	12	0	3	0	61	6	2	0	15	*219*
Cumlative No Project Conditions	546	739	0	130	0	31	0	673	64	19	0	158	*2360*
Cumulative + Project Conditions	570	739	0	129	0	31	0	673	64	20	0	163	*2389*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Altos Ave/First St and Edith Avenue
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	254	84	10	28	358	15	17	31	52	86	185	207	*1327*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	254	84	10	28	358	15	17	31	52	86	185	207	*1327*
Proposed Project Trips	*0*	*5*	*0*	*0*	*0*	*15*	*3*	*1*	*6*	*24*	*0*	*0*	*54*
Existing + Project Conditions	254	89	10	28	358	30	20	32	58	110	185	207	*1381*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	254	89	10	28	358	30	20	32	58	110	185	207	*1381*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	27	9	1	3	37	2	2	3	5	9	19	22	*139*
Cumlative No Project Conditions	281	93	11	31	395	17	19	34	57	95	204	229	*1466*
Cumulative + Project Conditions	281	98	11	31	395	32	22	35	63	119	204	229	*1520*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Main Street and First Street
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	57	61	15	16	108	17	45	72	53	77	182	75	*778*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	3	0	0	0	0	0	0	0	3	0	0	*6*
342 First Street (Los Altos)	0	2	0	0	0	2	1	1	1	1	0	0	*8*
Background Conditions	57	66	15	16	108	19	46	73	54	81	182	75	*792*
Proposed Project Trips	*4*	*1*	*-1*	*-1*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*39*	*47*
Existing + Project Conditions	61	62	14	15	108	17	45	77	53	77	182	114	*825*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	61	67	14	15	108	19	46	78	54	81	182	114	*839*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	6	6	2	2	11	2	5	8	6	8	19	8	*83*
Cumlative No Project Conditions	63	72	17	18	119	21	51	81	60	89	201	83	*875*
Cumulative + Project Conditions	67	73	16	17	119	21	51	86	60	89	201	122	*922*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: State Street and First Street
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	84	41	29	32	23	33	61	57	20	12	3	*403*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	3	0	0	0	0	0	0	0	0	0	0	*3*
342 First Street (Los Altos)	0	2	0	0	0	0	0	1	0	0	0	0	*3*
Background Conditions	8	89	41	29	32	23	33	62	57	20	12	3	*409*
Proposed Project Trips	*0*	*4*	*-1*	*12*	*0*	*0*	*0*	*43*	*0*	*0*	*0*	*0*	*58*
Existing + Project Conditions	8	88	40	41	32	23	33	104	57	20	12	3	*461*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	8	93	40	41	32	23	33	105	57	20	12	3	*467*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	1	9	4	3	3	2	3	6	6	2	1	0	*40*
Cumlative No Project Conditions	9	98	45	32	35	25	36	68	63	22	13	3	*449*
Cumulative + Project Conditions	9	102	44	44	35	25	36	111	63	22	13	3	*507*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Shasta Street and First Street
Peak Hour: AM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	7	160	6	7	0	3	2	104	3	0	0	0	*292*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	2	0	0	0	0	0	1	0	0	0	0	*3*
Background Conditions	7	162	6	7	0	3	2	105	3	0	0	0	*295*
Proposed Project Trips	*0*	*-6*	*49*	*13*	*0*	*9*	*28*	*-3*	*0*	*0*	*0*	*0*	*90*
Existing + Project Conditions	7	154	55	20	0	12	30	101	3	0	0	0	*382*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	7	156	55	20	0	12	30	102	3	0	0	0	*385*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	1	17	1	1	0	0	0	11	0	0	0	0	*31*
Cumlative No Project Conditions	8	179	7	8	0	3	2	116	3	0	0	0	*326*
Cumulative + Project Conditions	8	173	56	21	0	12	30	113	3	0	0	0	*416*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Foothill Expressway and Edith Avenue
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	210	1435	352	168	209	95	87	352	63	174	312	16	*3473*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	210	1435	352	168	209	95	87	352	63	174	312	16	*3473*
Proposed Project Trips	*0*	*0*	*18*	*24*	*4*	*8*	*0*	*0*	*0*	*0*	*5*	*0*	*59*
Existing + Project Conditions	210	1435	370	192	213	103	87	352	63	174	317	16	*3532*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	210	1435	370	192	213	103	87	352	63	174	317	16	*3532*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	22	150	37	18	22	10	9	37	7	18	33	2	*365*
Cumlative No Project Conditions	232	1585	389	186	231	105	96	389	70	192	345	18	*3838*
Cumulative + Project Conditions	232	1585	407	210	235	113	96	389	70	192	350	18	*3897*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 2
Traffix Node Number: 5213
Intersection Name: Foothill Expressway and Main Street*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	274	1241	249	63	153	76	107	420	60	42	132	26	*2843*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	0	0	0	4	0	0	0	0	0	3	0	*7*
Background Conditions	274	1241	249	63	157	76	107	420	60	42	135	26	*2850*
Proposed Project Trips	*0*	*8*	*0*	*0*	*0*	*37*	*36*	*0*	*0*	*0*	*0*	*0*	*81*
Existing + Project Conditions	274	1249	249	63	153	113	143	420	60	42	132	26	*2924*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	274	1249	249	63	157	113	143	420	60	42	135	26	*2931*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	29	130	26	7	16	8	11	44	6	4	14	3	*298*
Cumlative No Project Conditions	303	1371	275	70	173	84	118	464	66	46	149	29	*3148*
Cumulative + Project Conditions	303	1379	275	70	173	121	154	464	66	46	149	29	*3229*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 3
Traffix Node Number: 5214
Intersection Name: Foothill Expressway and San Antonio Road*
Peak Hour: PM
Count Date: 01/31/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1510	0	32	0	715	503	496	0	0	0	0	*3256*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	4	0	34	24	0	0	0	0	0	*62*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	3	0	7	0	0	0	0	0	0	*10*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	0	1510	0	39	0	756	527	496	0	0	0	0	*3328*
Proposed Project Trips	*0*	*45*	*0*	*0*	*0*	*0*	*0*	*36*	*0*	*0*	*0*	*0*	*81*
Existing + Project Conditions	0	1555	0	32	0	715	503	532	0	0	0	0	*3337*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	1555	0	39	0	756	527	532	0	0	0	0	*3409*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	0	158	0	3	0	75	53	52	0	0	0	0	*341*
Cumlative No Project Conditions	0	1668	0	42	0	831	580	548	0	0	0	0	*3669*
Cumulative + Project Conditions	0	1713	0	42	0	831	580	584	0	0	0	0	*3750*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 4
Traffix Node Number: 5215
Intersection Name: Foothill Expressway and El Monte Avenue*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	708	1283	218	119	361	37	54	470	76	237	376	454	*4393*
Approved Project Trips													
San Antonio Village Phase II (MV)	10	24	0	0	0	0	0	12	0	0	0	12	*58*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	7	0	0	0	0	0	0	0	0	0	0	*7*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	718	1314	218	119	361	37	54	482	76	237	376	466	*4458*
Proposed Project Trips	*33*	*12*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*24*	*80*
Existing + Project Conditions	741	1295	218	119	361	37	54	481	76	237	376	478	*4473*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	751	1326	218	119	361	37	54	493	76	237	376	490	*4538*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	74	134	23	12	38	4	6	49	8	25	39	47	*459*
Cumlative No Project Conditions	792	1448	241	131	399	41	60	531	84	262	415	513	*4917*
Cumulative + Project Conditions	825	1460	241	131	399	41	60	542	84	262	415	537	*4997*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: San Antonio Road and First St/Cuesta Dr
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	665	107	148	106	36	5	425	66	98	227	33	*1919*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	38	0	0	0	0	0	24	0	0	0	0	*62*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	3	1	0	0	0	0	0	0	7	1	2	*14*
342 First Street (Los Altos)	0	0	0	0	3	0	0	0	0	0	2	0	*5*
Background Conditions	3	706	108	148	109	36	5	449	66	105	230	35	*2000*
Proposed Project Trips	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*12*
Existing + Project Conditions	3	665	107	148	112	36	5	425	66	98	233	33	*1931*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	3	706	108	148	115	36	5	449	66	105	236	35	*2012*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	0	70	11	15	11	4	1	44	7	10	24	3	*200*
Cumlative No Project Conditions	3	776	119	163	120	40	6	493	73	115	254	38	*2200*
Cumulative + Project Conditions	3	776	119	163	126	40	6	493	73	115	260	38	*2212*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: San Antonio Road and Edith Avenue
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	326	698	0	185	0	62	0	563	84	76	0	331	*2325*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	38	0	0	0	0	0	24	0	0	0	0	*62*
400 San Antonio Road Mixed-Use Development (MV)	0	2	0	0	0	0	0	10	0	0	0	0	*12*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	4	0	0	0	0	*4*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	326	738	0	185	0	62	0	601	84	76	0	331	*2403*
Proposed Project Trips	*28*	*0*	*0*	*-2*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*33*	*64*
Existing + Project Conditions	354	698	0	183	0	62	0	563	84	81	0	364	*2389*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	354	738	0	183	0	62	0	601	84	81	0	364	*2467*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	34	73	0	19	0	6	0	59	9	8	0	35	*243*
Cumlative No Project Conditions	360	811	0	204	0	68	0	660	93	84	0	366	*2646*
Cumulative + Project Conditions	388	811	0	202	0	68	0	660	93	89	0	399	*2710*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Altos Ave/First St and Edith Avenue
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	181	50	12	41	212	5	34	65	83	158	414	176	*1431*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	181	50	12	41	212	5	34	65	83	158	414	176	*1431*
Proposed Project Trips	*0*	*10*	*0*	*0*	*0*	*16*	*18*	*8*	*37*	*24*	*0*	*0*	*113*
Existing + Project Conditions	181	60	12	41	212	21	52	73	120	182	414	176	*1544*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	181	60	12	41	212	21	52	73	120	182	414	176	*1544*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	19	5	1	4	22	1	4	7	9	17	43	18	*150*
Cumlative No Project Conditions	200	55	13	45	234	6	38	72	92	175	457	194	*1581*
Cumulative + Project Conditions	200	65	13	45	234	22	56	80	129	199	457	194	*1694*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Main Street and First Street
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	94	149	17	23	120	21	55	90	108	178	147	63	*1065*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	2	0	0	0	0	*2*
342 First Street (Los Altos)	0	5	0	0	0	4	3	4	4	3	0	0	*23*
Background Conditions	94	154	17	23	120	25	58	96	112	181	147	63	*1090*
Proposed Project Trips	*37*	*6*	*-2*	*10*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*36*	*93*
Existing + Project Conditions	131	155	15	33	120	21	55	96	108	178	147	99	*1158*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	131	160	15	33	120	25	58	102	112	181	147	99	*1183*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	10	16	2	2	13	2	6	9	11	19	15	7	*112*
Cumlative No Project Conditions	104	170	19	25	133	27	64	105	123	200	162	70	*1202*
Cumulative + Project Conditions	141	176	17	35	133	27	64	111	123	200	162	106	*1295*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: State Street and First Street
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	6	159	42	37	23	43	38	77	54	65	11	17	*572*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	2	0	0	0	0	*2*
342 First Street (Los Altos)	0	5	0	0	0	0	0	4	0	0	0	0	*9*
Background Conditions	6	164	42	37	23	43	38	83	54	65	11	17	*583*
Proposed Project Trips	*0*	*42*	*-2*	*14*	*0*	*0*	*0*	*51*	*0*	*0*	*0*	*0*	*105*
Existing + Project Conditions	6	201	40	51	23	43	38	128	54	65	11	17	*677*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	6	206	40	51	23	43	38	134	54	65	11	17	*688*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	1	17	4	4	2	4	4	8	6	7	1	2	*60*
Cumlative No Project Conditions	7	181	46	41	25	47	42	91	60	72	12	19	*643*
Cumulative + Project Conditions	7	223	44	55	25	47	42	142	60	72	12	19	*748*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Shasta Street and First Street
Peak Hour: PM
Count Date: 04/18/17

Date of Analysis: 05/03/17

Annual Growth Rate 1%
Existing Year 2017
Cumulative Year 2027

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	2	214	9	6	0	9	5	167	0	7	0	1	*420*
Approved Project Trips													
San Antonio Village Phase II (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road Mixed-Use Development (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
467 First Street Office Development (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
342 First Street (Los Altos)	0	5	0	0	0	0	0	4	0	0	0	0	*9*
Background Conditions	2	219	9	6	0	9	5	171	0	7	0	1	*429*
Proposed Project Trips	*0*	*0*	*50*	*67*	*0*	*50*	*5*	*-5*	*0*	*0*	*0*	*0*	*167*
Existing + Project Conditions	2	214	59	73	0	59	10	162	0	7	0	1	*587*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	2	219	59	73	0	59	10	166	0	7	0	1	*596*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cumlative Growth	0	22	1	1	0	1	1	17	0	1	0	0	*44*
Cumlative No Project Conditions	2	241	10	7	0	10	6	188	0	8	0	1	*473*
Cumulative + Project Conditions	2	241	60	74	0	60	11	183	0	8	0	1	*640*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*