



STANFORD UNIVERSITY

2018 General Use Permit

Transportation Impact Analysis Part 2 Appendix

FEHR & PEERS

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**APPENDIX A:
STUDY INTERSECTION SELECTION CRITERIA & LIST OF REVIEWED
INTERSECTIONS**



Stanford 2018 General Use Permit Traffic Impact Analysis Study Intersection Selection

The traffic impact analysis (TIA) for the Stanford 2018 General Use Permit will analyze a transportation network that lies within multiple jurisdictions in both Santa Clara and San Mateo counties. After reviewing the available guidelines and policies from the jurisdictions, Fehr & Peers determined that, while there was some limited guidance, there was no standard methodology for selecting the study intersections. Therefore, Fehr & Peers developed a systematic approach to the screening and selection of the intersections to be included in the TIA.

The land included in the 2018 General Use Permit lies within unincorporated Santa Clara County. As the Congestion Management Agency (CMA) for Santa Clara County, the Santa Clara Valley Transportation Authority (VTA) maintains a set of TIA guidelines that is used by most jurisdictions within the county. For congestion management program (CMP) intersections, the VTA Guideline uses a test of adding 10 net new trips per lane to determine if an intersection should be included in a TIA. Therefore, the initial test for including an intersection was whether there would be a minimum of 10 net new trips per lane added to an intersection approach. The CMP rule was applied to the following access corridors:

1. Page Mill Road
2. Alpine Road
3. Sand Hill Road
4. Santa Cruz Avenue /
Alameda de las Pulgas
5. Junipero Serra Blvd /
Foothill Expressway
6. El Camino Real South (Palo Alto)
7. El Camino Real North (Menlo Park)
8. Alma Street
9. Middlefield Road North (Menlo Park)
10. Middlefield Road South
(Mountain View)
11. Charleston Road
12. Oregon Expressway
13. Embarcadero Road
14. University Avenue
(Palo Alto / East Palo Alto)
15. Willow Road
16. Marsh Road

Fehr & Peers prepared a preliminary trip generation for the proposed 2018 GUP land uses based on existing counts for the Stanford campus and developed trip distributions and assignments for both work (commute) trips and resident trips. The trips were assigned to the roadways that provide access to the campus. Based on the trip generation, distribution and assignment, over

125 intersections were identified using the 10 net new trips per lane rule (excluding the roadways in downtown Palo Alto between Alma Street and Middlefield Road).¹

The intersections were then screened using the criteria listed below. The number appearing in parentheses is the number of points awarded for each item, in order to create a tally for each intersection.

1. Is the intersection a Congestion Management facility?
 - Yes (2)
 - No (0)

2. Is the intersection a State facility?
 - Freeway Ramp (2)
 - Highway (1)
 - Not a state route (0)

3. How close is the intersection campus? (Indication of amount of project trips.)
 - Gateway to campus / on campus (5)
 - Boundary of campus / near campus (4)
 - Access route within 2 miles of campus (3)
 - Access route greater than 2 miles from campus (2)

4. What is the level of cross street traffic and access served?
 - High / Arterials - carrying through cross traffic and local access trips (3)
 - Moderate / Collectors - some through traffic and local trips or serving or large local access (i.e. SLAC entrance) (2)
 - Low / Local - small amount of cross traffic and provides primarily local access (1)

5. Was the intersection included in a previous Stanford EIR, either the 2000 GUP or Stanford Hospital Expansion project? (Indication of local agency interest.)
 - 2000 GUP or SHC Expansion (1)
 - No previous study (0)

Using the process and criteria described above, Fehr & Peers identified 79 intersections for inclusion in the 2018 GUP TIA. These intersections had a combined score of six or more total points. The locations of the study intersections are listed in the attached table.

¹ Intersections located on the perimeter of downtown Palo Alto are evaluated to determine any potential impacts at the boundary intersections, which will represent the impact on the downtown area as a whole. It is not necessary or practical to analyze every intersection in Palo Alto's downtown street grid to accurately assess the impact of Stanford traffic on the downtown network.



Study Intersections

1. I-280 NB On-Ramp / Sand Hill Rd
2. I-280 NB Off-Ramp / Sand Hill Rd
3. Addison Wesley / Sand Hill Rd
4. Saga Ln / Sand Hill Rd
5. Sharon Park Dr / Sand Hill Rd
6. Santa Cruz Ave / Sand Hill Rd
7. Oak Ave / Sand Hill Rd
8. Stock Farm Rd / Sand Hill Rd
9. Pasteur Dr / Sand Hill Rd
10. Arboretum Rd / Sand Hill Rd
11. El Camino Real / Sand Hill Rd
12. I-280 SB Ramps / Page Mill Rd
13. I-280 NB Ramps / Page Mill Rd
14. Deer Creek Rd / Page Mill Rd
15. Junipero Serra Blvd / Foothill Expy / Page Mill Rd
16. Peter Coutts / Page Mill Rd
17. Hanover St / Page Mill Rd
18. El Camino Real / Page Mill Rd - Oregon Expy
19. Middlefield Rd / Oregon Expy
20. Oregon Expy / West Bayshore Rd
21. I-280 SB Ramps / Alpine Rd
22. I-280 NB Ramps / Alpine Rd
23. Junipero Serra Blvd / Alpine Rd
24. Junipero Serra Blvd / Campus Drive West
25. Junipero Serra Blvd / Campus Drive East
26. Junipero Serra Blvd / Stanford Ave
27. Foothill Expy / Hillview Ave
28. Foothill Expy / Arastradero Rd
29. Foothill Expy / San Antonio Rd
30. Foothill Expy / El Monte Ave
31. Bowdoin St / Stanford Ave
32. Arboretum Rd / Quarry Rd
33. Arboretum Rd / Palm Dr
34. El Camino Real / Encinal Ave
35. El Camino Real / Valparaiso Ave
36. El Camino Real / Oak Grove Ave
37. El Camino Real / Santa Cruz Ave
38. El Camino Real / Ravenswood Rd
39. El Camino Real / Roble Ave
40. El Camino Real / Middle Ave
41. El Camino Real / Cambridge Ave
42. El Camino Real / Quarry Rd
43. El Camino Real (SB) / University Ave
44. El Camino Real (NB) / University Ave
45. El Camino Real / Embarcadero Rd
46. El Camino Real / Churchill Ave
47. El Camino Real / Serra St
48. El Camino Real / Stanford Ave
49. El Camino Real / California Ave
50. El Camino Real / Charleston Rd
51. El Camino Real / San Antonio Rd
52. Alma St / Lytton Ave
53. Alma St / Hamilton Ave
54. Alma St / Churchill Ave
55. Alma St / Charleston Rd
56. Middlefield Rd / Marsh Rd
57. Middlefield Rd / Ravenswood Ave
58. Middlefield Rd / Ringwood Ave
59. Middlefield Rd / Willow Rd
60. Middlefield Rd / Lytton Ave
61. Middlefield Rd / University Ave
62. Middlefield Rd / Hamilton Ave
63. Middlefield Rd / Embarcadero Rd
64. Middlefield Rd / Charleston Rd
65. US 101 SB Ramps / Marsh Rd
66. US 101 NB Ramps / Marsh Rd
67. Bay Rd / Willow Rd
68. Newbridge St / Willow Rd
69. O'Brien Dr / Willow Rd
70. Hamilton Ave / Willow Rd
71. Bayfront Expy / Willow Rd



- 72. Woodland Ave / University Ave
- 73. US 101 SB Ramps / University Ave
- 74. Donohoe St / University Ave
- 75. University Ave / Bay Rd
- 76. University Ave / Bayfront Expy

- 77. Town & Country Driveway / Embarcadero Rd
- 78. Charleston Rd / San Antonio Rd
- 79. Coyote Hill Road / Page Mill Road



Freeway Mainline Segments

1. SR 85
 - a. Saratoga-Sunnyvale Road to Stevens Creek Boulevard
 - b. Stevens Creek Boulevard to I-280
2. US 101 (Santa Clara County)
 - a. SR 237 to Moffett Boulevard
 - b. Moffett Boulevard to SR 85
 - c. SR 85 to N. Shoreline Boulevard
 - d. N. Shoreline Boulevard to Rengstorff Avenue
 - e. Rengstorff Avenue to San Antonio Avenue
 - f. San Antonio Avenue to Oregon Expressway
 - g. Oregon Expressway to Embarcadero Road
3. US 101 (San Mateo County)
 - a. Embarcadero Road to University Avenue
 - b. University Avenue to Willow Road (SR 84)
 - c. Willow Road (SR 84) to Marsh Road
 - d. Marsh Road to Woodside Road
4. I-280 (Santa Clara County)
 - a. Lawrence Expressway to Wolfe Road
 - b. Wolfe Road to De Anza Boulevard
 - c. De Anza Boulevard to SR 85
 - d. SR 85 to Foothill Expressway
 - e. Foothill Expressway to Magdalena Avenue
 - f. Magdalena Avenue to El Monte Road
 - g. El Monte Road to La Barranca Road
 - h. La Barranca Road to Page Mill Road
 - i. Page Mill Road to Alpine Road
5. I-280 (San Mateo County)
 - a. Alpine Road to Sand Hill Road
 - b. Sand Hill Road to Willow Road (SR 84)
 - c. Willow Road (SR 84) to Farm Hill Boulevard
 - d. Farm Hill Boulevard to Canada Road
 - e. Canada Road to Edgewood Road
 - f. Edgewood Road to SR 92

Initial List of Study Intersections for the Stanford GUP EIR

Cross Street 1	Cross Street 2	Jurisdiction	CMP	Caltrans	Location	Xing Volume	Previous Study	CT Score	CMP Score	Location Score	Xing Vol Score	Previous Study Score	Total Score
Alma Street	Churchill Avenue	Palo Alto		na	Boundary	Moderate	GUP 2000/SUMC	0	0	4	3	1	8
Alpine Road	I-280 NB Ramps	San Mateo County		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Alpine Road	I-280 SB Ramps	San Mateo County		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Alpine Road	Junipero Serra Boulevard	Menlo Park		na	Boundary	High	GUP 2000/SUMC	0	0	4	5	1	10
Arboretum Road	Palm Street	Palo Alto		na	Gateway	Moderate	GUP 2000/SUMC	0	0	5	3	1	9
Arboretum Road	Quarry Road	Palo Alto		na	Gateway	High	GUP 2000/SUMC	0	0	5	5	1	11
Charleston Road	Alma Street	Menlo Park		na	Access >2	High	SUMC	0	0	2	5	1	8
Charleston Road	Middlefield Road	Palo Alto		na	Access >2	High	SUMC	0	0	2	5	1	8
Charleston Road	San Antonio Road	Mountain View	VTA	Hwy	Access >2	High	na	1	2	2	5	0	10
El Camino Real	Cambridge Avenue	Menlo Park		Hwy	Access <2	Low	GUP 2000/SUMC	1	0	3	1	1	6
El Camino Real	Charleston Road	Palo Alto	VTA	Hwy	Access >2	High	SUMC	1	2	2	5	1	11
El Camino Real	Embarcadero Road	Palo Alto	VTA	Hwy	Gateway	High	GUP 2000/SUMC	1	2	5	5	1	14
El Camino Real	Encinal Avenue	Menlo Park		Hwy	Access <2	Moderate	SUMC	1	0	3	3	1	8
El Camino Real	Middle Avenue	Menlo Park		Hwy	Access <2	Moderate	GUP 2000/SUMC	1	0	3	3	1	8
El Camino Real	Oak Grove Avenue	Menlo Park		Hwy	Access <2	Low	GUP 2000/SUMC	1	0	3	1	1	6
El Camino Real	Page Mill Road - Oregon Express	Palo Alto	VTA	Hwy	Access <2	High	GUP 2000/SUMC	1	2	3	5	1	12
El Camino Real	Quarry Road	Palo Alto		Hwy	Gateway	High	GUP 2000/SUMC	1	0	5	5	1	12
El Camino Real	Ravenswood Road	Menlo Park		Hwy	Access <2	High	GUP 2000/SUMC	1	0	3	5	1	10
El Camino Real	Roble Avenue	Menlo Park		Hwy	Access <2	Low	GUP 2000/SUMC	1	0	3	1	1	6
El Camino Real	San Antonio Road	Mountain View	VTA	Hwy	Access >2	High	na	1	2	2	5	0	10
El Camino Real	Sand Hill Road	Palo Alto	VTA	Hwy	Boundary	High	GUP 2000/SUMC	1	2	4	5	1	13
El Camino Real	Santa Cruz Avenue	Menlo Park		Hwy	Access <2	Moderate	GUP 2000/SUMC	1	0	3	3	1	8
El Camino Real	Serra Street	Palo Alto		Hwy	Gateway	Low	GUP 2000/SUMC	1	0	5	1	1	8
El Camino Real	Stanford Avenue	Palo Alto		Hwy	Boundary	Moderate	GUP 2000/SUMC	1	0	4	3	1	9
El Camino Real	Valpariso Avenue	Menlo Park		Hwy	Access <2	High	GUP 2000/SUMC	1	0	3	5	1	10
El Camino Real	California Avenue	Palo Alto		Hwy	Access <2	Moderate	GUP 2000/SUMC	1	0	3	3	1	8
El Camino Real	Churchill Street	Palo Alto		Hwy	Boundary	Moderate	GUP 2000/SUMC	1	0	4	3	1	9
El Camino Real (NB)	Univeristy Avenue	Palo Alto	VTA	Hwy	Boundary	High	GUP 2000/SUMC	1	2	4	5	1	13
El Camino Real (SB)	Univeristy Avenue	Palo Alto	VTA	Hwy	Boundary	High	GUP 2000/SUMC	1	2	4	5	1	13
Embarcadero Road	Middlefield Road	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Embarcadero Road	Town & Country Entrance	Palo Alto		na	Access <2	Moderate	GUP 2000	0	0	3	3	1	7
Foothill Expressway	Arastradero Road	Palo Alto	VTA	na	Access <2	High	SUMC	0	2	3	5	1	11
Foothill Expressway	El Monte Avenue	Santa Clara County/Los Altos	VTA	na	Access >2	High	na	0	2	2	5	0	9
Foothill Expressway	Hillview Avenue	Palo Alto		na	Access <2	High	na	0	0	3	5	0	8
Foothill Expressway	San Antonio Road	Santa Clara County/Los Altos	VTA	na	Access >2	Moderate	na	0	2	2	3	0	7
Foothill Expressway	Magdalena Avenue	Santa Clara County/Los Altos	VTA	na	Access >2	High	na	0	2	2	5	0	9
Hamilton Avenue	Alma Street	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Hamilton Avenue	Middlefield Road	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Junipero Serra Boulevard	Campus Drive East	Santa Clara County		na	Gateway	High	GUP 2000/SUMC	0	0	5	5	1	11
Junipero Serra Boulevard	Campus Drive West	Santa Clara County		na	Gateway	High	GUP 2000/SUMC	0	0	5	5	1	11
Junipero Serra Boulevard	Stanford Avenue	Santa Clara County		na	Boundary	High	GUP 2000/SUMC	0	0	4	5	1	10
Lytton Avenue	Alma Street	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Lytton Avenue	Middlefield Road	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Marsh Road	Middlefield Road	Atherton		na	Access >2	High	SUMC	0	0	2	5	1	8
Marsh Road	US 101 NB Ramps	Menlo Park		Fwy	Access >2	High	SUMC	2	0	2	5	1	10
Marsh Road	US 101 SB Ramps	Menlo Park		Fwy	Access >2	High	SUMC	2	0	2	5	1	10
Middlefield Road	Ravenswood Avenue	Menlo Park		na	Access >2	High	SUMC	0	0	2	5	1	8
Middlefield Road	Ringwood Avenue	Menlo Park		na	Access <2	Moderate	SUMC	0	0	3	3	1	7
Oregon Expressway	Middlefield Road	Palo Alto	VTA	na	Access <2	High	na	0	2	3	5	0	10
Oregon Expressway	West Bayshore Road	Palo Alto		na	Access <2	Moderate	na	0	0	3	3	0	6
Page Mill Road	Deer Creek Road	Palo Alto		na	Access <2	Moderate	na	0	0	3	3	0	6
Page Mill Road	Hanover Street	Palo Alto	VTA	na	Access <2	High	GUP 2000	0	2	3	5	1	11
Page Mill Road	I-280 NB Ramps	Santa Clara County		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Page Mill Road	I-280 SB Ramps	Santa Clara County		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Page Mill Road	Junipero Serra Boulevard / Foot	Palo Alto	VTA	na	Access <2	High	GUP 2000/SUMC	0	2	3	5	1	11
Page Mill Road	Peter Coutts	Palo Alto		na	Boundary	Moderate	GUP 2000	0	0	4	3	1	8
Sand Hill Road	Addison Wesley	Menlo Park		na	Access <2	Moderate	na	0	0	3	3	0	6
Sand Hill Road	Arboretum Road	Palo Alto		na	Boundary	High	GUP 2000/SUMC	0	0	4	5	1	10
Sand Hill Road	I-280 NB Off-Ramp	Menlo Park		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Sand Hill Road	I-280 NB On-Ramp	Menlo Park		Fwy	Access <2	High	GUP 2000/SUMC	2	0	3	5	1	11
Sand Hill Road	Oak Avenue	Menlo Park		na	Boundary	Low	GUP 2000/SUMC	0	0	4	1	1	6
Sand Hill Road	Pasteur Drive	Palo Alto		na	Boundary	Moderate	GUP 2000/SUMC	0	0	4	3	1	8
Sand Hill Road	Saga Lane	Menlo Park		na	Access <2	Moderate	na	0	0	3	3	0	6
Sand Hill Road	Santa Cruz Avenue	Menlo Park		na	Boundary	High	GUP 2000/SUMC	0	0	4	5	1	10
Sand Hill Road	Sharon Park Drive	Menlo Park		na	Access <2	Moderate	GUP 2000/SUMC	0	0	3	3	1	7
Sand Hill Road	Stock Farm Road	Palo Alto		na	Gateway	Moderate	GUP 2000/SUMC	0	0	5	3	1	9
Stanford Avenue	Bowdoin Street	Stanford		na	Gateway	Moderate	GUP 2000/SUMC	0	0	5	3	1	9
University Avenue	Bay Road	East Palo Alto		na	Access >2	High	SUMC	0	0	2	5	1	8
University Avenue	Bayfront Expressway	Menlo Park	CCAG	na	Access >2	High	SUMC	0	2	2	5	1	10
University Avenue	Donohoe Street	East Palo Alto		na	Access >2	High	SUMC	0	0	2	5	1	8
University Avenue	Middlefield Road	Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
University Avenue	US 101 SB Ramps	East Palo Alto		Fwy	Access <2	High	SUMC	2	0	3	5	1	11
University Avenue	Woodland Avenue	East Palo Alto		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Willow Road	Bay Road	Menlo Park		Hwy	Access <2	Moderate	SUMC	1	0	3	3	1	8
Willow Road	Bayfront Expressway	Menlo Park	CCAG	Hwy	Access >2	High	SUMC	1	2	2	5	1	11
Willow Road	Hamilton Avenue	Menlo Park		Hwy	Access >2	Moderate	na	1	0	2	3	0	6
Willow Road	Middlefield Road	Menlo Park		na	Access <2	High	GUP 2000/SUMC	0	0	3	5	1	9
Willow Road	Newbridge Avenue	Menlo Park		Hwy	Access >2	High	SUMC	1	0	2	5	1	9
Willow Road	O'Brien Drive	Menlo Park		Hwy	Access >2	Moderate	na	1	0	2	3	0	6
Alameda de las Pulgas	Avy Way	Menlo Park		na	Access <2	Low	na	0	0	3	1	0	4
Alameda de las Pulgas	Santa Cruz Avenue	Menlo Park		na	Access <2	Moderate	na	0	0	3	3	0	6
Arboretum Road	Galvez Street	Stanford		na	Other	Moderate	GUP 2000/SUMC	0	0	1	3	1	5
Charleston Road	Fabian Way	Palo Alto		na	Access >2	Low	na	0	0	2	1	0	3
Charleston Road	Nelson Drive	Palo Alto		na	Access >2	Low	na	0	0	2	1	0	3
Charleston Road	Wilkie Way	Palo Alto		na	Access >2	Low	na	0	0	2	1	0	3
El Camino Real	Atherton Avenue - Fair Oaks Lane	Atherton		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Cambridge Avenue	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Curtner Avenue	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Los Robles / El Camino Way	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Matadero / Margarita	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Maybell / El Camino Way	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Portage / Hansen Way	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Ventura Avenue	Palo Alto		Hwy	Access <2	Low	na	1	0	3	1	0	5
El Camino Real	Del Medio Way	Palo Alto		Hwy	Access >2	Low	na	1	0	2	1	0	4
El Camino Real	Dianah's Court	Palo Alto		Hwy	Access >2	Low	na	1	0	2	1	0	4
El Camino Real	Dianah's Court	Palo Alto		Hwy	Access >2	Low	na	1	0	2	1	0	4
El Camino Real	Los Altos Way	Palo Alto		Hwy	Access >2	Low	na	1	0	2	1	0	4
Embarcadero Road	Bryant Avenue	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Embarcadero Road	Greer Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Embarcadero Road	Louis Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4

Initial List of Study Intersections for the Stanford GUP EIR

Cross Street 1	Cross Street 2	Jurisdiction	CMP	Caltrans	Location	Xing Volume	Previous Study	CT Score	CMP Score	Location Score	Xing Vol Score	Previous Study Score	Total Score
Embarcadero Road	Newell Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Embarcadero Road	St Francis Drive	Palo Alto		na	Access <2	Moderate	na	0	0	3	3	0	6
Embarcadero Road	Waverly Avenue	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Foothill Expressway	Edith Ave	Santa Clara County/Los Altos		na	Access >2	Low	na	0	0	2	1	0	3
Foothill Expressway	Main Street	Santa Clara County/Los Altos	VTA	na	Access >2	Low	na	0	2	2	1	0	5
Marsh Road	Bay Road	Menlo Park		na	Access >2	low	SUMC	0	0	2	1	1	4
Marsh Road	Florence Street / Bohannon Drive	Menlo Park		na	Access >2	Moderate	na	0	0	2	3	0	5
Oregon Expressway	Bryant Avenue	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Oregon Expressway	Cowper Avenue	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Oregon Expressway	Greer Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Oregon Expressway	Louis Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Oregon Expressway	Ross Road	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Page Mill Road	Coyote Hill Road (new signal)	Palo Alto		na	Access <2	Moderate	GUP 2000/SUMC	0	0	3	3	1	7
Page Mill Road	Hansen Way	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Page Mill Road	Porter Drive	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Page Mill Road	Ramos Way	Palo Alto		na	Access <2	Low	na	0	0	3	1	0	4
Sand Hill Road	Branner Drive	Menlo Park		na	Access <2	Low	na	0	0	3	1	0	4
University Avenue	Adams Drive	Menlo Park		na	Access >2	Low	na	0	0	2	1	0	3
University Avenue	O'Brien Drive	Menlo Park		na	Access >2	Moderate	na	0	0	2	3	0	5
University Drive	Santa Cruz Avenue	Menlo Park		na	Access <2	Low	GUP 2000/SUMC	0	0	3	1	1	5
Willow Road	Coleman Avenue	Menlo Park		na	Access <2	Low	na	0	0	3	1	0	4
Willow Road	Durham Street	Menlo Park		na	Access <2	Low	na	0	0	3	1	0	4
Willow Road	Gilbert Avenue	Menlo Park		na	Access <2	Low	na	0	0	3	1	0	4
Willow Road	Ivy Drive	Menlo Park		na	Access >2	Moderate	na	0	0	2	3	0	5

**APPENDIX B:
INTERSECTION TURNING MOVEMENT COUNTS**



Traffic Data Service

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

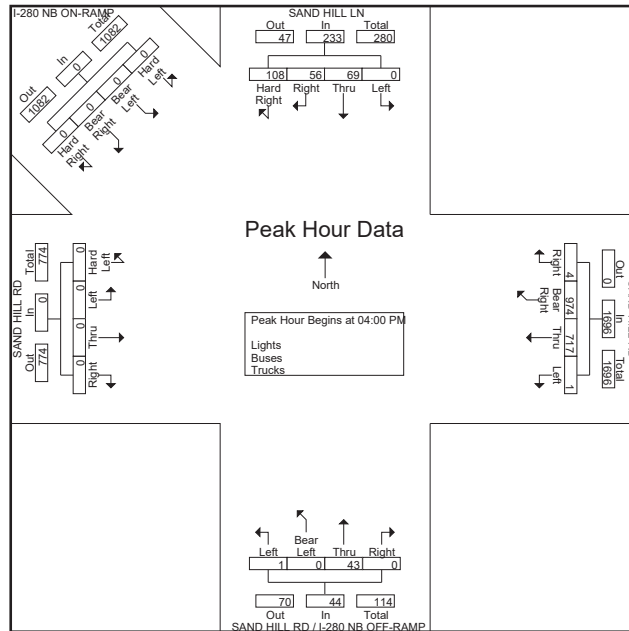
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/20/2016
Page No : 2

Start Time	SAND HILL LN Southbound					SAND HILL RD Westbound					SAND HILL RD / I-280 NB OFF-RAMP Northbound					SAND HILL RD Eastbound					I-280 NB ON-RAMP Southeastbound					Int. Total			
	Hard Right	Right	Thru	Left	App. Total	Right	Beas Right	Thru	Left	App. Total	Right	Thru	Beas Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Beas Right	Beas Left	Hard Left	App. Total				
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 04:00 PM																													
04:00 PM	43	18	21	0	82	1	262	179	0	442	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	538
04:15 PM	17	6	9	0	32	1	279	161	0	441	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	478
04:30 PM	19	11	17	0	47	2	235	189	0	426	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	481
04:45 PM	29	21	22	0	72	0	198	188	1	387	0	16	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	476
Total Volume	108	56	69	0	233	4	974	717	1	1696	0	43	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	1973
% App. Total	46.4	24	29.6	0		0.2	57.4	42.3	0.1		0	97.7	0	2.3		0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.628	.667	.784	.000	.710	.500	.873	.948	.250	.959	.000	.672	.000	.250	.647	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.917

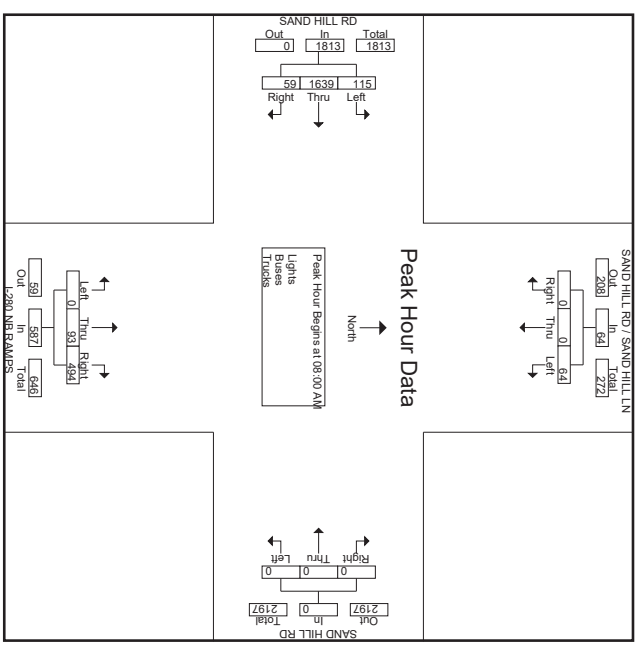
Traffic Data Service

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

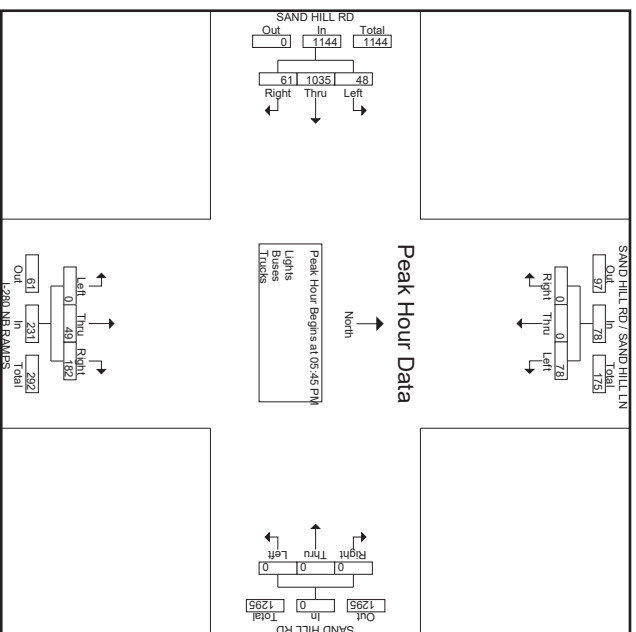
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/20/2016
Page No : 3



Start Time	SAND HILL RD / SAND HILL LN				SAND HILL RD Westbound				I-280 NB RAMP Northbound				SAND HILL RD Eastbound			
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks
07:00 AM	0	0	9	0	0	0	0	0	68	12	0	0	80	303	11	0
07:15 AM	0	0	7	0	0	0	0	0	74	12	0	0	86	10	408	13
07:30 AM	0	0	9	0	0	0	0	0	91	9	0	0	100	16	407	20
07:45 AM	0	0	13	0	0	0	0	0	105	23	0	0	128	16	427	19
Total	0	0	38	0	0	0	0	0	338	56	0	0	394	58	1545	63
08:00 AM	0	0	19	0	0	0	0	0	142	19	0	0	161	21	404	27
08:15 AM	0	0	14	0	0	0	0	0	110	23	0	0	135	12	438	31
08:30 AM	0	0	13	0	0	0	0	0	116	23	0	0	139	19	400	27
08:45 AM	0	0	18	0	0	0	0	0	126	28	0	0	152	24	397	30
Total	0	0	64	0	0	0	0	0	494	93	0	0	587	59	1639	115
09:00 AM	0	0	10	0	0	0	0	0	99	20	0	0	119	21	402	24
09:15 AM	0	0	11	0	0	0	0	0	85	19	0	0	104	10	336	37
09:30 AM	0	0	18	0	0	0	0	0	57	9	0	0	86	10	315	24
09:45 AM	0	0	10	0	0	0	0	0	7	2	0	0	9	24	318	20
Total	0	0	49	0	0	0	0	0	248	50	0	0	298	65	1370	105
Grand Total	0	0	151	0	0	0	0	0	1080	199	0	0	1279	182	4554	283
Approch %	0	0	100	0	0	0	0	0	84.4	15.6	0	0	94.4	3.6	90.7	5.6
Total %	0	0	2.3	0	0	0	0	0	16.7	3.1	0	0	19.8	2.8	70.6	4.4
% Lights	0	0	146	0	0	0	0	0	1063	198	0	0	1261	176	4466	281
% Buses	0	0	96.7	0	0	0	0	0	98.4	98.5	0	0	98.6	98.7	98.7	99.3
% Trucks	0	0	1.3	0	0	0	0	0	0.2	0.5	0	0	0.2	0.5	0	0
% Trucks	0	0	2	0	0	0	0	0	1.4	0	0	0	1.2	2.7	1.2	0.7

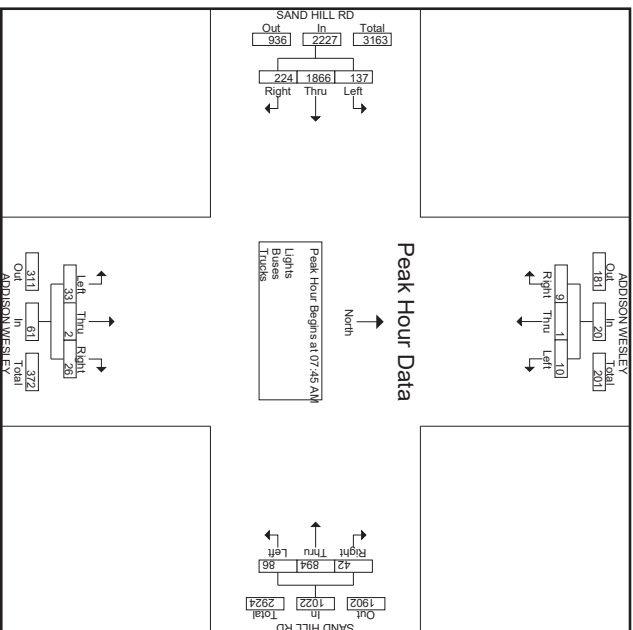


Start Time	SAND HILL RD / SAND HILL LN				SAND HILL RD Westbound				I-280 NB RAMP Northbound				SAND HILL RD Eastbound						
	Right	Thru	Left	Pecks	Right	Thru	Left	Pecks	Right	Thru	Left	Pecks	Right	Thru	Left	Pecks			
04:00 PM	0	0	22	0	0	0	0	0	42	4	0	0	46	33	231	7	0	271	339
04:15 PM	0	0	8	0	0	0	0	0	48	3	0	0	51	28	213	4	0	245	304
04:30 PM	0	0	15	0	0	0	0	0	51	2	0	0	53	23	237	4	0	264	332
04:45 PM	0	0	24	0	0	0	0	0	61	10	0	0	71	22	237	5	0	264	359
Total	0	0	69	0	69	0	0	0	202	19	0	0	221	108	918	20	0	1044	1334
05:00 PM	0	0	32	0	32	0	0	0	49	9	0	0	57	23	232	12	0	267	356
05:15 PM	0	0	20	0	20	0	0	0	51	7	0	0	58	24	226	4	0	297	375
05:30 PM	0	0	17	0	17	0	0	0	40	3	0	0	43	23	228	4	0	267	317
05:45 PM	0	0	18	0	18	0	0	0	45	10	0	0	55	13	281	12	0	284	357
Total	0	0	87	0	87	0	0	0	185	29	0	0	213	83	987	35	0	1105	1405
06:00 PM	0	0	20	0	20	0	0	0	45	9	0	0	54	13	247	14	0	274	348
06:15 PM	0	0	30	0	30	0	0	0	50	12	0	0	62	19	274	13	0	306	398
06:30 PM	0	0	10	0	10	0	0	0	42	18	0	0	60	18	253	9	0	280	352
06:45 PM	0	0	14	0	14	0	0	0	42	9	0	0	51	25	213	8	0	246	311
Total	0	0	74	0	74	0	0	0	179	48	0	0	227	75	987	44	0	1106	1405
Grand Total	0	0	230	0	230	0	0	0	566	95	0	0	661	254	2892	99	0	3255	4148
Approch %	0	0	99.1	0.9	99.1	0	0	0	95.6	14.4	0	0	95.6	14.4	0	0	0	81	88.8
Total %	0	0	5.5	0	5.6	0	0	0	13.6	2.3	0	0	15.9	6.4	69.7	2.4	0	78.5	41.18
% Lights	0	0	228	2	230	0	0	0	564	94	0	0	658	259	2874	97	0	3230	4118
% Buses	0	0	99.1	100	99.1	0	0	0	99.6	98.9	0	0	99.5	98.1	99.4	98	0	99.2	99.3
% Trucks	0	0	0.4	0	0.4	0	0	0	0.2	0	0	0	0.2	0	0.4	0	0	0.3	0.3
% Trucks	0	0	0.4	0	0.4	0	0	0	0.2	1.1	0	0	0.3	1.9	0.2	2	0	0.4	0.4



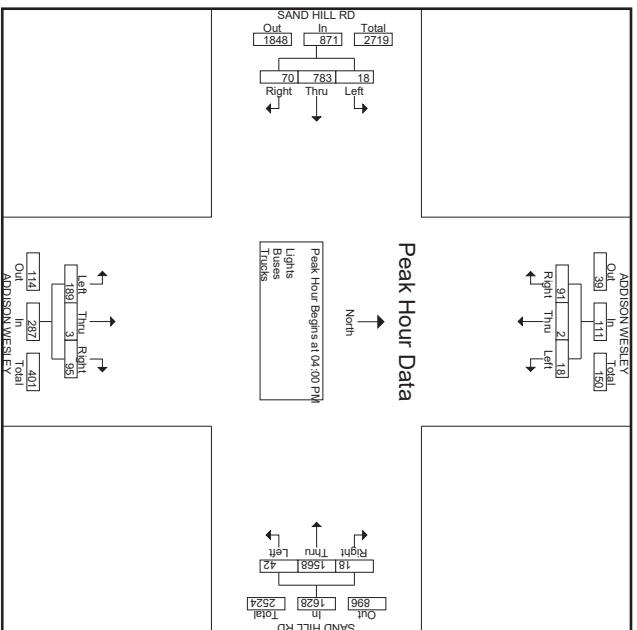
Start Time	ADDISON WESLEY				SAND HILL RD				ADDISON WESLEY				SAND HILL RD							
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs				
07:00 AM	2	0	1	4	7	84	8	1	100	6	0	5	0	11	26	327	15	0	368	483
07:15 AM	3	0	0	3	1	146	14	1	162	3	1	5	1	10	41	432	26	0	499	674
07:30 AM	2	0	1	3	4	183	14	0	201	6	1	8	1	16	45	491	31	0	567	787
07:45 AM	2	1	0	3	7	235	20	2	264	9	1	5	2	17	50	467	29	0	546	850
Total	9	1	2	13	19	648	56	4	727	24	3	23	4	54	162	1717	101	0	1980	2774
08:00 AM	2	0	1	3	11	213	28	1	253	8	0	10	1	19	58	455	29	0	542	817
08:15 AM	1	0	1	2	10	222	18	0	238	0	0	6	0	6	58	498	33	1	590	852
08:30 AM	4	0	6	10	15	166	24	0	207	2	1	12	1	22	38	446	46	0	580	840
08:45 AM	2	3	3	8	15	186	24	0	207	7	1	11	1	17	73	453	44	0	580	782
Total	9	3	11	26	50	627	90	2	969	25	2	35	2	64	247	1632	152	1	2252	3291
09:00 AM	6	0	4	10	4	182	18	0	174	6	2	10	0	18	59	466	17	0	542	744
09:15 AM	7	1	1	9	8	181	15	1	185	11	1	7	0	19	40	444	12	0	493	706
09:30 AM	3	0	6	10	7	158	15	2	182	6	0	15	2	23	37	433	27	0	497	712
09:45 AM	2	0	4	11	11	127	13	0	151	14	2	15	0	31	35	459	6	0	500	693
Total	23	1	15	40	30	598	61	3	692	37	5	47	2	91	171	1799	62	0	2032	2855
Grand Total	41	5	30	79	99	2073	207	9	2388	86	10	105	8	209	580	5348	315	1	6244	8920
Approach %	51.9	6.3	38.3	8.8	4.1	86.8	8.7	0.4	41.1	4.8	50.2	3.8	0.9	9.3	85.7	5	0	0	70	8738
Total %	0.5	0.1	0.3	0.9	1.1	23.2	2.3	0.1	26.8	1	0.1	1.2	0.1	2.3	6.5	60	3.5	0	61.53	8738
% Lights	85.4	60	100	88.9	97	97.1	96.6	88.9	97	95.3	90	93.3	100	94.3	99.1	98.4	99	100	98.5	98
% Buses	0	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0.1	0	0	0.1	19
% Trucks	6	2	0	8	3	50	7	1	61	4	1	7	0	12	4	75	3	0	82	163
% Trucks	14.6	40	0	10.1	3	24	3.4	11.1	2.6	4.7	10	6.7	0	5.7	0.7	1.4	1	0	1.3	1.8

Start Time	ADDISON WESLEY				SAND HILL RD				ADDISON WESLEY				SAND HILL RD							
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs				
07:45 AM	2	1	0	3	7	235	20	2	262	9	1	5	15	50	467	29	0	546	826	
08:00 AM	2	0	3	4	11	213	28	252	8	0	10	15	18	58	455	29	0	542	815	
08:15 AM	1	0	3	4	10	222	18	250	0	0	6	6	22	58	498	33	0	589	849	
08:30 AM	4	0	6	10	14	222	20	258	9	1	12	33	61	224	1866	137	0	2227	3330	
Total Volume	9	1	10	20	42	894	86	1022	26	2	33	61	10.1	83.9	6.2	2227	137	0	2227	3330
% App. Total	45	5	50	100	4.1	87.5	8.4	42.6	3.3	54.1	3.3	54.1	10.1	83.9	6.2	2227	137	0	2227	3330
PHF	.963	.250	.417	.500	.750	.951	.768	.973	.722	.500	.688	.693	.966	.937	.745	.945	.981			



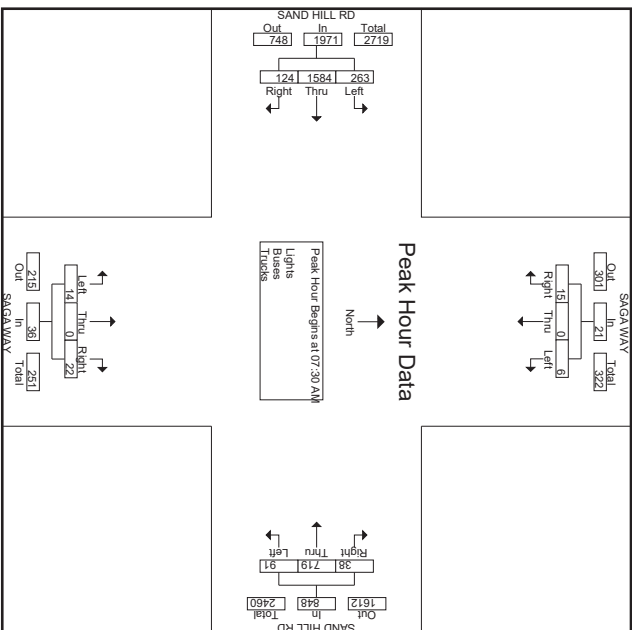
Start Time	ADDISON WESLEY			SAND HILL RD			ADDISON WESLEY			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	29	0	5	0	34	0	421	18	0	64	18	198
04:15 PM	16	0	7	0	23	0	412	12	0	426	35	2
04:30 PM	27	0	2	0	29	0	425	10	3	425	28	2
04:45 PM	19	2	4	0	25	3	348	8	1	360	14	186
Total	91	2	18	0	111	3	1588	42	4	1632	95	3
05:00 PM	28	0	9	0	37	0	314	14	0	328	24	0
05:15 PM	15	0	5	0	20	0	363	10	2	379	18	0
05:30 PM	21	0	6	0	27	0	348	11	0	366	24	0
05:45 PM	16	0	3	0	19	0	320	10	2	336	26	0
Total	80	0	31	0	111	0	1345	45	4	1409	92	2
06:00 PM	15	0	6	0	21	0	340	16	0	364	23	0
06:15 PM	15	1	9	0	25	0	290	7	0	299	17	0
06:30 PM	21	0	6	0	27	0	292	7	1	303	15	0
06:45 PM	9	0	7	0	16	0	286	8	2	298	18	1
Total	60	1	28	0	89	0	1238	38	3	1284	73	1
Grand Total	231	9	77	0	317	0	4841	125	11	4305	280	6
Approach %	72.9	2.8	24.3	0	3.8	0	1.1	96.7	2.9	0.3	34.6	0.8
Total %	2.8	0.1	0.9	0	0.3	0	0.6	48.9	1.5	0.1	52.2	3.2
% Lights	97.4	100	97.4	0	97.5	0	100	98.3	96.8	100	99.3	97.7
% Buses	0	0	0	0	0	0	12	3	0	15	3	0
% Trucks	6	0	2	0	8	0	0.3	2.4	0	0.3	0	0

Start Time	ADDISON WESLEY			SAND HILL RD			ADDISON WESLEY			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	29	0	5	0	34	0	403	12	0	421	18	0
04:15 PM	16	0	7	0	23	0	412	12	0	426	35	2
04:30 PM	27	0	2	0	29	0	425	10	3	425	28	2
04:45 PM	19	2	4	0	25	3	348	8	1	360	14	186
Total	91	2	18	0	111	3	1588	42	4	1632	95	3
% App. Total	78.4	1.8	16.2	0	11.1	0	96.3	2.6	1.1	96.3	33.1	0
PHF	.784	.250	.643	0	.816	0	.643	.951	.875	.955	.679	.375



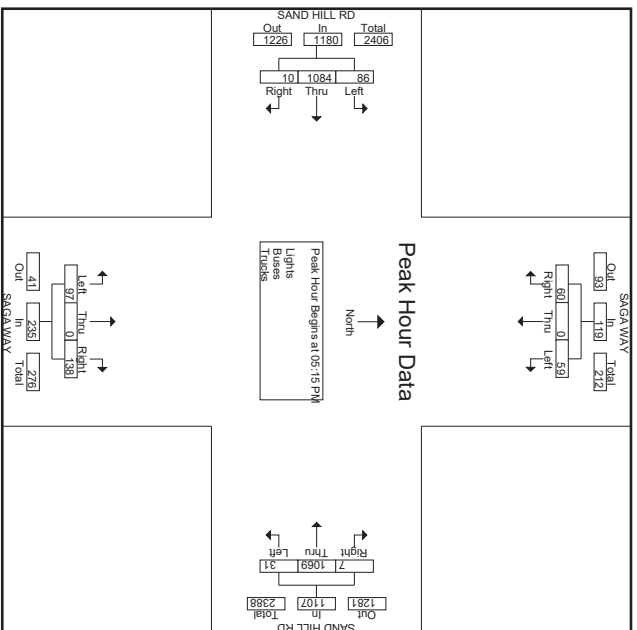
Start Time	SAGA WAY				SAND HILL RD				SAGA WAY				SAND HILL RD								
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
07:00 AM	2	0	1	0	3	6	75	21	0	102	6	0	1	4	11	35	287	31	0	353	469
07:15 AM	1	0	0	1	2	6	126	11	0	143	5	0	0	0	5	24	354	34	0	412	562
07:30 AM	1	0	0	2	3	6	177	16	0	199	7	0	3	0	10	27	452	53	2	534	749
07:45 AM	7	0	0	3	10	9	175	27	0	211	6	0	4	1	17	372	59	3	469	701	
Total	11	0	3	7	21	27	553	75	0	655	24	0	8	5	37	123	1465	177	3	1768	2481
08:00 AM	4	0	2	2	8	11	177	19	0	207	3	0	3	0	6	30	343	93	2	468	689
08:15 AM	3	0	2	1	6	12	190	29	0	231	6	0	4	0	11	30	417	88	3	508	756
08:30 AM	3	0	1	1	14	13	161	25	0	219	3	0	4	1	8	40	397	69	0	489	737
08:45 AM	3	1	2	1	14	13	145	29	0	187	6	0	1	3	33	374	49	3	469	661	
Total	18	1	11	5	37	49	693	102	0	644	18	0	12	3	33	153	1531	269	8	1931	2843
09:00 AM	2	0	7	2	11	16	120	22	0	158	7	0	2	0	9	36	359	66	0	461	639
09:15 AM	0	0	3	2	9	14	142	28	0	184	8	0	1	1	10	33	411	45	0	489	692
09:30 AM	4	0	3	2	9	4	143	19	0	186	10	0	0	0	10	36	402	35	0	473	658
09:45 AM	4	0	3	1	8	11	124	24	0	159	9	0	2	0	11	26	398	32	3	459	637
Total	10	0	20	7	37	45	529	93	0	667	34	0	5	1	40	131	1570	178	3	1882	2626
Grand Total	39	1	34	19	93	121	175	270	0	2166	76	0	25	9	110	387	4566	614	14	5581	7950
Approx %	41.9	1.1	36.6	20.4	1.2	1.5	22.3	3.4	0	27.2	1	0	0.3	0.1	1.4	4.9	57.4	7.7	0.2	70.2	77.60
Total %	0.5	0	0.4	0.2	1.2	1.5	22.3	3.4	0	27.2	1	0	0.3	0.1	1.4	4.9	57.4	7.7	0.2	70.2	77.60
% Lights	89.7	100	91.2	100	92.5	97.5	96.5	96.7	0	96.6	84.2	0	88	100	86.4	98.2	98.2	99.5	71.4	98.3	97.6
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
% Trucks	4	0	3	0	7	3	50	9	0	62	7	0	2	0	9	7	72	3	4	86	164
% Trucks	10.3	0	8.8	0	7.5	2.5	28	3.3	0	2.9	9.2	0	8	0	8.2	1.8	1.6	0.5	28.6	1.5	2.1

Start Time	SAGA WAY				SAND HILL RD				SAGA WAY				SAND HILL RD							
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks				
07:30 AM	1	0	2	3	6	177	16	199	7	0	3	0	3	10	27	452	53	0	532	744
07:45 AM	7	0	0	2	7	9	175	27	0	211	6	0	4	10	37	372	59	0	468	686
08:00 AM	4	0	2	2	5	11	177	19	0	207	3	0	3	6	30	343	93	0	468	686
08:15 AM	3	0	2	1	14	13	161	25	0	219	3	0	4	10	30	417	88	0	489	686
08:30 AM	3	0	2	1	14	13	145	29	0	187	6	0	1	3	33	374	49	3	469	661
08:45 AM	3	1	2	1	14	13	145	29	0	187	6	0	1	3	33	374	49	3	469	661
Total	15	0	28	6	21	4.5	84.8	107.2	0	38.9	6.1	0	38.9	36	124	1584	263	197.1	751	2876
% Appr. Total	71.4	0	28.6	7.50	7.92	94.6	784	91.8	0	87.5	90.0	0	87.5	90.0	83.8	87.6	70.7	92.6	95.7	95.7



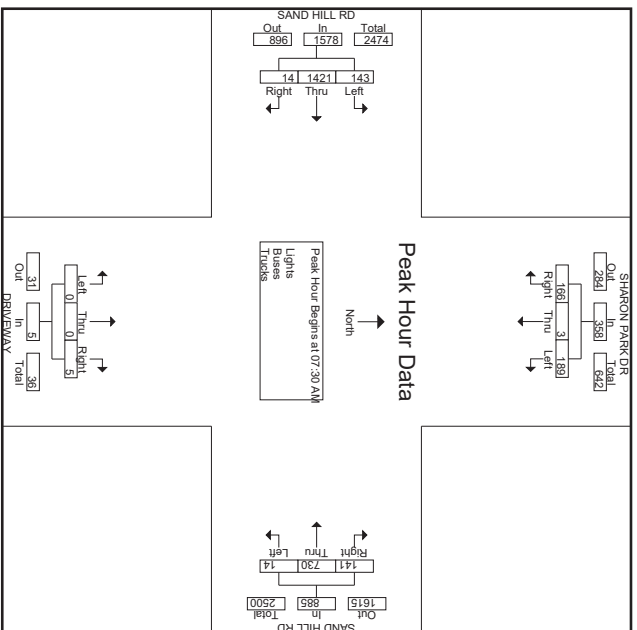
Start Time	SAGA WAY				SAND HILL RD				SAGA WAY				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
04:00 PM	21	0	7	2	30	0	293	6	0	301	27	0	24	0	51	238
04:15 PM	24	0	9	1	34	4	343	5	0	352	15	0	21	2	38	1218
04:30 PM	15	0	15	2	32	6	306	3	0	315	34	0	25	0	59	188
04:45 PM	14	0	14	1	28	2	294	5	0	301	31	0	16	0	47	193
Total	74	0	44	6	124	14	1236	19	0	1289	107	0	86	2	195	814
05:00 PM	28	0	20	1	49	5	286	3	0	294	35	0	22	1	65	235
05:15 PM	18	0	16	2	34	3	279	11	0	293	37	0	22	2	61	239
05:30 PM	14	0	12	2	26	1	241	5	0	247	33	0	26	1	57	283
05:45 PM	14	0	14	3	30	0	273	9	0	282	35	0	21	1	67	288
Total	73	0	62	6	141	9	1079	28	0	1116	140	0	98	5	243	11025
06:00 PM	15	0	17	1	33	3	276	6	0	285	33	0	28	0	61	1294
06:15 PM	13	0	9	1	23	3	271	7	0	281	27	0	15	3	35	246
06:30 PM	11	0	9	2	22	1	241	9	0	245	25	0	15	3	43	229
06:45 PM	10	0	5	1	16	1	258	8	0	267	19	1	16	0	36	165
Total	49	0	40	5	94	8	1046	24	0	1078	104	1	67	3	175	2936
Grand Total	196	0	146	17	359	31	3361	71	0	3463	351	1	251	10	613	212775
Approach %	54.6	0	40.7	4.7	47.8	0.9	97.1	2.1	0	46.2	4.7	0	3.4	0.1	8.2	0.3
% Lights	196	0	145	17	358	30	333	68	0	3431	344	1	247	10	602	212755
% Buses	100	0	99.3	100	99.7	96.8	99.2	95.8	0	99.1	98	100	98.4	100	98.2	100
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	SAGA WAY				SAND HILL RD				SAGA WAY				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
05:15 PM	18	0	16	34	3	279	11	293	37	0	22	59	2	239	18	259
05:30 PM	14	0	12	26	1	241	5	247	33	0	26	59	4	283	13	300
05:45 PM	13	0	14	27	3	276	9	285	35	0	21	51	3	268	23	294
06:00 PM	15	0	17	32	3	276	31	1107	138	0	28	63	1	294	32	327
Total Volume	60	0	59	119	7	1069	37	1107	138	0	97	235	10	1084	86	1180
% App. Total	83.3	0	49.6	87.5	0.6	96.6	2.8	94.5	58.7	0	41.3	96.3	0.8	91.9	7.3	90.2
PHF	.000	.868	.875	.583	.958	.705	.945	.932	.000	.866	.963	.625	.922	.672	.902	.937



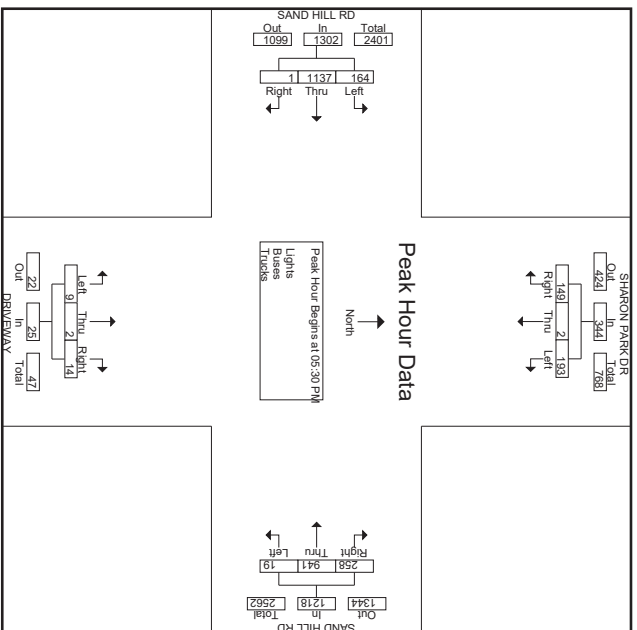
Start Time	SHARON PARK DR			SAND HILL RD			DRIVEWAY			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	14	1	38	0	53	14	88	1	104	3	243	28
07:15 AM	34	0	29	1	64	25	131	0	157	0	326	54
07:30 AM	34	0	47	4	85	31	171	3	211	0	379	37
07:45 AM	40	0	36	2	78	39	196	1	0	236	313	34
Total	122	1	150	7	280	109	586	6	708	3	1133	153
08:00 AM	49	2	49	1	101	40	166	5	218	2	389	45
08:15 AM	43	1	57	1	102	31	197	5	234	1	360	27
08:30 AM	37	1	51	1	98	23	163	4	182	0	330	51
08:45 AM	36	2	51	1	90	23	150	4	182	0	350	35
Total	165	6	217	3	391	117	700	20	655	3	1189	138
09:00 AM	34	0	47	4	85	36	144	7	119	0	430	38
09:15 AM	36	0	63	0	89	34	141	2	177	0	366	28
09:30 AM	35	1	56	1	93	35	136	0	180	1	381	44
09:45 AM	25	0	43	4	72	46	137	2	187	1	387	40
Total	130	1	209	9	349	151	558	11	742	4	1133	149
Grand Total	417	8	576	19	1020	377	1844	37	2305	10	3119	441
Approx %	40.9	0.8	56.5	1.9	16.4	8.0	16.6	2	30.3	9.1	3.57	9.6
Total %	5.2	0.1	7.2	0.2	12.8	4.7	23.1	0.5	28.9	0.1	0.4	0.6
% Lights	97.1	87.5	98.3	100	97.7	96.3	96.4	91.9	100	96.4	40	100
% Buses	2	0	1	0	3	7	14	0	21	0	0	0
% Trucks	10	1	9	0	20	7	52	3	62	6	6	0
% Trucks	2.4	1.25	1.6	0	2	1.9	2.8	8.1	0	2.7	60	0

Start Time	SHARON PARK DR			SAND HILL RD			DRIVEWAY			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	34	0	47	81	31	171	3	205	0	0	0	4
07:45 AM	40	0	36	76	39	196	1	236	2	0	0	3
08:00 AM	49	2	49	100	40	166	5	211	1	2	0	3
08:15 AM	43	1	57	101	31	197	5	233	1	0	0	3
Total Volume	166	3	189	358	141	730	14	885	5	0	0	14
% App. Total	46.4	0.8	52.8	15.9	82.5	1.6	100	100	62.5	0.000	0.000	62.5
PHF	.847	.375	.829	.881	.826	.700	.938	.625	.000	.000	.625	.875



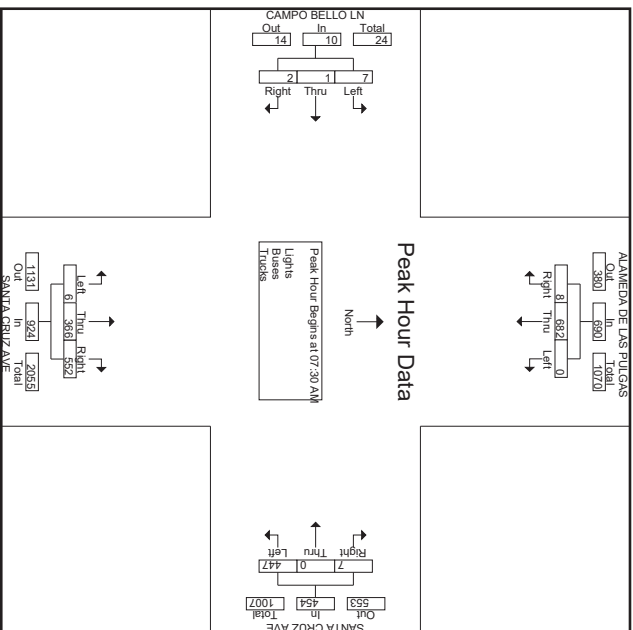
Start Time	SHARON PARK DR				SAND HILL RD				DRIVEWAY				SAND HILL RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	44	0	62	0	106	68	286	1	0	335	0	1	3	2	6	0	225	41	0	266	733
04:15 PM	40	0	36	0	76	61	300	1	0	362	3	0	2	0	5	1	210	31	0	242	685
04:30 PM	54	0	42	0	96	58	254	5	0	317	2	1	2	0	5	0	208	35	0	243	661
04:45 PM	38	0	49	0	87	66	257	4	0	327	2	0	1	2	5	0	201	39	0	240	659
Total	176	0	199	0	365	253	1097	11	0	1361	7	2	8	4	21	1	844	146	0	991	2738
05:00 PM	43	0	56	2	101	66	266	9	0	344	3	0	5	0	8	0	235	45	0	280	730
05:15 PM	36	0	41	4	81	51	231	3	6	281	4	2	1	1	8	0	263	33	0	296	676
05:30 PM	36	0	47	3	86	57	236	3	0	283	3	0	5	2	10	0	230	47	0	337	691
05:45 PM	41	0	42	2	83	56	217	4	0	337	4	1	1	4	6	0	287	34	0	321	749
Total	159	0	179	13	346	229	969	22	12	1232	13	3	12	1	32	0	1076	159	0	1234	2846
06:00 PM	39	0	54	3	96	71	234	2	4	311	6	1	1	1	9	0	279	43	0	322	738
06:15 PM	33	2	57	1	89	75	235	7	2	310	2	0	2	2	6	1	266	40	0	322	740
06:30 PM	36	2	47	3	86	57	236	3	3	293	0	1	1	2	2	0	233	40	0	273	654
06:45 PM	26	0	40	3	69	52	216	6	2	276	0	2	2	0	4	2	171	28	0	201	550
Total	134	2	198	10	344	249	921	18	11	1191	8	4	5	4	21	3	964	151	0	1118	2682
Grand Total	466	2	586	23	1057	731	2987	51	23	3792	28	9	25	12	74	4	2883	456	0	3343	8266
Approch %	44.1	0.2	53.5	2.2	12.8	8.8	36.1	0.6	0.3	45.9	0.3	0.1	0.3	0.1	0.9	0.1	34.9	5.5	0	40.4	
Total %	5.6	0	6.8	0.3	12.8	7.27	28.99	50	23	37.59	28	9	23	12	7.2	3	26.6	4.51	0	33.10	81.85
% Lights	98.5	100	98.9	100	98.8	99.5	99.1	98	100	99.1	100	92	100	97.3	75	99.1	98.9	0	99	99	99
% Buses	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	0	15	2	0	17	37
% Trucks	5	0	5	0	10	4	11	1	0	16	0	0	2	0	2	1	12	3	0	16	44
% Trucks	1.1	0	0.9	0	0.9	0.5	0.4	2	0	0.4	0	0	8	0	2.7	2.5	0.4	0.7	0	0.5	0.5

Start Time	SHARON PARK DR				SAND HILL RD				DRIVEWAY				SAND HILL RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
05:30 PM	36	0	40	76	56	195	6	257	3	0	5	8	0	290	47	337	678				
05:45 PM	41	0	42	83	56	277	4	337	3	1	1	5	0	287	34	321	746				
06:00 PM	39	0	54	71	234	2	307	2	2	8	4	5	0	279	43	322	730				
06:15 PM	33	0	57	92	75	235	7	317	2	0	2	2	0	281	40	322	735				
Total Volume	149	2	193	344	258	941	19	1218	14	2	8	25	1	1137	164	1302	2889				
% Appr. Total	43.3	0.6	56.1	21.2	77.3	1.6	36	0.1	0.1	87.3	12.6	0.1	0.1	87.3	12.6	0.1	87.3	12.6	0.1	87.3	12.6
PHF	.909	.250	.846	.925	.860	.849	.679	.904	.583	.500	.450	.781	.250	.980	.872	.966	.986				



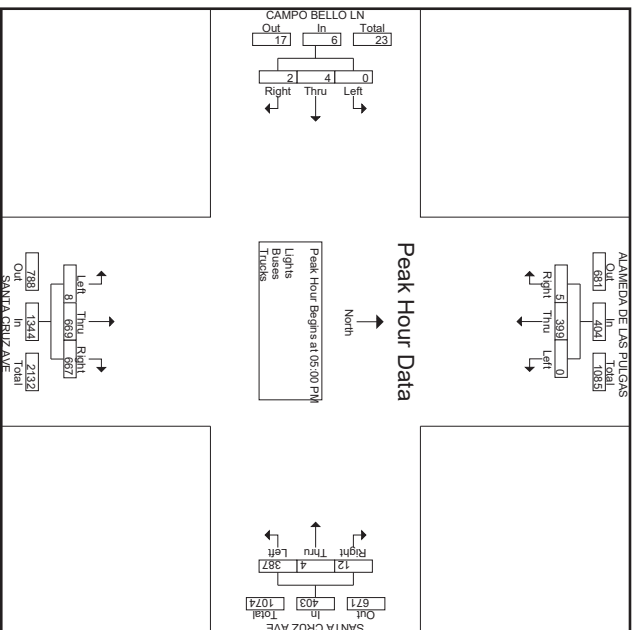
Start Time	ALAMEDA DE LAS PULGAS			SANTA CRUZ AVE			SANTA CRUZ AVE			CAMP BELL LN		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	1	98	0	0	0	0	52	0	0	117	2	0
07:15 AM	0	125	0	0	0	0	61	0	0	203	0	0
07:30 AM	2	128	0	0	0	0	102	0	0	242	0	0
07:45 AM	1	170	0	0	0	0	121	0	0	237	0	0
Total	4	521	0	0	0	0	336	0	0	799	2	0
08:00 AM	5	188	0	0	0	0	95	0	0	240	0	0
08:15 AM	0	196	0	0	0	0	129	0	0	205	0	0
08:30 AM	0	167	0	0	0	0	94	0	0	183	0	0
08:45 AM	0	173	0	0	0	0	98	0	0	234	0	0
Total	6	724	0	0	0	0	424	0	0	872	0	0
09:00 AM	0	149	0	0	0	0	88	0	0	190	0	0
09:15 AM	0	157	0	0	0	0	79	0	0	224	0	0
09:30 AM	0	124	0	0	0	0	84	0	0	165	0	0
09:45 AM	0	113	0	0	0	0	58	0	0	144	0	0
Total	5	543	0	0	0	0	303	0	0	723	0	0
Grand Total	15	1728	0	0	0	0	1075	0	0	2394	13	0
Approach %	0.8	9.9	0	0.2	0.1	0.1	1.9	0.3	0.2	60.9	38.7	0.5
Total %	0.3	33.7	0	0.1	0.1	0.1	3.4	0.4	0.1	20.3	27.5	0.2
% Lights	14	1740	0	3	1757	18	2	1024	1428	900	11	0
% Buses	0	0.3	0	0	0.3	0	0	0.2	0.2	0.1	0.3	0
% Trucks	1	43	0	0	44	2	1	26	0	29	27	23
% Trucks	6.7	2.4	0	0	2.4	10	33.3	2.5	0	2.7	1.9	2.5

Start Time	ALAMEDA DE LAS PULGAS			SANTA CRUZ AVE			SANTA CRUZ AVE			CAMP BELL LN		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	2	128	0	0	0	0	102	0	0	149	92	1
07:45 AM	1	170	0	0	0	0	121	0	0	140	94	3
08:00 AM	0	188	0	0	0	0	95	0	0	132	106	0
08:15 AM	0	196	0	0	0	0	129	0	0	133	74	0
Total Volume	8	682	0	0	0	0	447	0	0	552	366	6
% Appr. Total	1.2	98.8	0	0	0	0	1.5	0	0	96.5	59.7	0.6
PHF	0.40	0.87	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.92	0.65	0.00



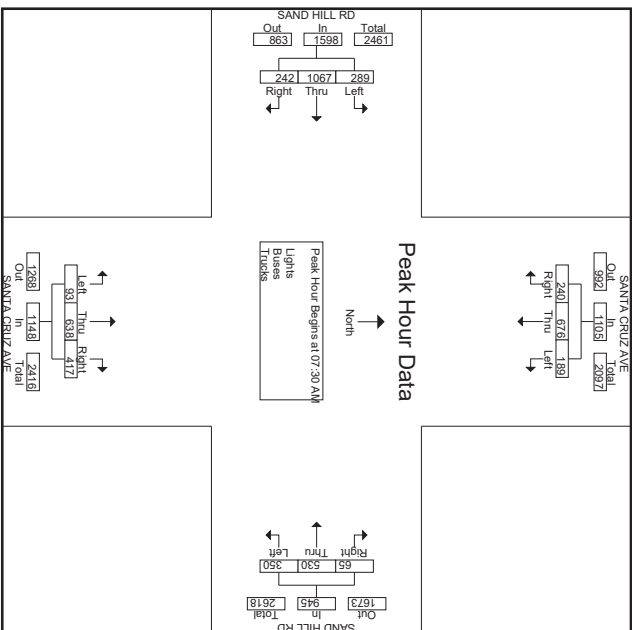
Start Time	ALAMEDA DE LAS PULGAS			SANTA CRUZ AVE			SANTA CRUZ AVE			SANTA CRUZ AVE			CAMPO BELLO LN								
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left						
04:00 PM	1	114	0	0	115	2	95	0	99	163	117	0	0	280	2	1	0	0	3	497	
04:15 PM	1	96	0	0	97	4	0	86	0	90	139	151	0	0	290	0	1	1	0	2	479
04:30 PM	1	113	0	2	116	2	1	103	0	106	116	110	0	0	226	1	0	0	0	1	449
04:45 PM	2	108	0	1	111	1	0	81	0	82	139	159	1	0	299	0	1	1	0	1	483
Total	5	431	0	3	439	9	3	365	0	377	557	537	1	0	1095	3	2	2	0	7	1918
05:00 PM	1	120	0	0	121	3	1	95	0	99	151	149	2	0	302	0	0	0	0	0	522
05:15 PM	1	98	0	0	99	5	0	81	0	112	190	170	3	0	363	0	1	0	0	1	575
05:30 PM	1	78	0	0	79	5	1	52	0	98	162	165	2	1	312	1	1	0	0	2	516
05:45 PM	2	103	0	0	105	6	1	91	0	94	144	165	2	1	312	2	4	0	2	8	2161
Total	5	389	0	0	404	12	4	367	0	403	667	659	8	0	1346	2	4	0	2	2	2161
06:00 PM	1	107	1	0	109	3	0	77	0	80	147	180	0	0	327	1	0	0	1	2	518
06:15 PM	0	81	0	0	81	2	1	113	0	116	173	160	5	0	338	4	0	0	1	5	540
06:30 PM	1	105	0	2	105	1	0	88	0	80	165	178	3	0	344	2	0	0	1	3	544
06:45 PM	1	88	0	0	89	6	1	69	0	68	128	169	3	0	299	3	0	2	2	7	463
Total	3	381	1	2	387	12	2	339	0	353	613	654	11	0	1308	10	0	2	5	17	2055
Grand Total	13	1211	1	5	1230	33	9	1091	0	1133	1837	1890	20	2	3749	15	6	4	7	32	6144
Approach %	11	98.5	0.1	0.4	2.9	0.8	96.3	0	18.4	29.9	30.8	0.3	0	61	0.2	0.1	0.1	0.1	0.5		
Total %	0.2	19.7	0	0.1	20	0.5	0.1	17.8	0	18.4	29.9	30.8	0.3	0	61	0.2	0.1	0.1	0.1	0.5	
% Lights	92.3	99.2	100	100	99.1	100	100	99.4	0	99.4	99.5	99.2	100	100	99.3	100	100	100	100	99.3	
% Buses	0	0.1	0	0	0.1	0	0	0.2	0	0.2	0.1	0.1	0	0	0.1	0	0	0	0	0	
% Trucks	1	9	0	0	10	0	5	0	5	8	14	0	0	0	22	0	0	0	0	0	
% Trucks	7.7	0.7	0	0	0.8	0	0.5	0	0.4	0.4	0.7	0	0	0.6	0	0	0	0	0	0.6	

Start Time	ALAMEDA DE LAS PULGAS			SANTA CRUZ AVE			SANTA CRUZ AVE			CAMPO BELLO LN										
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left								
05:00 PM	1	120	0	121	3	1	95	0	99	151	149	2	302	0	0	0	0	0	0	522
05:15 PM	1	98	0	99	3	0	109	112	190	170	3	363	0	1	0	0	0	0	1	575
05:30 PM	1	78	0	79	5	1	92	98	182	185	1	388	1	1	0	0	0	0	2	547
05:45 PM	2	103	0	105	1	1	91	94	144	165	2	311	2	2	4	0	0	0	6	513
Total Volume	5	389	0	404	12	4	387	403	667	669	8	1344	2	2	4	0	0	0	6	2157
% App. Total	1.2	98.8	0	3	3	0	96	49.6	49.8	0.6	33.3	66.7	0	0	0	0	0	0	0	938
PHF	0.25	0.831	0.000	0.835	0.600	0.500	0.888	0.900	0.878	0.904	0.657	0.913	0.500	0.500	0.000	0.500	0.000	0.000	0.500	0.938



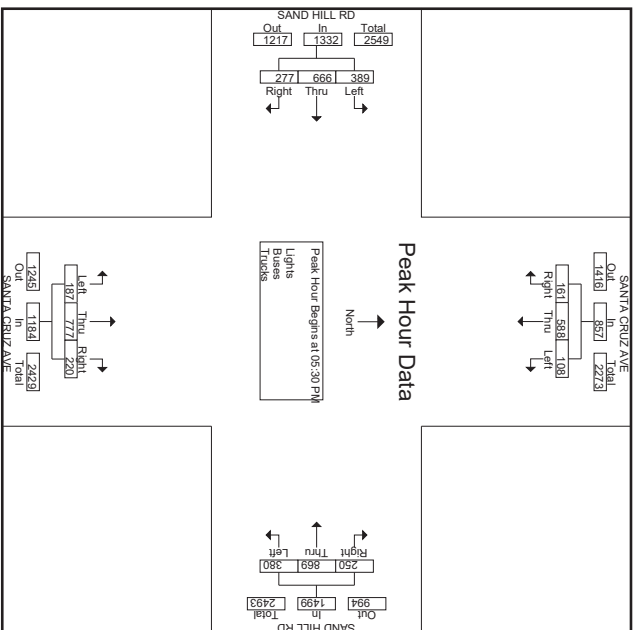
Start Time	SANTA CRUZ AVE				SAND HILL RD				SANTA CRUZ AVE				SAND HILL RD								
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Westbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	27	89	32	0	148	9	67	47	0	123	88	81	14	0	183	39	179	35	0	253	707
07:15 AM	36	98	37	0	171	9	101	43	0	153	120	139	20	0	279	37	250	62	0	349	952
07:30 AM	39	143	30	4	216	12	138	87	0	237	96	169	17	0	282	42	273	74	0	389	1124
07:45 AM	65	183	61	2	291	16	124	89	0	229	103	160	28	0	291	55	287	68	0	410	1221
Total	167	493	160	6	826	46	430	266	0	742	407	549	79	0	1035	173	989	239	0	1401	4004
08:00 AM	56	180	46	3	285	21	141	93	2	257	102	150	24	0	276	71	265	79	0	415	1233
08:15 AM	80	190	52	1	323	16	127	81	0	224	116	159	24	2	301	74	242	88	1	385	1233
08:30 AM	75	193	58	1	327	12	107	51	0	170	94	117	20	0	231	86	279	46	0	381	1199
08:45 AM	54	140	45	3	242	17	110	48	1	176	111	133	32	2	228	66	318	71	2	457	1155
Total	265	703	201	8	1177	66	465	273	3	827	423	559	100	4	1066	267	1104	264	3	1636	4728
09:00 AM	54	132	43	0	229	7	88	40	0	136	116	111	35	0	282	60	278	50	0	388	1014
09:15 AM	50	144	41	3	244	10	96	44	0	150	78	113	22	0	213	77	266	41	0	382	986
09:30 AM	49	109	42	1	201	13	96	59	0	168	109	122	21	0	252	83	285	70	0	438	1059
09:45 AM	34	127	44	0	205	13	115	52	0	180	113	130	26	0	289	84	279	70	0	433	1087
Total	187	515	170	4	676	43	385	195	0	633	416	476	104	0	986	304	1109	231	0	1641	4146
Grand Total	619	1711	531	18	2879	155	1310	734	3	2202	1246	1594	283	4	3117	744	3199	734	3	4680	12878
Approx %	21.5	59.4	18.4	0.6	7.9	59.5	33.3	0.1	0.1	7.1	9.7	12.3	2.2	0	24.2	5.8	24.8	5.7	0	36.3	1258.5
% Lights	60.5	67.5	52.7	1.8	28.25	15.0	12.55	7.23	3	21.31	12.32	15.99	2.70	4	30.45	7.25	31.42	7.14	3	45.84	1258.5
% Buses	0.5	0.2	0.2	0	0.2	0	0.9	0.5	0	0.7	0.4	0.3	1.1	0	0.4	0.1	0.3	0.1	0	0.2	0.4
% Trucks	1.8	1.9	0.6	0	1.6	3.2	3.3	1	0	2.5	0.7	2.5	3.5	0	1.9	2.4	1.5	2.6	0	1.8	1.9

Start Time	SANTA CRUZ AVE				SAND HILL RD				SANTA CRUZ AVE				SAND HILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Westbound		Eastbound		
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
07:30 AM	39	143	30	212	12	138	87	237	96	169	17	282	42	273	74	389	1120
07:45 AM	65	163	61	289	16	124	89	229	103	160	28	291	55	287	68	410	1219
08:00 AM	56	180	46	282	21	144	93	285	102	150	24	276	71	265	79	415	1228
08:15 AM	80	190	52	322	16	127	81	224	116	159	24	299	74	242	88	384	1229
Total Volume	240	676	189	1105	65	530	350	945	417	638	93	1148	242	1067	289	1598	4795
% App. Total	21.7	61.2	17.1	77.5	6.9	56.1	37	92.6	36.3	53.6	8.1	96.0	15.1	66.3	18.1	96.3	976
PHF	.750	.889	.775	.858	.774	.940	.941	.926	.899	.944	.830	.960	.818	.929	.915	.963	.976



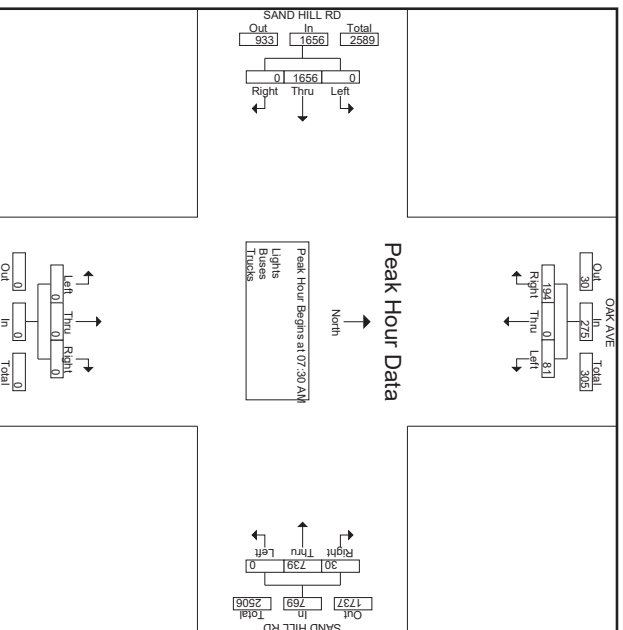
Start Time	SANTIA CRUZ AVE				SAND HILL RD				SANTIA CRUZ AVE				SAND HILL RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	44	131	19	1	195	37	248	97	0	382	68	128	44	0	240	50	144	90	0	284	1101
04:15 PM	52	138	24	1	215	46	272	84	0	402	71	154	45	0	270	51	130	61	0	242	1129
04:30 PM	34	148	32	1	215	39	225	84	0	348	56	150	43	0	249	43	132	73	0	248	1050
04:45 PM	51	130	23	2	206	53	239	110	0	402	49	178	46	1	274	51	125	71	0	247	1129
Total	181	547	98	5	831	175	964	375	0	1534	244	610	178	1	1033	195	531	295	0	1021	4419
05:00 PM	48	116	22	2	188	65	232	92	1	390	45	187	45	0	277	75	128	84	2	289	1144
05:15 PM	41	163	22	4	230	76	208	81	0	365	42	182	34	0	258	56	150	105	0	311	1164
05:30 PM	44	170	24	0	246	60	169	97	0	326	50	200	40	0	250	73	159	99	3	336	1188
05:45 PM	42	141	26	0	161	75	250	107	0	432	55	190	50	0	285	63	182	100	1	346	1281
Total	180	590	94	14	878	276	859	377	1	1513	182	759	169	0	1110	289	599	388	6	1282	4783
06:00 PM	39	152	28	4	223	63	219	90	1	373	56	193	51	0	300	59	154	104	2	318	1214
06:15 PM	31	126	30	5	161	52	221	88	4	370	60	184	46	1	310	61	181	86	0	338	1212
06:30 PM	19	123	27	4	163	42	216	88	1	380	58	169	47	3	277	65	146	76	0	287	1087
06:45 PM	29	100	22	5	161	48	179	89	4	282	51	178	40	2	262	51	110	68	0	227	970
Total	118	500	102	18	738	208	845	363	10	1426	225	734	184	6	1149	235	601	332	2	1170	4483
Grand Total	479	1637	294	37	2447	659	2888	1115	11	4473	651	2103	531	7	3292	719	1731	1015	8	3473	13885
Approach %	19.6	66.9	12	1.5	14.7	60.1	24.9	0.2	0.2	19.8	63.9	16.1	0.2	0.2	20.7	49.8	29.2	0.2	0.2	25.4	
Total %	3.5	12	2.1	0.3	17.9	4.8	19.6	8.1	0.1	32.7	4.8	15.4	3.9	0.1	24.1	5.3	12.6	7.4	0.1	25.4	
% Lights	100	99.4	100	100	99.6	100	98.9	99.7	100	99.3	99.5	99.2	99.2	100	99.3	99.6	99.7	99.9	100	99.3	
% Buses	0	0.2	0	0	0.1	0	0.5	0.1	0	0.3	0	0.1	0.6	0	0.2	0.1	0.8	0	0	0.4	
% Trucks	0	7	0	0	7	0	16	2	0	18	3	14	1	0	18	2	9	1	0	12	
% Trucks	0	0.4	0	0	0.3	0	0.6	0.2	0	0.4	0.5	0.7	0.2	0	0.5	0.3	0.5	0.1	0	0.3	

Start Time	SANTIA CRUZ AVE				SAND HILL RD				SANTIA CRUZ AVE				SAND HILL RD			
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
05:30 PM	44	170	24	238	60	169	97	326	40	200	40	280	75	159	99	333
05:45 PM	47	141	26	214	75	250	107	432	55	190	50	295	83	162	100	345
06:00 PM	39	152	28	219	63	219	90	372	56	193	51	300	58	154	104	316
06:15 PM	31	125	30	185	52	231	85	369	48	184	46	309	61	191	86	338
Total Volume	161	588	108	857	250	869	380	1489	220	777	187	1184	277	665	389	1332
% App. Total	18.8	68.6	12.6	16.7	58.9	25.4	18.6	65.6	15.9	18.6	65.6	15.9	20.8	50	29.2	25.4
PHF	0.85	0.85	0.90	0.90	0.83	0.89	0.88	0.87	0.97	0.97	0.91	0.97	0.84	0.87	0.95	0.95



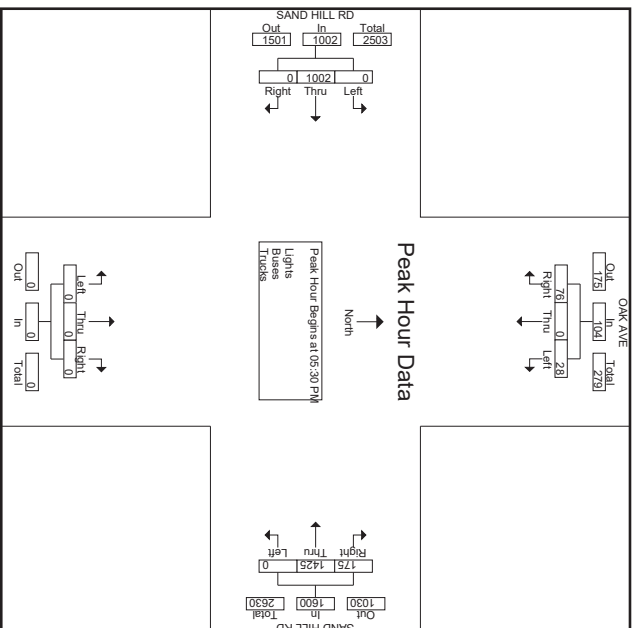
Start Time	OAK AVE				SAND HILL RD				SAND HILL RD							
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:00 AM	31	0	0	40	4	89	0	0	93	0	0	0	313	0	3	316
07:15 AM	35	0	15	51	2	124	0	0	126	0	0	0	371	0	5	376
07:30 AM	46	0	17	66	6	207	0	0	213	0	0	0	390	0	5	395
07:45 AM	39	0	12	51	7	185	0	0	192	0	0	0	448	0	4	452
Total	151	0	53	208	19	605	0	0	624	0	0	0	1522	0	17	1539
08:00 AM	51	0	30	84	7	184	0	0	191	0	0	0	400	0	7	407
08:15 AM	58	0	22	83	10	163	0	0	173	0	0	0	418	0	7	425
08:30 AM	34	0	25	61	11	127	0	0	138	0	0	0	397	0	7	404
08:45 AM	32	0	27	64	3	129	0	0	152	0	0	0	432	0	7	439
Total	180	0	104	292	31	603	0	0	634	0	0	0	1687	0	28	1695
09:00 AM	32	0	19	53	8	93	0	0	101	0	0	0	439	0	5	444
09:15 AM	34	0	13	50	13	121	0	0	134	0	0	0	388	0	4	390
09:30 AM	25	0	10	38	7	141	0	0	148	0	0	0	448	2	6	456
09:45 AM	25	0	11	37	6	148	0	0	154	0	0	0	431	0	4	435
Total	116	0	53	176	34	503	0	0	537	0	0	0	1704	2	19	1725
Grand Total	447	0	210	676	84	1711	0	0	1795	0	0	0	4893	2	64	4959
Approx %	66.1	0	31.1	2.8	4.7	96.3	0	0	98.7	0	0	0	98.7	0	1.3	66.7
Total %	6	0	2.8	0.3	9.1	1.1	2.3	0	24.2	0	0	0	65.9	0	0.9	66.7
% Lights	446	0	206	19	671	82	1651	0	1733	0	0	0	4822	2	64	4888
% Buses	99.8	0	98.1	100	99.3	97.6	96.5	0	96.5	0	0	0	98.5	100	100	98.6
% Trucks	0	0	2	0	2	0	13	0	13	0	0	0	9	0	0	9
% Buses	0	0	1	0	0.3	0	0.8	0	0.7	0	0	0	0.2	0	0	0.2
% Trucks	1	0	2	0	3	2	4.7	0	4.9	0	0	0	6.2	0	0	6.2
% Trucks	0.2	0	1	0	0.4	2.4	2.7	0	2.7	0	0	0	1.3	0	0	1.3

Start Time	OAK AVE				SAND HILL RD				SAND HILL RD							
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:30 AM	46	0	17	63	6	207	0	0	213	0	0	0	390	0	390	
07:45 AM	39	0	12	51	7	185	0	0	192	0	0	0	448	0	448	
08:00 AM	51	0	30	81	7	184	0	0	191	0	0	0	400	0	400	
08:15 AM	58	0	22	80	10	163	0	0	173	0	0	0	418	0	418	
Total Volume	194	0	81	275	30	739	0	0	769	0	0	0	1655	0	1655	
% App. Total	70.5	0	29.5	3.9	96.1	0	0	0	100	0	0	0	100	0	92.4	
PHF	.000	.000	.675	.849	.750	.893	.000	.903	.000	.000	.000	.000	.924	.000	.977	



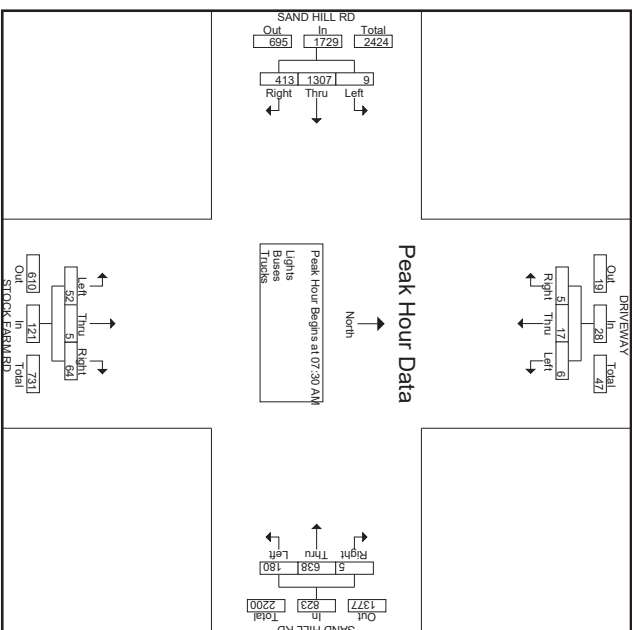
Start Time	OAK AVE			SAND HILL RD			SAND HILL RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	27	0	12	40	24	374	0	0	0	249	0	1
04:15 PM	33	0	7	41	13	368	0	0	0	226	0	1
04:30 PM	24	0	18	44	20	338	0	0	0	224	0	10
04:45 PM	27	0	11	41	25	370	0	0	0	201	0	2
Total	111	0	48	166	82	1450	0	0	0	900	0	14
05:00 PM	22	0	12	36	30	401	0	0	0	194	0	2
05:15 PM	28	0	14	43	37	343	0	0	0	223	0	5
05:30 PM	15	0	7	26	60	336	0	0	0	230	0	3
05:45 PM	12	0	8	26	56	410	0	0	0	231	0	3
Total	82	0	41	133	183	1450	0	0	0	898	0	13
06:00 PM	22	0	11	36	34	337	0	0	0	239	0	5
06:15 PM	22	0	2	26	25	342	0	0	0	282	0	4
06:30 PM	17	0	10	30	22	331	0	0	0	232	0	5
06:45 PM	19	0	5	26	20	334	0	0	0	189	0	5
Total	80	0	28	118	101	1344	0	0	0	922	0	19
Grand Total	273	0	117	417	386	4294	0	0	0	2720	0	46
Approx %	65.5	0	28.1	6.5	7.9	92.1	0	0	0	98.3	0	1.7
Total %	3.5	0	1.5	0.3	5.3	4.7	54.7	0	0	34.7	0	0.6
% Lights	272	0	117	27	416	366	4251	0	0	4617	0	46
% Buses	99.6	0	100	100	99.8	100	99.2	0	0	99.3	0	100
% Trucks	0.4	0	0	0	0.2	0	0.3	0	0	0.7	0	0

Start Time	OAK AVE			SAND HILL RD			SAND HILL RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:30 PM	15	0	7	22	60	336	0	0	0	396	0	0
05:45 PM	17	0	8	25	56	410	0	0	0	466	0	0
06:00 PM	22	0	11	33	34	337	0	0	0	371	0	0
06:15 PM	22	0	2	24	25	342	0	0	0	367	0	0
Total Volume	76	0	28	104	175	1425	0	0	0	1600	0	0
% App. Total	73.1	0	26.9	10.9	89.1	0	0	0	0	100	0	0
PHF	.864	.000	.636	.783	.729	.869	.000	.000	.000	.888	.000	.912



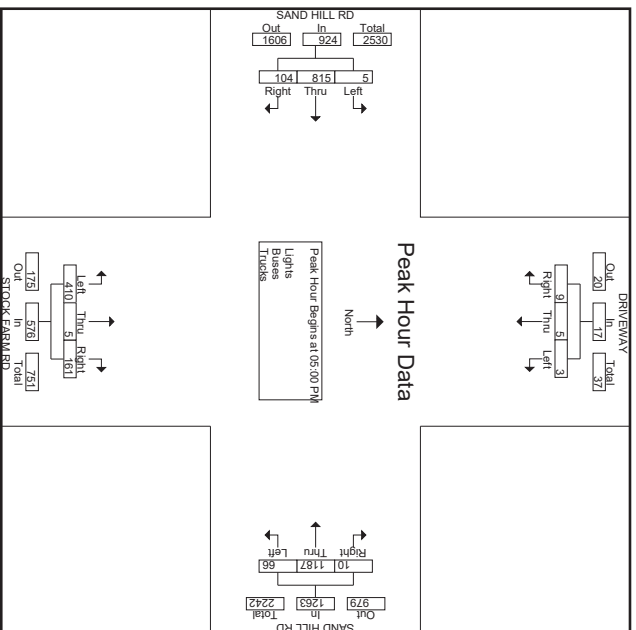
Start Time	DRIVEWAY				SAND HILL RD				STOCK FARM RD				SAND HILL RD								
	Right	Thru	Left	Perfs	Westbound	Thru	Left	Perfs	Northbound	Thru	Left	Perfs	Eastbound	Thru	Left	Perfs					
07:00 AM	0	4	2	6	0	77	26	0	103	6	0	12	0	18	86	216	1	0	303	430	
07:15 AM	2	1	4	6	13	0	117	33	5	155	4	0	13	1	18	98	268	2	0	368	554
07:30 AM	3	10	1	8	22	1	168	52	2	223	9	0	15	0	24	91	336	2	0	429	698
07:45 AM	0	3	2	2	8	1	166	48	5	220	15	0	8	1	24	122	343	3	0	468	720
Total	5	14	11	19	49	2	528	159	12	701	34	0	48	2	84	397	1163	8	0	1568	2402
08:00 AM	2	2	2	6	12	0	159	35	7	201	26	3	15	0	44	104	302	2	0	408	685
08:15 AM	2	1	1	4	7	3	145	45	10	203	14	2	14	1	51	96	326	2	0	424	685
08:30 AM	4	1	1	6	15	0	110	38	9	162	12	0	12	0	33	121	314	4	0	439	639
08:45 AM	1	2	2	0	4	2	135	25	3	165	12	0	15	0	26	158	329	2	0	480	677
Total	7	7	6	23	43	6	524	154	34	718	60	7	56	1	124	480	1271	10	0	1761	2846
09:00 AM	3	1	3	14	21	3	80	30	15	128	7	1	5	0	13	109	347	3	0	459	621
09:15 AM	2	4	4	7	15	3	105	32	8	148	9	0	18	1	28	103	300	2	0	414	605
09:30 AM	3	2	2	4	12	5	130	28	12	175	12	0	9	1	22	88	354	2	0	444	653
09:45 AM	1	1	2	0	4	2	135	25	3	165	12	0	12	0	24	96	355	2	0	453	646
Total	9	7	11	25	52	13	450	115	38	616	40	1	44	2	87	366	1385	9	0	1770	2525
Grand Total	21	28	28	67	144	21	1502	428	84	2035	134	8	148	5	295	1273	3799	27	0	5099	7573
Approach %	14.6	19.4	19.4	46.5	1.9	0.3	19.8	5.7	1.1	26.9	1.8	0.1	2	0.1	3.9	16.8	50.2	0.4	0	67.3	741.8
% Lights	100	100	96.4	100	99.3	100	96.4	98.4	100	97	94	100	95.3	100	94.9	99	98.3	96.3	0	98.5	98
% Buses	0	0	0	0	0	0	10	2	0	12	4	0	1	0	5	7	11	0	0	18	35
% Trucks	0	0	1	0	1	0	44	5	0	49	4	0	6	0	10	6	53	1	0	60	120
% Trucks	0	0	3.6	0	0.7	0	2.9	1.2	0	2.4	3	0	4.1	0	3.4	0.5	1.4	3.7	0	1.2	1.6

Start Time	DRIVEWAY				SAND HILL RD				STOCK FARM RD				SAND HILL RD			
	Right	Thru	Left	Perfs	Westbound	Thru	Left	Perfs	Northbound	Thru	Left	Perfs	Eastbound	Thru	Left	Perfs
07:30 AM	3	10	1	14	168	52	221	9	0	15	24	91	336	2	429	688
07:45 AM	0	3	2	2	5	1	166	48	5	215	15	0	8	8	122	343
08:00 AM	2	2	2	2	6	0	159	35	194	26	3	15	44	104	302	2
08:15 AM	0	1	1	1	3	145	180	193	14	2	14	30	96	326	2	424
Total Volume	5	17	6	28	5	638	480	623	64	5	52	121	413	1307	9	1729
% App. Total	17.9	60.7	21.4	500	0.6	77.5	21.9	52.9	4.1	4.3	23.9	75.6	0.5	9	1729	
PHF	.417	.425	.750	.500	.417	.949	.865	.931	.615	.417	.867	.898	.846	.953	.750	.924



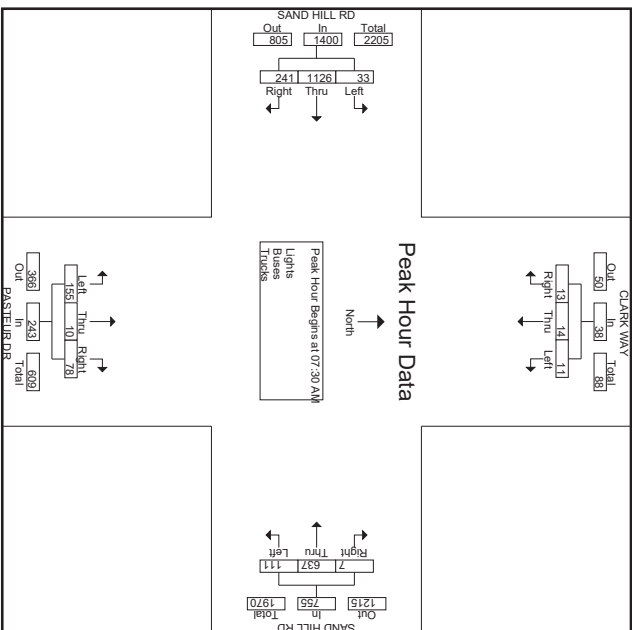
Start Time	DRIVEWAY				SAND HILL RD				STOCK FARM RD				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
04:00 PM	1	2	3	5	11	2	3	5	11	2	3	5	11	2	3	5
04:15 PM	1	0	1	3	5	2	3	5	11	2	3	5	11	2	3	5
04:30 PM	2	1	0	8	11	2	2	3	5	11	2	3	5	11	2	3
04:45 PM	1	0	1	13	15	2	2	3	5	11	2	3	5	11	2	3
Total	5	3	5	29	42	6	12	16	42	6	12	16	42	6	12	16
05:00 PM	3	2	0	3	8	1	2	3	8	1	2	3	8	1	2	3
05:15 PM	3	2	0	3	8	1	2	3	8	1	2	3	8	1	2	3
05:30 PM	4	1	1	4	13	3	2	3	8	1	2	3	8	1	2	3
05:45 PM	2	1	1	4	6	0	2	3	8	1	2	3	8	1	2	3
Total	9	5	3	20	37	10	11	14	37	10	11	14	37	10	11	14
06:00 PM	3	1	3	4	11	0	2	3	11	0	2	3	11	0	2	3
06:15 PM	4	2	3	5	15	2	2	3	11	0	2	3	11	0	2	3
06:30 PM	0	2	1	4	6	4	2	3	11	0	2	3	11	0	2	3
06:45 PM	3	2	1	0	6	0	2	3	11	0	2	3	11	0	2	3
Total	10	8	8	13	39	6	10	14	39	6	10	14	39	6	10	14
Grand Total	24	16	16	62	118	22	34	44	118	22	34	44	118	22	34	44
Approx %	20.3	13.6	13.6	52.5	10.0	2.9	3.7	3.7	10.0	2.9	3.7	3.7	10.0	2.9	3.7	3.7
Total %	0.3	0.2	0.2	0.8	1.4	0.3	0.2	0.2	1.4	0.3	0.2	0.2	1.4	0.3	0.2	0.2
% Lights	2.3	1.5	1.6	6.2	11.6	2.0	3.4	4.9	11.6	2.0	3.4	4.9	11.6	2.0	3.4	4.9
% Buses	0	6.2	0	0	0.8	4.5	0.1	2.2	0	1.1	1.6	2	0	1.9	4	0
% Trucks	1	0	0	0	1	1	1	2	0	0.5	0.9	0	0.2	0.4	0.3	0.5

Start Time	DRIVEWAY				SAND HILL RD				STOCK FARM RD				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
05:00 PM	3	2	0	0	5	1	2	3	5	1	2	3	5	1	2	3
05:15 PM	0	1	1	0	1	2	3	5	1	2	3	5	1	2	3	5
05:30 PM	2	1	1	2	5	3	2	3	5	3	2	3	5	3	2	3
05:45 PM	4	1	1	1	7	5	3	5	11	2	3	5	11	2	3	5
Total	9	5	3	4	17	10	11	17	37	10	11	17	37	10	11	17
% Appr. Total	52.9	29.4	17.6	17	10	11	17	17	37	10	11	17	37	10	11	17
PHF	0.625	0.375	0.708	0.500	0.848	0.888	0.851	0.821	0.840	0.878	0.813	0.935	0.920	0.906	0.899	0.906



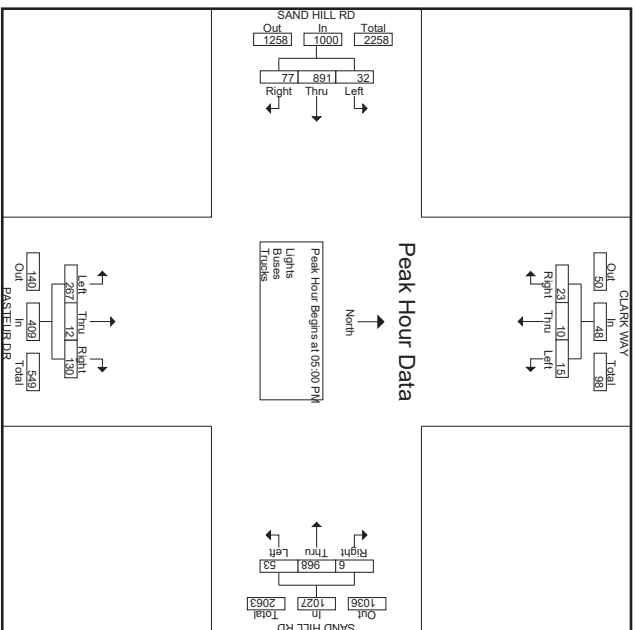
Start Time	CLARK WAY				SAND HILL RD				PASTEUR DR				SAND HILL RD							
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total				
07:00 AM	4	0	4	17	2	84	21	2	109	13	2	13	0	28	63	148	111	223	377	
07:15 AM	2	2	3	7	14	1	102	18	0	53	0	53	0	53	53	239	3	12	307	
07:30 AM	5	3	2	15	25	2	148	35	5	190	27	0	74	102	56	271	4	10	341	
07:45 AM	8	2	7	19	38	2	157	21	4	184	16	1	30	48	71	295	8	16	390	
Total	19	7	16	50	92	7	491	93	11	602	74	3	152	231	243	953	16	49	2186	
08:00 AM	0	3	2	10	15	1	157	28	2	188	17	6	28	0	51	47	280	12	27	346
08:15 AM	0	6	0	6	12	2	115	27	1	205	18	3	23	1	45	67	300	9	30	406
08:30 AM	0	4	1	12	17	1	116	28	9	154	16	0	20	2	33	84	282	4	70	440
08:45 AM	0	2	3	12	12	3	124	38	2	167	4	3	22	4	33	88	282	4	70	440
Total	0	15	6	35	56	7	572	121	14	714	55	12	93	11	171	269	1114	33	164	1580
09:00 AM	0	1	4	16	21	2	92	30	5	120	22	0	20	1	43	65	289	5	49	408
09:15 AM	2	6	2	10	20	1	104	33	2	130	12	1	21	1	35	66	258	4	8	388
09:30 AM	4	1	0	14	19	2	122	31	1	156	17	1	28	4	47	74	289	6	6	355
09:45 AM	7	1	0	14	16	2	126	25	3	156	29	4	27	2	62	95	300	8	7	410
Total	7	9	6	63	85	6	444	119	11	580	80	6	96	5	187	300	1116	23	70	1509
Grand Total	26	31	28	146	233	20	1507	333	36	1886	209	21	341	18	589	812	3183	72	283	4350
Approach %	11.2	13.3	12	63.5	1.1	79.5	17.6	1.9	3.5	3.6	57.9	3.1	18.7	73.2	1.7	6.5	4	61.5		
% Lights	92.3	100	100	100	99.1	100	96.5	96.7	100	96.6	90.9	90.5	96.2	100	94.2	98.8	98.2	98.6	100	
% Buses	2	0	0	0	2	0	10	5	0	15	12	1	1	0	14	3	12	0	0	
% Trucks	0	0	0	0	0	0	4.3	6	0	49	7	1	12	0	20	0.4	0.4	0	0	
% Trucks	0	0	0	0	0	0	2.9	1.8	0	2.6	3.3	4.8	3.5	0	3.4	0.9	1.4	1.4	0	

Start Time	CLARK WAY				SAND HILL RD				PASTEUR DR				SAND HILL RD					
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
07:30 AM	5	3	2	10	2	148	35	2	185	16	1	17	0	27	56	271	4	331
07:45 AM	8	3	2	17	2	157	21	180	16	1	30	47	71	295	8	374	8	618
08:00 AM	0	3	2	5	2	157	28	186	17	6	28	51	41	260	12	319	561	618
08:15 AM	0	6	0	6	7	637	111	755	18	3	23	243	241	1126	33	1400	2436	2436
Total Volume	13	14	11	38	0.9	84.4	14.7	32.1	4.1	63.8	17.2	80.4	2.4	60.1	938	689	931	967
% App. Total	40.6	35.3	39.3	55.9	0.75	91.0	7.93	92.5	1.72	41.7	5.24	60.1	84.9	938	689	931	967	



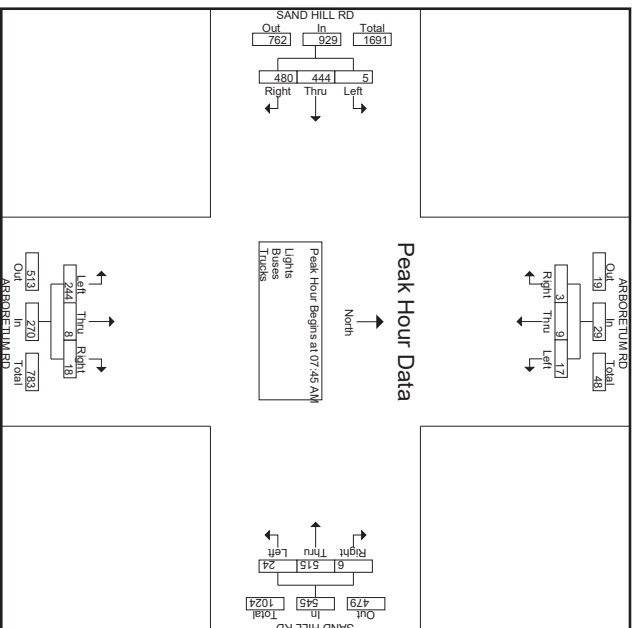
Start Time	CLARK WAY				SAND HILL RD				PASTEUR DR				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
04:00 PM	5	0	2	4	14	1	242	18	4	265	32	0	72	4	108	25
04:15 PM	8	3	3	4	15	0	236	6	3	245	29	3	58	3	93	15
04:30 PM	3	3	2	3	11	0	210	15	3	228	32	2	74	1	109	22
04:45 PM	4	3	0	3	10	2	254	5	8	279	39	5	63	10	117	21
Total	20	9	7	14	50	3	942	54	18	1077	132	10	267	18	427	83
05:00 PM	4	2	2	2	11	4	213	10	7	234	38	4	76	8	126	13
05:15 PM	3	0	1	1	12	1	266	13	4	284	29	0	77	3	109	13
05:30 PM	7	3	1	1	25	1	241	11	8	261	21	4	50	3	108	14
05:45 PM	7	5	0	5	12	0	248	19	9	276	32	4	64	7	107	35
Total	23	10	15	20	68	6	968	53	28	1053	130	12	287	21	430	77
06:00 PM	3	2	1	12	18	2	225	17	3	247	18	2	27	6	53	37
06:15 PM	4	1	1	10	16	0	253	16	4	273	25	0	38	5	65	55
06:30 PM	3	4	1	2	10	2	256	16	9	283	25	2	45	6	80	44
06:45 PM	4	4	0	6	14	1	233	6	6	246	22	4	36	4	86	29
Total	14	8	4	32	58	5	967	55	22	1049	90	8	146	20	284	165
Grand Total	57	27	26	66	176	14	2877	162	68	3121	382	30	680	59	1121	325
Approach %	32.4	15.3	14.8	37.5	0.4	92.2	5.2	2.2	0.9	41.5	4.7	0.4	9	0.8	14.9	4.3
Total %	0.8	0.4	0.3	0.9	2.3	0.2	38.2	2.2	0.9	41.5	4.7	0.4	9	0.8	14.9	4.3
% Lights	55	27	25	66	173	14	288	158	68	3098	347	30	671	59	1107	322
% Buses	1.8	0	3.8	0	1.1	0	0.4	2.5	0	0.5	1.4	0	0	0	0.4	0.3
% Trucks	1	0	0	0	1	0	8	0	0	8	0	0	9	0	2	12

Start Time	CLARK WAY				SAND HILL RD				PASTEUR DR				SAND HILL RD			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
05:00 PM	4	2	2	2	11	4	213	10	7	234	38	4	76	8	126	13
05:15 PM	3	0	1	1	12	1	266	13	4	284	29	0	77	3	109	13
05:30 PM	7	3	1	1	25	1	241	11	8	261	21	4	50	3	108	14
05:45 PM	7	5	0	5	12	0	248	19	9	276	32	4	64	7	107	35
Total	23	10	15	20	68	6	968	53	28	1053	130	12	287	21	430	77
06:00 PM	3	2	1	12	18	2	225	17	3	247	18	2	27	6	53	37
06:15 PM	4	1	1	10	16	0	253	16	4	273	25	0	38	5	65	55
06:30 PM	3	4	1	2	10	2	256	16	9	283	25	2	45	6	80	44
06:45 PM	4	4	0	6	14	1	233	6	6	246	22	4	36	4	86	29
Total	14	8	4	32	58	5	967	55	22	1049	90	8	146	20	284	165
Grand Total	57	27	26	66	176	14	2877	162	68	3121	382	30	680	59	1121	325
Approach %	32.4	15.3	14.8	37.5	0.4	92.2	5.2	2.2	0.9	41.5	4.7	0.4	9	0.8	14.9	4.3
Total %	0.8	0.4	0.3	0.9	2.3	0.2	38.2	2.2	0.9	41.5	4.7	0.4	9	0.8	14.9	4.3
% Lights	55	27	25	66	173	14	288	158	68	3098	347	30	671	59	1107	322
% Buses	1.8	0	3.8	0	1.1	0	0.4	2.5	0	0.5	1.4	0	0	0	0.4	0.3
% Trucks	1	0	0	0	1	0	8	0	0	8	0	0	9	0	2	12



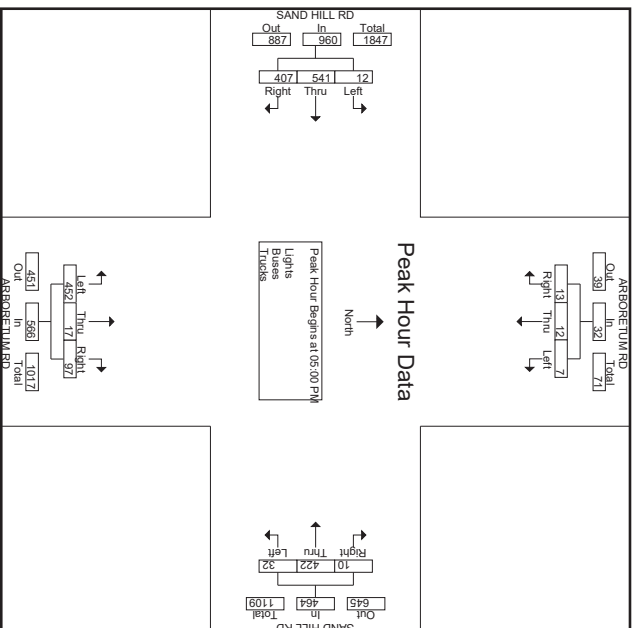
Start Time	ARBORETUM RD			SAND HILL RD			ARBORETUM RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	2	1	2	6	9	0	4	4	4	40	65	52
07:15 AM	0	1	1	6	117	2	0	121	3	2	51	98
07:30 AM	2	3	3	11	5	99	4	3	114	6	5	48
07:45 AM	1	0	1	9	11	8	2	162	2	2	67	2
Total	5	5	7	34	12	434	14	6	465	15	13	189
08:00 AM	1	4	8	16	1	139	4	4	148	9	3	64
08:15 AM	0	2	3	8	4	107	8	5	142	2	62	4
08:30 AM	0	6	3	12	1	99	4	2	106	5	2	10
08:45 AM	2	15	19	53	9	497	29	14	549	21	6	224
Total	3	6	13	28	12	374	48	11	445	27	9	205
09:00 AM	1	2	4	15	2	75	17	3	97	4	3	51
09:15 AM	0	2	0	8	4	107	9	4	124	7	1	53
09:30 AM	1	1	2	9	3	87	7	3	100	5	3	48
09:45 AM	1	1	7	14	3	105	15	1	124	11	2	53
Total	3	6	13	28	12	374	48	11	445	27	9	205
Grand Total	10	26	39	64	139	33	1305	91	31	1460	63	28
Approx %	7.2	18.7	28.1	46	2.3	89.4	6.2	2.1	8.6	3.8	84.4	3.1
Total %	0.2	0.5	0.8	1.3	2.8	0.7	28.3	1.8	0.6	29.5	1.3	0.6
% Lights	10	26	38	64	138	33	1265	89	31	1418	38	28
% Buses	100	100	97.4	100	99.3	100	96.9	97.8	100	97.1	60.3	100
% Trucks	0	0	0	0	0	0.3	38.1	0	1.1	0	4.2	0.3

Start Time	ARBORETUM RD			SAND HILL RD			ARBORETUM RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	1	0	1	2	149	8	160	2	2	67	71	127
08:00 AM	1	1	4	3	10	4	144	9	3	64	95	101
08:15 AM	1	4	3	8	1	128	8	137	2	62	66	121
08:30 AM	0	1	5	9	1	99	4	104	2	57	134	107
Total Volume	3	6	17	29	6	515	24	545	18	244	270	480
% App. Total	10.3	3.1	58.6	1.1	94.5	4.4	6.7	3	90.4	8	90.4	0.5
PHF	.750	.563	.531	.725	.500	.864	.750	.852	.500	.667	.910	.888



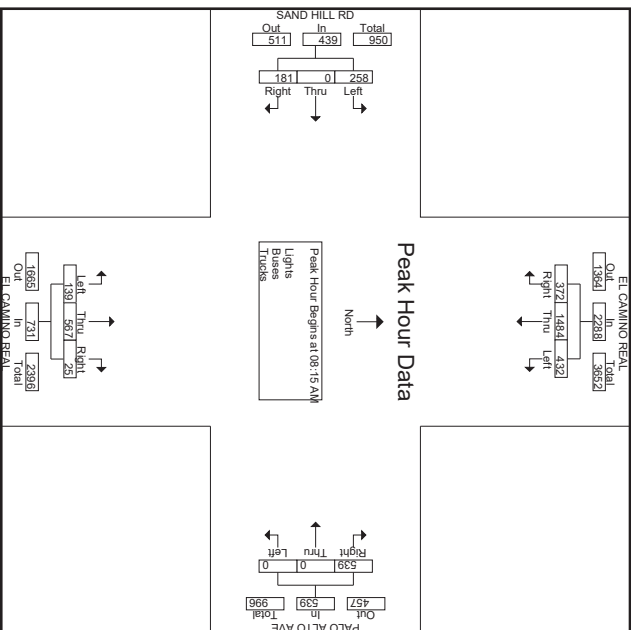
Start Time	ARBORETUM RD			SAND HILL RD			ARBORETUM RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	2	4	6	15	111	12	0	128	21	4	95	0
04:15 PM	4	12	5	6	27	6	91	10	0	107	18	3
04:30 PM	1	3	5	6	15	3	95	12	6	116	0	107
04:45 PM	5	1	2	2	7	2	118	3	102	2	118	3
Total	12	19	16	25	72	17	400	46	6	469	75	10
05:00 PM	2	5	2	4	111	3	4	122	26	3	98	0
05:15 PM	3	2	11	9	115	8	2	126	29	7	137	0
05:30 PM	4	2	3	3	82	6	4	105	23	4	120	1
05:45 PM	2	1	0	4	104	14	2	122	19	3	97	2
Total	13	12	7	21	531	10	422	32	11	475	97	17
06:00 PM	0	4	2	5	11	2	77	13	2	94	30	0
06:15 PM	0	3	2	11	16	4	99	9	4	116	24	2
06:30 PM	4	2	3	3	12	1	116	12	3	132	23	1
06:45 PM	4	9	2	6	8	2	107	4	2	115	14	1
Total	4	9	9	25	47	9	389	38	11	457	91	5
Grand Total	29	40	32	71	172	36	1231	116	28	1401	283	32
Approach %	16.9	23.3	18.6	41.3	2.6	87.2	8.3	2	15.8	1.9	81	1.3
Total %	0.5	0.7	0.5	1.2	2.9	0.6	20.7	0.2	0.5	23.8	4.5	0.5
% Lights	100	100	100	100	100	98.3	100	100	99.4	91.3	100	99.7
% Buses	0	0	0	0	0	0	0	0	0	2.3	0	2
% Trucks	0	0	0	0	0	0	0	0	0	8.7	0	0

Start Time	ARBORETUM RD			SAND HILL RD			ARBORETUM RD			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:00 PM	2	5	2	9	111	4	111	3	3	118	26	3
05:15 PM	3	4	3	3	10	0	115	9	124	29	7	137
05:30 PM	6	1	2	2	9	4	92	6	102	23	4	120
05:45 PM	2	2	4	4	104	14	104	19	119	19	97	17
Total Volume	13	12	7	7	32	10	422	32	464	464	97	17
% App. Total	40.6	37.5	21.9	2.2	90.9	6.9	93.5	91.7	97.1	93.5	60.7	82.5
PHF	.600	.583	.800	.625	.917	.571	.935	.607	.825	.818	.960	.750



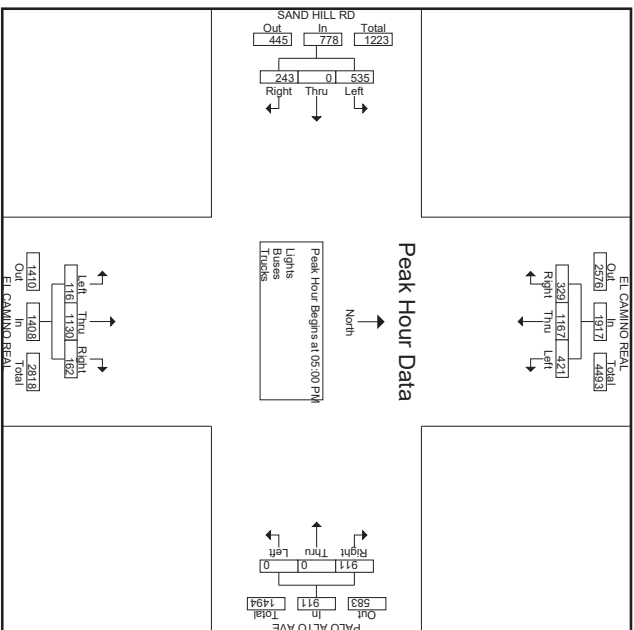
Start Time	EL CAMINO REAL				PALO ALTO AVE				EL CAMINO REAL				SAND HILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
07:00 AM	66	175	54	12	307	64	0	0	64	6	76	25	1	108	29	0	40
07:15 AM	103	285	72	16	456	101	0	0	2	103	4	105	35	2	146	39	0
07:30 AM	77	309	83	25	494	121	0	0	4	125	10	112	33	4	159	57	0
07:45 AM	87	353	108	19	567	158	0	0	2	160	8	134	43	1	186	55	0
Total	333	1102	317	72	1824	444	0	0	8	452	28	427	136	8	599	180	0
08:00 AM	102	356	118	14	590	139	0	0	8	147	7	140	27	5	179	34	0
08:15 AM	90	320	108	16	534	137	0	0	17	141	7	140	44	5	196	53	0
08:30 AM	93	351	119	18	521	126	0	0	12	138	5	128	33	6	169	45	0
08:45 AM	101	354	110	26	591	152	0	0	11	163	5	149	31	8	193	41	0
Total	386	1484	439	82	2391	541	0	0	48	589	24	554	135	24	737	173	0
09:00 AM	88	356	111	15	570	137	0	0	7	144	8	153	31	1	193	42	0
09:15 AM	90	320	108	16	534	137	0	0	6	143	5	139	30	2	185	42	0
09:30 AM	105	322	106	11	544	144	0	0	5	149	7	151	38	2	198	64	0
09:45 AM	85	311	112	11	519	127	0	0	4	131	6	143	37	1	187	53	0
Total	368	1389	437	53	2167	545	0	0	22	567	26	586	145	6	763	201	0
Grand Total	1087	3885	1193	207	6382	1530	0	0	78	1608	78	1567	416	38	2099	554	0
Apprch %	17	61	18.7	3.2	95.1	0	0	0	4.9	14.1	0.7	13.8	3.7	0.3	18.5	4.9	0
Total %	9.6	34.3	10.5	1.8	56.1	13.5	0	0	0.2	4.1	0.2	3.8	0.3	0.3	1.8	0.4	0
% Lights	1061	3802	1177	207	6247	1485	0	0	78	1563	69	1494	398	38	1999	508	0
% Buses	97.6	97.6	98.7	100	97.9	97.1	0	0	100	97.2	88.5	95.3	95.7	100	95.2	91.7	0
% Trucks	0.1	0.9	0.1	0	0.6	0.1	0	0	0.1	6.4	1.3	0	0	1.2	5.1	0.7	0
% Trucks	2.5	5.9	1.5	0	9.9	4.3	0	0	4.3	4	5.2	1.8	0	7.4	1.8	0	2.4
% Trucks	2.3	1.5	1.3	0	1.6	2.8	0	0	2.7	5.1	3.3	4.3	0	3.5	3.2	0	3.5

Start Time	EL CAMINO REAL				PALO ALTO AVE				EL CAMINO REAL				SAND HILL RD			
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound	
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
08:15 AM	90	383	92	565	124	0	0	0	124	7	140	44	191	53	0	56
08:30 AM	93	391	119	603	126	0	0	0	126	5	125	33	163	45	0	74
08:45 AM	101	354	110	565	152	0	0	0	152	8	153	31	192	42	0	70
09:00 AM	88	356	111	555	137	0	0	0	137	8	153	31	192	42	0	58
Total Volume	372	1484	432	2288	539	0	0	0	539	25	567	139	731	181	0	258
% Appr. Total	16.3	64.9	18.9	94.9	100	0	0	0	88.7	3.4	77.6	19	95.2	65.4	0	58.8
PHF	.921	.949	.908	.949	.887	.000	.000	.000	.887	.781	.926	.790	.952	.854	.000	.872



Start Time	EL CAMINO REAL			PALO ALTO AVE			EL CAMINO REAL			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	87	295	98	9	449	188	0	0	7	195	15	216
04:15 PM	86	297	100	9	492	153	0	0	5	158	13	219
04:30 PM	74	231	102	10	417	176	0	0	9	181	9	218
04:45 PM	81	289	101	13	454	200	0	0	9	209	14	239
Total	328	1042	401	41	1812	717	0	0	26	743	51	892
05:00 PM	78	283	120	3	484	249	0	0	0	249	21	308
05:15 PM	104	284	89	0	478	204	0	0	0	204	46	288
05:30 PM	68	286	82	0	459	210	0	0	0	210	36	288
05:45 PM	79	304	120	11	514	248	0	0	8	236	39	250
Total	329	1167	421	15	1932	911	0	0	8	919	162	1150
06:00 PM	100	287	87	21	475	224	0	0	13	227	43	297
06:15 PM	98	311	97	0	515	227	0	0	2	229	31	300
06:30 PM	90	285	81	6	442	220	0	0	7	207	42	246
06:45 PM	76	286	80	11	433	220	0	0	10	211	66	252
Total	364	1189	345	47	1865	851	0	0	32	884	182	1095
Grand Total	1021	3318	1167	103	5609	3479	0	0	66	2546	385	3117
Approach %	18.2	59.2	20.8	1.8	97.4	0	0	0	2.6	17.7	2.7	21.7
Total %	7.1	23.1	8.1	0.7	39	17.2	0	0	0.5	17.2	2.7	21.7
% Lights	99.4	99.1	99.7	100	99.3	99.6	0	100	100	99.5	98.5	99.2
% Buses	0.1	0.5	0	0	0.3	0	0	0	0	0.5	0.7	0.3
% Trucks	5	13	3	0	21	11	0	0	11	1	25	2
% Trucks	0.5	0.4	0.3	0	0.4	0.4	0	0	0.4	0.3	0.8	0.5

Start Time	EL CAMINO REAL			PALO ALTO AVE			EL CAMINO REAL			SAND HILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:00 PM	78	283	120	481	249	0	0	21	306	33	380	65
05:15 PM	104	284	89	477	204	0	0	204	46	288	28	358
05:30 PM	68	286	92	456	210	0	0	210	56	288	27	371
05:45 PM	79	304	120	503	248	0	0	248	39	250	30	319
Total Volume	329	1167	421	1917	911	0	0	911	162	1150	116	1408
% App. Total	17.2	60.9	22	100	100	0	0	91.5	80.3	8.2	31.2	68.8
PHF	.791	.960	.877	.953	.915	.000	.000	.915	.723	.923	.879	.949



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Groups Printed- Lights - Buses - Trucks

Start Time	I-280 SB OFF-RAMP Southbound					PAGE MILL RD Westbound					I-280 SB ON-RAMP Northwestbound					ARASTRADERO RD Northbound					PAGE MILL RD Eastbound					Int. Total					
	Right	Thru	Base Left	Left	Peds	App. Total	Right	Thru	Left	Base Left	Peds	App. Total	Hard Right	Base Right	Base Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right		Base Right	Thru	Left	Peds	App. Total
07:00 AM	6	53	0	184	0	243	0	22	3	3	0	28	0	0	0	0	0	0	7	23	0	6	0	36	7	12	42	0	0	61	368
07:15 AM	3	58	1	219	0	281	0	52	16	0	0	68	0	0	0	0	0	0	7	29	0	9	0	45	10	15	56	0	0	81	475
07:30 AM	10	71	0	195	0	276	0	53	14	0	0	67	0	0	0	0	0	0	8	34	0	13	0	55	30	19	65	0	0	114	512
07:45 AM	7	79	0	201	0	287	0	37	5	3	0	45	0	0	0	0	0	0	9	45	0	14	0	68	39	19	73	0	0	131	531
Total	26	261	1	799	0	1087	0	164	38	6	0	208	0	0	0	0	0	0	31	131	0	42	0	204	86	65	236	0	0	387	1886
08:00 AM	8	83	0	183	0	274	0	44	11	2	0	57	0	0	0	0	0	0	6	37	0	11	0	54	60	24	86	0	0	170	555
08:15 AM	8	74	0	195	0	277	0	43	8	0	0	51	0	0	0	0	0	0	7	37	0	10	0	54	38	23	77	0	1	139	521
08:30 AM	18	97	0	163	0	278	0	54	22	1	0	77	0	0	0	0	0	0	7	38	0	20	0	65	35	14	66	0	0	115	535
08:45 AM	4	76	0	188	0	268	0	48	11	0	0	59	0	0	0	0	0	0	10	35	0	7	0	52	38	18	56	0	1	113	492
Total	38	330	0	729	0	1097	0	189	52	3	0	244	0	0	0	0	0	0	30	147	0	48	0	225	171	79	285	0	2	537	2103
09:00 AM	5	84	0	173	0	262	0	38	17	2	0	57	0	0	0	0	0	0	4	31	0	17	0	52	35	14	62	0	0	111	482
09:15 AM	15	83	0	178	0	276	0	30	14	5	0	49	0	0	0	0	0	0	11	32	0	13	0	56	22	20	56	0	0	98	479
09:30 AM	4	81	2	180	0	267	0	35	10	4	0	49	0	0	0	0	0	0	6	37	0	7	0	50	30	18	64	0	0	112	478
09:45 AM	7	71	1	160	0	239	0	57	9	2	0	68	0	0	0	0	0	0	8	30	0	13	0	51	18	21	58	0	0	97	455
Total	31	319	3	691	0	1044	0	160	50	13	0	223	0	0	0	0	0	0	29	130	0	50	0	209	105	73	240	0	0	418	1894
Grand Total	95	910	4	2219	0	3228	0	513	140	22	0	675	0	0	0	0	0	0	90	408	0	140	0	638	362	217	761	0	2	1342	5883
Approch %	2.9	28.2	0.1	68.7	0		0	76	20.7	3.3	0		0	0	0	0	0	0	14.1	63.9	0	21.9	0		27	16.2	56.7	0	0.1		
Total %	1.6	15.5	0.1	37.7	0	54.9	0	8.7	2.4	0.4	0	11.5	0	0	0	0	0	0	1.5	6.9	0	2.4	0	10.8	6.2	3.7	12.9	0	0	22.8	
Lights	87	901	4	2176	0	3168	0	499	135	22	0	656	0	0	0	0	0	0	81	393	0	136	0	610	357	213	750	0	2	1322	5756
% Lights	91.6	99	100	98.1	0	98.1	0	97.3	96.4	100	0	97.2	0	0	0	0	0	0	90	96.3	0	97.1	0	95.6	98.6	98.2	98.6	0	100	98.5	97.8
Buses	1	1	0	13	0	15	0	2	1	0	0	3	0	0	0	0	0	0	7	10	0	0	0	17	1	0	2	0	0	3	38
% Buses	1.1	0.1	0	0.6	0	0.5	0	0.4	0.7	0	0	0.4	0	0	0	0	0	0	7.8	2.5	0	0	0	2.7	0.3	0	0.3	0	0	0.2	0.6
Trucks	7	8	0	30	0	45	0	12	4	0	0	16	0	0	0	0	0	0	2	5	0	4	0	11	4	4	9	0	0	17	89
% Trucks	7.4	0.9	0	1.4	0	1.4	0	2.3	2.9	0	0	2.4	0	0	0	0	0	0	2.2	1.2	0	2.9	0	1.7	1.1	1.8	1.2	0	0	1.3	1.5

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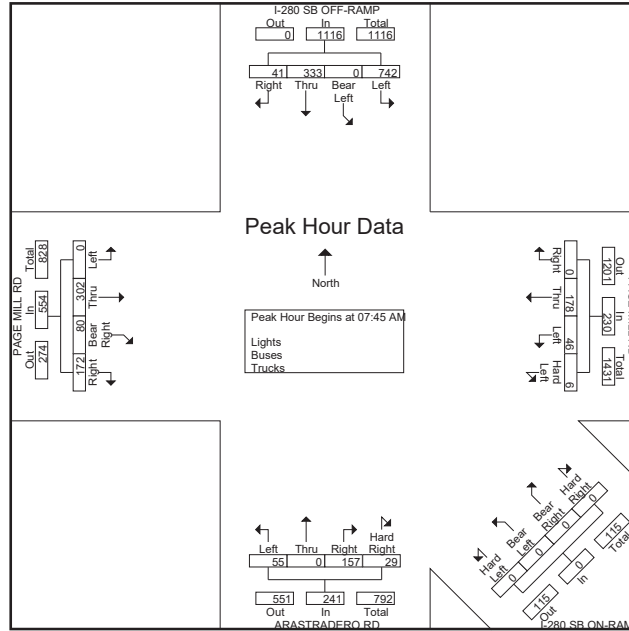
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Start Time	I-280 SB OFF-RAMP Southbound					PAGE MILL RD Westbound					I-280 SB ON-RAMP Northwestbound					ARASTRADERO RD Northbound					PAGE MILL RD Eastbound					Int. Total					
	Right	Thru	Base Left	Left	App. Total	Right	Thru	Left	Base Left	Peds	App. Total	Hard Right	Base Right	Base Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Base Right		Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:45 AM																															
07:45 AM	7	79	0	201	287	0	37	5	3	45	0	0	0	0	0	0	0	0	9	45	0	14	68	39	19	73	0	0	131	531	
08:00 AM	8	83	0	183	274	0	44	11	2	57	0	0	0	0	0	0	0	0	6	37	0	11	54	60	24	86	0	0	170	555	
08:15 AM	8	74	0	195	277	0	43	8	0	51	0	0	0	0	0	0	0	0	7	37	0	10	54	38	23	77	0	0	138	520	
08:30 AM	18	97	0	163	278	0	54	22	1	77	0	0	0	0	0	0	0	0	7	38	0	20	65	35	14	66	0	0	115	535	
Total Volume	41	333	0	742	1116	0	178	46	6	230	0	0	0	0	0	0	0	0	29	157	0	55	241	172	80	302	0	0	554	2141	
% App. Total	3.7	29.8	0	66.5		0	77.4	20	2.6		0	0	0	0	0	0	0	0	12	65.1	0	22.8		31	14.4	54.5	0				
PHF	.569	.858	.000	.923	.972	.000	.824	.523	.500	.747	.000	.000	.000	.000	.000	.000	.000	.000	.806	.872	.000	.688	.886	.717	.833	.878	.000	.815	.964		

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Groups Printed- Lights - Buses - Trucks

Start Time	I-280 SB OFF-RAMP Southbound					PAGE MILL RD Westbound					I-280 SB ON-RAMP Northwestbound					ARASTRADERO RD Northbound					PAGE MILL RD Eastbound					Int. Total								
	Right	Thru	App. Total	Left	Peds	Right	Thru	App. Total	Left	Peds	Right	Thru	App. Total	Left	Peds	Right	Thru	App. Total	Left	Peds	App. Total													
04:00 PM	11	81	0	125	0	225	0	62	10	3	0	75	0	0	0	0	0	0	0	0	0	27	111	0	21	0	159	23	27	67	0	0	117	576
04:15 PM	9	122	7	117	0	255	0	40	7	1	0	48	0	0	0	0	0	0	0	0	0	30	102	0	23	0	155	36	23	61	0	0	120	578
04:30 PM	9	106	15	123	0	253	0	40	9	9	0	58	0	0	0	0	0	0	0	0	0	21	107	0	17	0	145	34	15	61	0	0	110	566
04:45 PM	16	106	17	136	0	275	0	39	16	4	0	59	0	0	0	0	0	0	0	0	0	21	102	0	28	0	151	32	12	56	0	0	100	585
Total	45	415	47	501	0	1008	0	181	42	17	0	240	0	0	0	0	0	0	0	0	0	99	422	0	89	0	610	125	77	245	0	0	447	2305
05:00 PM	19	124	10	140	0	293	0	40	6	4	0	50	0	0	0	0	0	0	0	0	0	17	78	0	33	0	128	20	16	24	0	0	60	531
05:15 PM	14	104	12	127	0	257	0	46	13	3	0	62	0	0	0	0	0	0	0	0	0	16	98	0	29	0	143	37	11	33	0	0	81	543
05:30 PM	4	105	5	123	0	237	0	55	23	5	0	83	0	0	0	0	0	0	0	0	0	15	82	0	43	0	140	29	13	32	0	0	74	534
05:45 PM	9	107	0	120	0	236	0	62	17	30	0	109	0	0	0	0	0	0	0	0	0	15	70	0	39	0	124	22	13	35	0	0	70	539
Total	46	440	27	510	0	1023	0	203	59	42	0	304	0	0	0	0	0	0	0	0	0	63	328	0	144	0	535	108	53	124	0	0	285	2147
06:00 PM	15	77	0	119	0	211	0	91	11	58	0	160	0	0	0	0	0	0	0	0	0	17	102	0	41	0	160	24	7	43	0	0	74	605
06:15 PM	14	58	1	141	0	214	0	82	11	60	0	153	0	0	0	0	0	0	0	0	0	18	115	0	35	0	168	19	10	48	0	0	77	612
06:30 PM	6	47	0	121	0	174	0	111	6	45	0	162	0	0	0	0	0	0	0	0	0	24	85	0	46	0	155	14	15	54	0	0	83	574
06:45 PM	12	45	1	129	0	187	0	83	4	47	0	134	0	0	0	0	0	0	0	0	0	25	60	0	18	0	103	13	20	48	0	0	81	505
Total	47	227	2	510	0	786	0	367	32	210	0	609	0	0	0	0	0	0	0	0	0	84	362	0	140	0	586	70	52	193	0	0	315	2296
Grand Total	138	1082	76	1521	0	2817	0	751	133	269	0	1153	0	0	0	0	0	0	0	0	0	246	1112	0	373	0	1731	303	182	562	0	0	1047	6748
Approch %	4.9	38.4	2.7	54	0	41.7	0	65.1	11.5	23.3	0	17.1	0	0	0	0	0	0	0	0	0	14.2	64.2	0	21.5	0	28.9	17.4	53.7	0	0	15.5		
Total %	2	16	1.1	22.5	0	41.7	0	11.1	2	4	0	17.1	0	0	0	0	0	0	0	0	0	3.6	16.5	0	5.5	0	25.7	4.5	2.7	8.3	0	0	15.5	
% Lights	133	1076	75	1513	0	2797	0	748	131	267	0	1146	0	0	0	0	0	0	0	0	0	242	1093	0	368	0	1703	303	177	556	0	0	1036	6682
% Buses	96.4	99.4	98.7	99.5	0	99.3	0	99.6	98.5	99.3	0	99.4	0	0	0	0	0	0	0	0	0	98.4	98.3	0	98.7	0	98.4	100	97.3	98.9	0	0	98.9	99
% Trucks	4	0	0	3	0	7	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	4	9	0	0	0	13	0	3	3	0	0	6	29
% Buses	2.9	0	0	0.2	0	0.2	0	0.3	0	0.4	0	0.3	0	0	0	0	0	0	0	0	0	1.6	0.8	0	0	0	0.8	0	1.6	0.5	0	0	0.6	0.4
% Trucks	1	6	1	5	0	13	0	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	10	0	5	0	15	0	2	3	0	0	5	37
% Trucks	0.7	0.6	1.3	0.3	0	0.5	0	0.1	1.5	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0.9	0	1.3	0	0.9	0	1.1	0.5	0	0	0.5	0.5	

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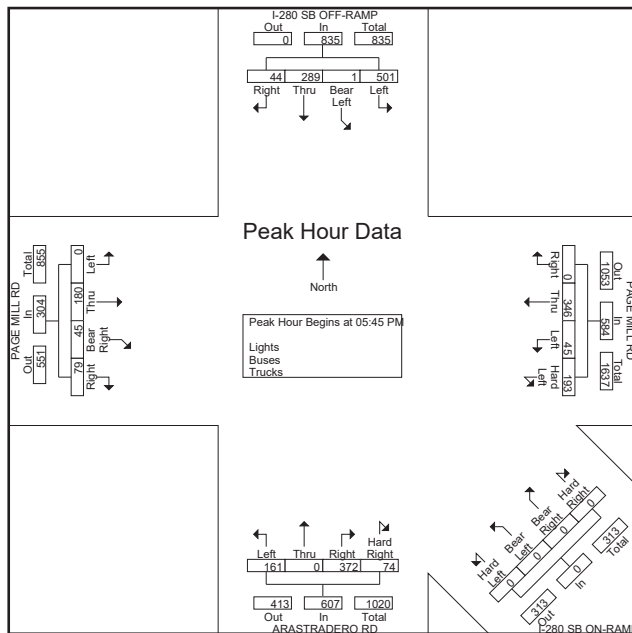
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Site Code : 00000012
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Start Time	I-280 SB OFF-RAMP Southbound				PAGE MILL RD Westbound				I-280 SB ON-RAMP Northwestbound				ARASTRADERO RD Northbound				PAGE MILL RD Eastbound				Int. Total					
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total		Right	Bear Right	Thru	Left	App. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:45 PM																										
05:45 PM	9	107	0	120	236	0	62	17	30	109	0	0	0	0	0	15	70	0	39	124	22	13	35	0	70	539
06:00 PM	15	77	0	119	211	0	91	11	58	160	0	0	0	0	0	17	102	0	41	160	24	7	43	0	74	605
06:15 PM	14	58	1	141	214	0	82	11	60	153	0	0	0	0	0	18	115	0	35	168	19	10	48	0	77	612
06:30 PM	6	47	0	121	174	0	111	6	45	162	0	0	0	0	0	24	85	0	46	155	14	15	54	0	83	574
Total Volume	44	289	1	501	835	0	346	45	193	584	0	0	0	0	0	74	372	0	161	607	79	45	180	0	304	2330
% App. Total	5.3	34.6	0.1	60		0	59.2	7.7	33		0	0	0	0		12.2	61.3	0	26.5		26	14.8	59.2	0		
PHF	.733	.675	.250	.888	.885	.000	.779	.662	.804	.901	.000	.000	.000	.000	.000	.771	.809	.000	.875	.903	.823	.750	.833	.000	.916	.952

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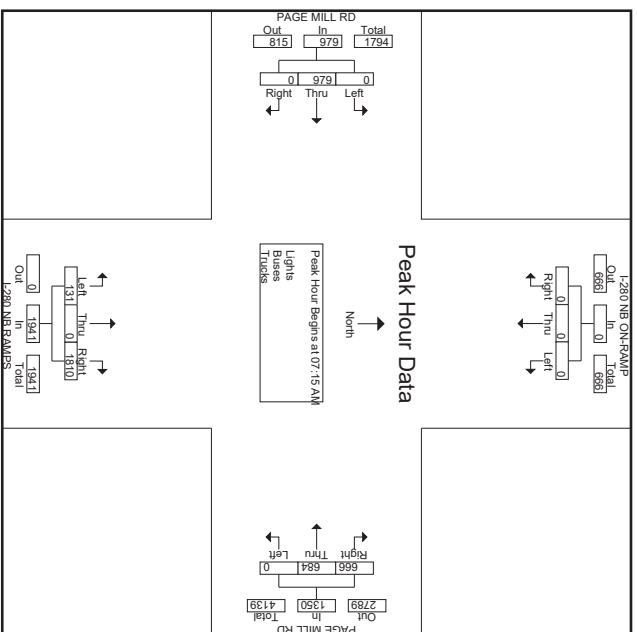
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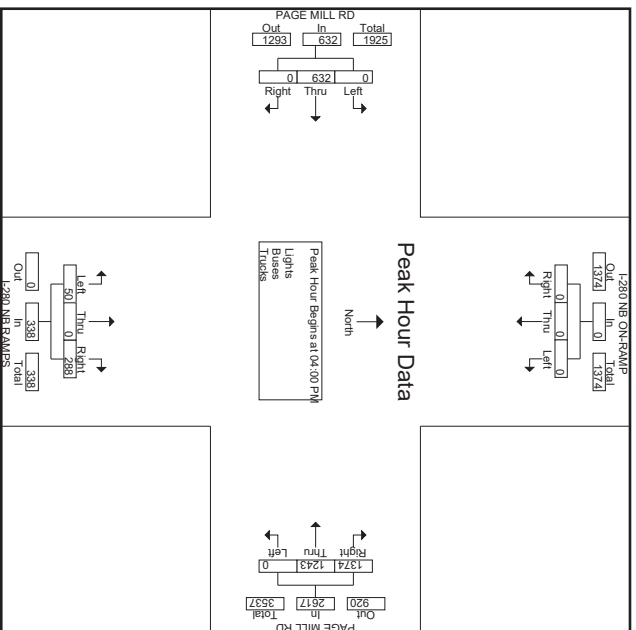
Start Time	I-280 NB ON-RAMP			PAGE MILL RD			I-280 NB RAMPS			PAGE MILL RD		
	Right	Thru	Left	Southbound	Westbound	Northbound	Right	Thru	Left	Eastbound	INT. Total	
07:00 AM	0	0	0	0	90	0	179	379	0	19	0	398
07:15 AM	0	0	0	0	155	0	314	412	0	36	0	448
07:30 AM	0	0	0	0	183	0	364	471	0	43	0	514
07:45 AM	0	0	0	0	207	0	419	478	0	19	0	487
Total	0	0	0	0	634	0	1273	1740	0	117	0	1857
08:00 AM	0	0	0	0	121	0	256	449	0	33	0	482
08:15 AM	0	0	0	0	122	0	271	498	0	21	0	519
08:30 AM	0	0	0	0	121	0	232	442	0	31	0	473
08:45 AM	0	0	0	0	89	0	182	445	0	28	0	473
Total	0	0	0	0	463	0	887	1834	0	113	0	1947
09:00 AM	0	0	0	0	105	0	193	501	0	36	0	537
09:15 AM	0	0	0	0	86	0	180	440	0	27	0	484
09:30 AM	0	0	0	0	108	0	198	473	0	27	0	500
09:45 AM	0	0	0	0	77	0	178	496	0	46	0	542
Total	0	0	0	0	376	0	758	1910	0	133	0	2043
Grand Total	0	0	0	0	1473	0	2912	5844	0	363	0	5847
Approch %	0	0	0	0	50.6	0	12.9	49.4	0	93.8	0	6.2
Total %	0	0	0	0	12.9	0	25.4	47.9	0	3.2	0	51.1
% Lights	0	0	0	0	144.0	0	294.4	541.3	0	35.5	0	57.69
% Buses	0	0	0	0	100	0	97.7	98.7	0	97.8	0	98.6
% Trucks	0	0	0	0	0.3	0	0.4	0.3	0	0.3	0	0.3

Start Time	I-280 NB ON-RAMP			PAGE MILL RD			I-280 NB RAMPS			PAGE MILL RD		
	Right	Thru	Left	Southbound	Westbound	Northbound	Right	Thru	Left	Eastbound	INT. Total	
07:15 AM	0	0	0	0	155	0	314	412	0	36	0	448
07:30 AM	0	0	0	0	183	0	364	471	0	43	0	514
07:45 AM	0	0	0	0	207	0	419	478	0	19	0	487
08:00 AM	0	0	0	0	121	0	256	449	0	33	0	482
Total Volume	0	0	0	0	666	0	1350	1810	0	131	0	1941
% App. Total	0	0	0	0	49.3	0	93.3	93.3	0	6.7	0	100
PHF	0.000	0.000	0.000	0.000	0.804	0.000	0.805	0.947	0.000	0.762	0.000	0.944



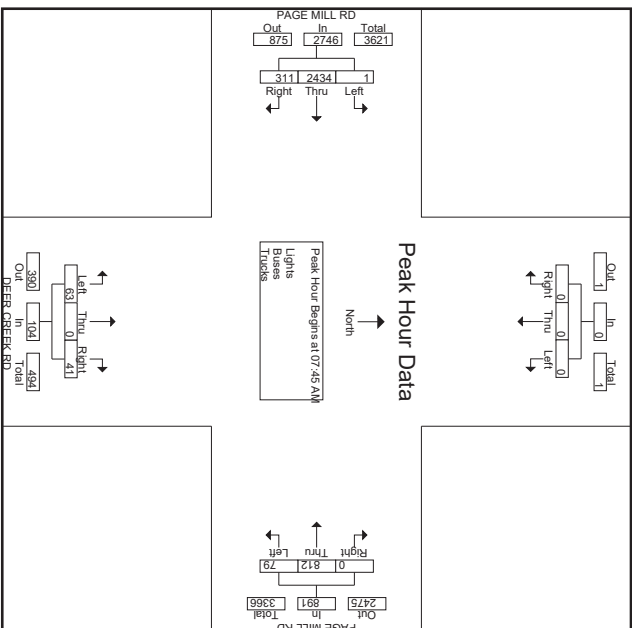
Start Time	I-280 NB ON-RAMP			PAGE MILL RD			I-280 NB RAMPS			PAGE MILL RD			
	Right	Thru	Left	Westbound	Eastbound	Northbound	Southbound	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	I-280 NB ON-RAMP			PAGE MILL RD			I-280 NB RAMPS			PAGE MILL RD			
	Right	Thru	Left	Westbound	Eastbound	Northbound	Southbound	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0.000	.0000	.0000	.874	.945	.0000	.979	.750	.0000	.658	.754	.000	.908
PHF	.000	.0000	.0000	.874	.945	.0000	.979	.750	.0000	.658	.754	.000	.908



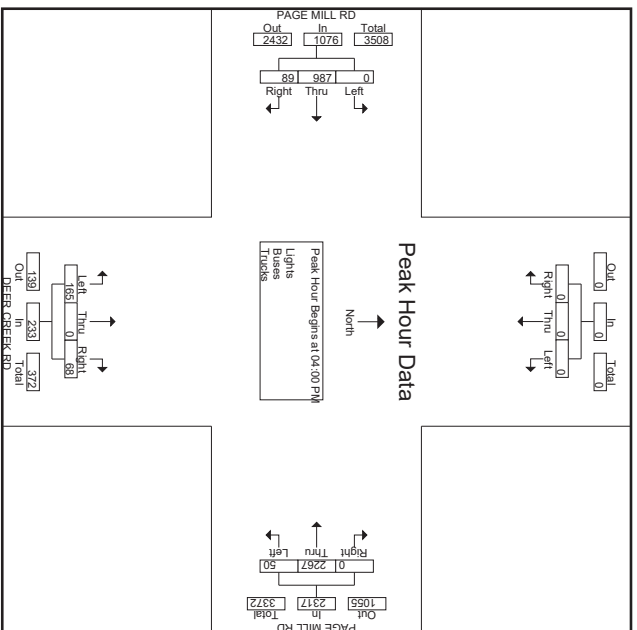
Start Time	Southbound			PAGE MILL RD Westbound			DEERCREEK RD Northbound			PAGE MILL RD Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	0	98	0	0	0	0	15	39	606	
07:15 AM	0	0	0	0	132	4	0	12	1	16	51	657	
07:30 AM	0	0	0	0	167	8	0	9	0	13	57	618	
07:45 AM	0	0	0	0	181	14	0	195	2	36	69	652	
Total	0	0	0	0	578	26	0	604	23	80	216	2533	
08:00 AM	0	0	0	0	208	22	0	230	8	0	82	623	
08:15 AM	0	0	0	0	156	12	0	230	11	0	79	601	
08:30 AM	0	0	0	0	206	28	0	236	10	24	61	538	
08:45 AM	0	0	0	0	197	18	0	215	19	48	86	578	
Total	0	0	0	0	628	83	0	971	48	64	112	350	2360
09:00 AM	0	0	0	0	180	25	0	205	18	0	117	586	
09:15 AM	0	0	0	0	156	12	0	169	18	0	30	117	
09:30 AM	0	0	0	0	175	12	0	187	9	0	22	94	
09:45 AM	0	0	0	0	132	12	0	144	6	0	19	104	
Total	0	0	0	0	643	61	0	704	51	0	105	432	
Grand Total	0	0	0	0	2049	170	0	2219	122	0	171	4	
Approch %	0	0	0	0	92.3	7.7	0	92.3	7.7	0	57.6	1.3	
Total %	0	0	0	0	19.1	1.6	0	20.7	1.1	0	1.6	0	
% Lights	0	0	0	0	2000	153	0	2153	104	0	164	4	
% Buses	0	0	0	0	97.6	90	0	97	85.2	0	95.9	100	
% Trucks	0	0	0	0	0.4	5.9	0	0.8	9.8	0	0	0	

Start Time	Southbound			PAGE MILL RD Westbound			DEERCREEK RD Northbound			PAGE MILL RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	0	0	0	0	181	14	0	195	12	0	21	0
08:00 AM	0	0	0	0	208	22	0	230	8	0	15	23
08:15 AM	0	0	0	0	156	12	0	230	11	0	13	24
08:30 AM	0	0	0	0	208	28	0	236	10	0	14	24
Total Volume	0	0	0	0	812	79	0	891	41	0	63	104
% Appr. Total	0	0	0	0	91.1	8.9	0	94.4	39.4	0	60.6	11.3
PHF	.000	.000	.000	.000	.944	.705	.000	.944	.854	.000	.750	.788



Start Time	Southbound			PAGE MILL RD Westbound			DEERCREEK RD Northbound			PAGE MILL RD Eastbound			In Total						
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left							
04:00 PM	0	0	0	0	576	5	0	581	13	0	37	0	50	24	257	0	281	912	
04:15 PM	0	0	0	0	586	13	0	599	17	0	47	0	64	19	275	0	294	957	
04:30 PM	0	0	0	0	561	13	0	574	16	0	42	0	58	25	233	0	258	890	
04:45 PM	0	0	0	0	544	19	2	565	22	0	39	0	61	21	222	0	243	869	
Total	0	0	0	0	2267	50	2	2319	68	0	165	0	233	89	987	0	1076	3628	
05:00 PM	0	0	0	0	429	23	0	452	30	0	34	0	37	344	2	0	383	899	
05:15 PM	0	0	0	0	384	26	0	420	29	0	35	0	64	26	337	0	363	847	
05:30 PM	0	0	0	0	483	14	0	507	24	0	46	0	70	19	281	1	271	846	
05:45 PM	0	0	0	0	442	21	0	463	25	0	43	2	268	117	197	5	1319	3449	
Total	0	0	0	0	1778	84	0	1862	108	0	158	2	268	117	197	5	1319	3449	
06:00 PM	0	0	0	0	476	17	0	493	25	0	62	1	88	24	252	0	276	867	
06:15 PM	0	0	0	0	484	15	0	499	23	0	55	1	80	15	288	1	296	875	
06:30 PM	0	0	0	0	477	10	0	487	24	0	65	1	90	17	259	2	278	865	
06:45 PM	0	0	0	0	442	12	0	454	26	0	68	1	95	11	186	0	197	746	
Total	0	0	0	0	1819	54	0	1833	98	0	251	4	353	67	977	3	1047	3333	
Grand Total	0	0	0	0	5924	188	2	6114	274	0	574	6	854	273	3161	8	3442	10410	
Approach %	0	0	0	0	96.9	3.1	0	96.9	3.1	0	67.2	0.7	32.1	7.9	91.8	0.2	0	33.1	
Total %	0	0	0	0	56.9	1.8	0	58.7	2.6	0	5.5	0.1	8.2	2.6	30.4	0.1	0	33.1	
% Lights	0	0	0	0	98.1	1.6	2	6053	268	0	560	6	834	260	3127	8	3395	10282	
% Buses	0	0	0	0	98.4	85.1	100	99	97.8	0	97.6	100	97.7	95.2	98.9	100	0	98.6	98.8
% Trucks	0	0	0	0	10	27	0	37	3	0	1.2	0	15	9	13	0	22	7.4	

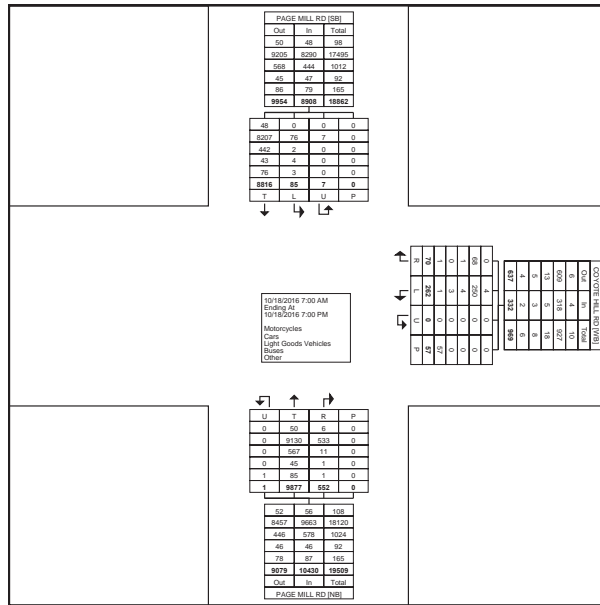
Start Time	Southbound			PAGE MILL RD Westbound			DEERCREEK RD Northbound			PAGE MILL RD Eastbound			In Total					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left						
04:00 PM	0	0	0	0	576	5	0	581	13	0	37	0	50	24	257	0	281	912
04:15 PM	0	0	0	0	586	13	0	599	17	0	47	0	64	19	275	0	294	957
04:30 PM	0	0	0	0	561	13	0	574	16	0	42	0	58	25	233	0	258	890
04:45 PM	0	0	0	0	544	19	2	565	22	0	39	0	61	21	222	0	243	869
Total Volume	0	0	0	0	2267	50	2	2317	68	0	165	0	233	89	987	0	1076	3626
% App. Total	0	0	0	0	97.8	2.2	0	97.8	2.2	0	70.8	0	81.3	91.7	0	0	91.5	94.7
PHF	0.000	0.000	0.000	0.000	0.967	0.658	0.967	0.773	0.000	0.878	0.910	0.890	0.897	0.000	0.915	0.947		



Turning Movement Data

Start Time	PAGE MILL RD Southbound					COYOTE HILL RD Westbound					PAGE MILL RD Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	121	2	0	0	123	0	3	0	2	3	26	581	0	0	607	733
7:15 AM	134	1	0	0	135	0	1	0	2	1	32	586	0	0	618	754
7:30 AM	163	2	0	0	165	2	2	0	0	4	28	609	0	0	637	806
7:45 AM	199	6	0	0	205	3	1	0	6	4	22	597	0	0	619	828
Hourly Total	617	11	0	0	628	5	7	0	10	12	108	2373	0	0	2481	3121
8:00 AM	227	6	0	0	233	1	2	0	1	3	44	584	0	0	628	864
8:15 AM	176	5	1	0	182	3	3	0	4	6	40	598	0	0	638	826
8:30 AM	232	10	1	0	243	2	1	0	3	3	36	568	0	0	604	850
8:45 AM	198	6	0	0	204	0	3	0	4	3	37	523	0	0	560	767
Hourly Total	833	27	2	0	862	6	9	0	12	15	157	2273	0	0	2430	3307
9:00 AM	182	6	1	0	189	1	1	0	8	2	59	538	0	0	597	788
9:15 AM	142	1	0	0	143	3	3	0	1	6	54	574	0	0	628	777
9:30 AM	164	5	0	0	169	3	1	0	3	4	61	577	0	0	638	811
9:45 AM	188	6	1	0	195	0	5	0	4	5	70	596	0	0	666	866
Hourly Total	676	18	2	0	696	7	10	0	16	17	244	2285	0	0	2529	3242
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	626	3	1	0	630	4	18	0	2	22	4	225	0	0	229	881
4:15 PM	626	1	0	0	627	4	22	0	1	26	3	231	0	0	234	887
4:30 PM	651	2	0	0	653	5	26	0	4	31	5	233	0	0	238	922
4:45 PM	563	5	0	0	568	2	23	0	0	25	0	205	0	0	205	798
Hourly Total	2466	11	1	0	2478	15	89	0	7	104	12	894	0	0	906	3488
5:00 PM	576	3	0	0	579	5	9	0	0	14	3	240	0	0	243	836
5:15 PM	578	1	0	0	579	10	24	0	1	34	3	293	0	0	296	909
5:30 PM	567	3	1	0	571	2	16	0	1	18	7	286	0	0	293	882
5:45 PM	504	2	0	0	506	7	16	0	1	23	3	284	0	0	287	816
Hourly Total	2225	9	1	0	2235	24	65	0	3	89	16	1103	0	0	1119	3443
6:00 PM	474	3	0	0	477	5	12	0	2	17	5	262	1	0	268	762
6:15 PM	558	0	1	0	559	3	25	0	2	28	1	262	0	0	263	860
6:30 PM	519	2	0	0	521	3	28	0	3	31	3	229	0	0	232	784
6:45 PM	448	4	0	0	452	2	17	0	2	19	6	196	0	0	202	673
Hourly Total	1999	9	1	0	2009	13	82	0	9	95	15	949	1	0	965	3069
Grand Total	8816	85	7	0	8908	70	262	0	57	332	552	9877	1	0	10430	19670
Approach %	99.0	1.0	0.1	-	-	21.1	78.9	0.0	-	-	5.3	94.7	0.0	-	-	-
Total %	44.8	0.4	0.0	-	45.3	0.4	1.3	0.0	-	1.7	2.8	50.2	0.0	-	53.0	-
Motorcycles	48	0	0	-	48	0	4	0	-	4	6	50	0	-	56	108
% Motorcycles	0.5	0.0	0.0	-	0.5	0.0	1.5	-	-	1.2	1.1	0.5	0.0	-	0.5	0.5
Cars	8207	76	7	-	8290	68	250	0	-	318	533	9130	0	-	9663	18271
% Cars	93.1	89.4	100.0	-	93.1	97.1	95.4	-	-	95.8	96.6	92.4	0.0	-	92.6	92.9
Light Goods Vehicles	442	2	0	-	444	1	4	0	-	5	11	567	0	-	578	1027
% Light Goods Vehicles	5.0	2.4	0.0	-	5.0	1.4	1.5	-	-	1.5	2.0	5.7	0.0	-	5.5	5.2
Buses	43	4	0	-	47	0	3	0	-	3	1	45	0	-	46	96

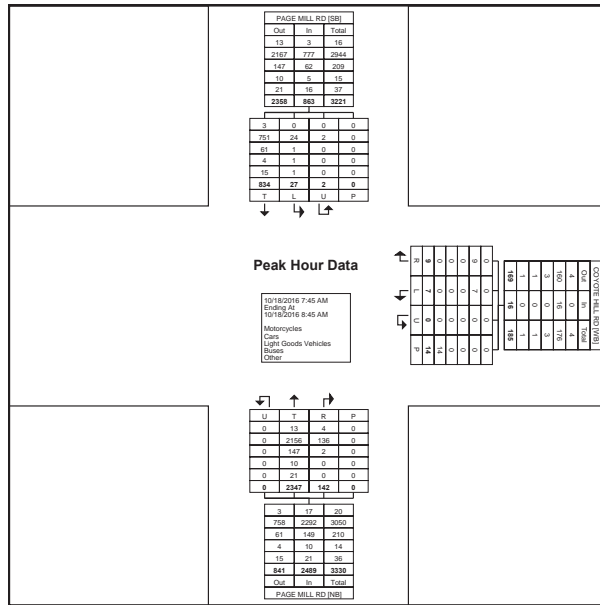
% Buses	0.5	4.7	0.0	-	0.5	0.0	1.1	-	-	0.9	0.2	0.5	0.0	-	0.4	0.5
Single-Unit Trucks	55	1	0	-	56	0	1	0	-	1	1	51	1	-	53	110
% Single-Unit Trucks	0.6	1.2	0.0	-	0.6	0.0	0.4	-	-	0.3	0.2	0.5	100.0	-	0.5	0.6
Articulated Trucks	14	1	0	-	15	0	0	0	-	0	0	17	0	-	17	32
% Articulated Trucks	0.2	1.2	0.0	-	0.2	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	7	1	0	-	8	1	0	0	-	1	0	17	0	-	17	26
% Bicycles on Road	0.1	1.2	0.0	-	0.1	1.4	0.0	-	-	0.3	0.0	0.2	0.0	-	0.2	0.1
All Pedestrians	-	-	-	0	-	-	-	-	57	-	-	-	-	0	-	-
% All Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

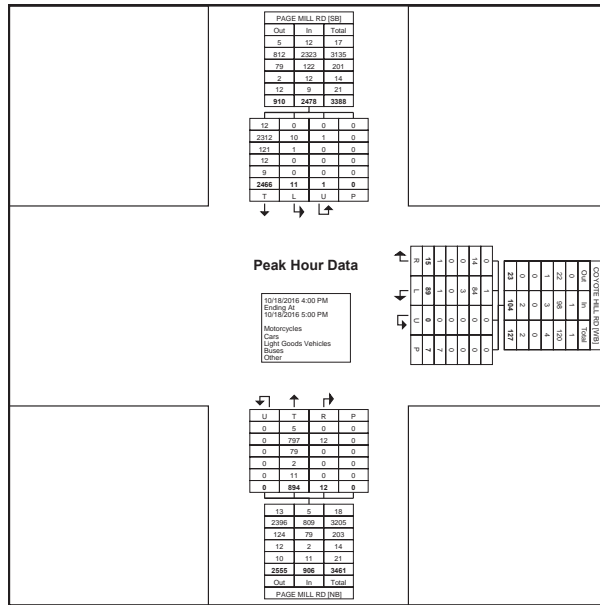
Start Time	PAGE MILL RD Southbound Westbound					COYOTE HILL RD Westbound Northbound					PAGE MILL RD Northbound Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:45 AM	199	6	0	0	205	3	1	0	6	4	22	597	0	0	619	828
8:00 AM	227	6	0	0	233	1	2	0	1	3	44	584	0	0	628	864
8:15 AM	176	5	1	0	182	3	3	0	4	6	40	598	0	0	638	826
8:30 AM	232	10	1	0	243	2	1	0	3	3	36	568	0	0	604	850
Total	834	27	2	0	863	9	7	0	14	16	142	2347	0	0	2489	3368
Approach %	96.6	3.1	0.2	-	-	56.3	43.8	0.0	-	-	5.7	94.3	0.0	-	-	-
Total %	24.8	0.8	0.1	-	25.6	0.3	0.2	0.0	-	0.5	4.2	69.7	0.0	-	73.9	-
PHF	0.899	0.675	0.500	-	0.888	0.750	0.583	0.000	-	0.667	0.807	0.961	0.000	-	0.975	0.975
Motorcycles	3	0	0	-	3	0	0	0	-	0	4	13	0	-	17	20
% Motorcycles	0.4	0.0	0.0	-	0.3	0.0	0.0	-	-	0.0	2.8	0.6	-	-	0.7	0.6
Cars	751	24	2	-	777	9	7	0	-	16	136	2156	0	-	2292	3085
% Cars	90.0	88.9	100.0	-	90.0	100.0	100.0	-	-	100.0	95.8	91.9	-	-	92.1	91.6
Light Goods Vehicles	61	1	0	-	62	0	0	0	-	0	2	147	0	-	149	211
% Light Goods Vehicles	7.3	3.7	0.0	-	7.2	0.0	0.0	-	-	0.0	1.4	6.3	-	-	6.0	6.3
Buses	4	1	0	-	5	0	0	0	-	0	0	10	0	-	10	15
% Buses	0.5	3.7	0.0	-	0.6	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Single-Unit Trucks	12	1	0	-	13	0	0	0	-	0	0	16	0	-	16	29
% Single-Unit Trucks	1.4	3.7	0.0	-	1.5	0.0	0.0	-	-	0.0	0.0	0.7	-	-	0.6	0.9
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	3	0	-	3	4
% Articulated Trucks	0.1	0.0	0.0	-	0.1	0.0	0.0	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	2	0	-	2	4
% Bicycles on Road	0.2	0.0	0.0	-	0.2	0.0	0.0	-	-	0.0	0.0	0.1	-	-	0.1	0.1
All Pedestrians	-	-	-	0	-	-	-	-	14	-	-	-	-	0	-	-
% All Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)

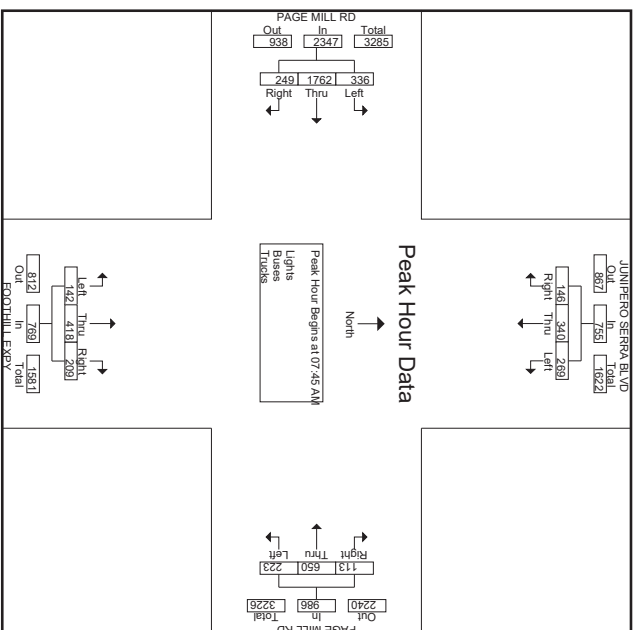
Turning Movement Peak Hour Data (4:00 PM)

Start Time	PAGE MILL RD Southbound Westbound					COYOTE HILL RD Westbound Northbound					PAGE MILL RD Northbound Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:00 PM	626	3	1	0	630	4	18	0	2	22	4	225	0	0	229	881
4:15 PM	626	1	0	0	627	4	22	0	1	26	3	231	0	0	234	887
4:30 PM	651	2	0	0	653	5	26	0	4	31	5	233	0	0	238	922
4:45 PM	563	5	0	0	568	2	23	0	0	25	0	205	0	0	205	798
Total	2466	11	1	0	2478	15	89	0	7	104	12	894	0	0	906	3488
Approach %	99.5	0.4	0.0	-	-	14.4	85.6	0.0	-	-	1.3	98.7	0.0	-	-	-
Total %	70.7	0.3	0.0	-	71.0	0.4	2.6	0.0	-	3.0	0.3	25.6	0.0	-	26.0	-
PHF	0.947	0.550	0.250	-	0.949	0.750	0.856	0.000	-	0.839	0.600	0.959	0.000	-	0.952	0.946
Motorcycles	12	0	0	-	12	0	1	0	-	1	0	5	0	-	5	18
% Motorcycles	0.5	0.0	0.0	-	0.5	0.0	1.1	-	-	1.0	0.0	0.6	-	-	0.6	0.5
Cars	2312	10	1	-	2323	14	84	0	-	98	12	797	0	-	809	3230
% Cars	93.8	90.9	100.0	-	93.7	93.3	94.4	-	-	94.2	100.0	89.1	-	-	89.3	92.6
Light Goods Vehicles	121	1	0	-	122	0	3	0	-	3	0	79	0	-	79	204
% Light Goods Vehicles	4.9	9.1	0.0	-	4.9	0.0	3.4	-	-	2.9	0.0	8.8	-	-	8.7	5.8
Buses	12	0	0	-	12	0	0	0	-	0	0	2	0	-	2	14
% Buses	0.5	0.0	0.0	-	0.5	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.4
Single-Unit Trucks	9	0	0	-	9	0	1	0	-	1	0	5	0	-	5	15
% Single-Unit Trucks	0.4	0.0	0.0	-	0.4	0.0	1.1	-	-	1.0	0.0	0.6	-	-	0.6	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	4	0	-	4	5
% Bicycles on Road	0.0	0.0	0.0	-	0.0	6.7	0.0	-	-	1.0	0.0	0.4	-	-	0.4	0.1
All Pedestrians	-	-	-	0	-	-	-	-	7	-	-	-	-	0	-	-
% All Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

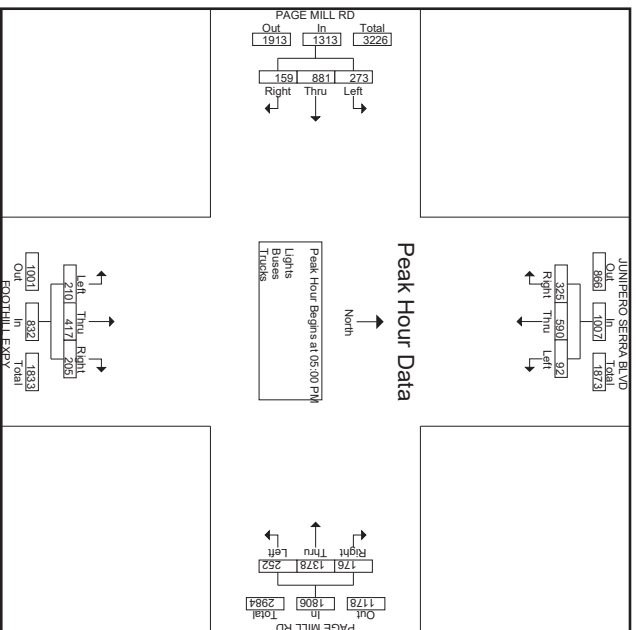


Turning Movement Peak Hour Data Plot (4:00 PM)

Start Time	JUNIPERO SERRA BLVD				PAGE MILL RD				FOOTHILL EXPY				PAGE MILL RD								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
07:00 AM	14	28	6	1	49	22	86	33	0	141	19	34	18	0	71	99	413	94	0	606	867
07:15 AM	17	44	27	0	88	26	97	29	0	152	22	75	18	1	116	88	413	93	0	594	950
07:30 AM	36	53	39	2	130	18	142	46	0	206	37	60	13	0	110	77	415	96	0	588	1034
07:45 AM	33	73	45	0	151	28	175	59	0	262	47	115	35	0	197	65	453	113	0	631	1241
Total	100	198	117	3	418	94	500	167	0	761	125	294	84	1	494	329	1694	396	0	2419	4092
08:00 AM	50	92	76	0	218	24	171	64	0	299	56	90	31	0	177	64	429	64	0	557	1211
08:15 AM	31	95	76	0	202	27	156	60	0	293	60	112	34	0	206	53	407	94	1	547	1198
08:30 AM	32	80	72	0	164	34	148	40	0	222	48	101	42	0	169	63	413	75	1	614	1209
08:45 AM	28	49	59	0	136	20	111	51	0	198	20	117	29	0	114	73	453	71	2	579	1171
Total	141	316	283	0	740	105	646	215	0	966	230	420	136	0	786	237	1742	294	4	2297	4789
09:00 AM	32	65	65	0	162	12	148	46	0	206	65	82	15	0	162	53	403	53	0	509	1039
09:15 AM	15	61	66	0	142	3	112	52	0	192	49	100	4	0	192	57	409	60	0	525	1056
09:30 AM	27	51	61	0	139	23	130	53	0	205	63	118	30	0	211	61	402	53	0	518	1072
09:45 AM	15	69	49	0	133	20	88	50	0	191	71	69	20	1	161	49	400	61	0	536	968
Total	89	246	241	0	576	88	458	201	0	747	248	369	108	1	726	246	1613	227	0	2086	4135
Grand Total	330	760	641	3	1734	287	1604	583	0	2474	603	1073	328	2	2006	832	5049	917	4	6802	13016
Approach %	19	43.8	37	0.2	13.3	2.2	12.3	4.5	0	19	4.6	8.2	2.5	0	15.4	6.4	38.8	7	0	52.3	127.92
% Lights	32.5	74.9	63.5	3	17.12	2.84	15.69	5.66	0	24.09	5.85	10.54	3.20	2	19.61	8.21	49.82	9.03	4	67.10	127.92
% Buses	98.5	98.6	98.1	100	98.7	99	97.2	97.1	0	97.4	97	98.2	97.6	100	97.8	98.7	98.5	100	98.6	98.3	98.3
% Trucks	0.9	0.5	0	0	0.4	0	0.6	0.5	0	0.5	0.2	0.7	0.9	0	0.5	1	0.3	0.5	0	0.4	0.5
% Trucks	0.6	0.9	0.9	0	0.9	1	2.2	2.4	0	2.1	2.8	1.1	1.5	0	1.7	0.4	1	1	0	0.9	1.3

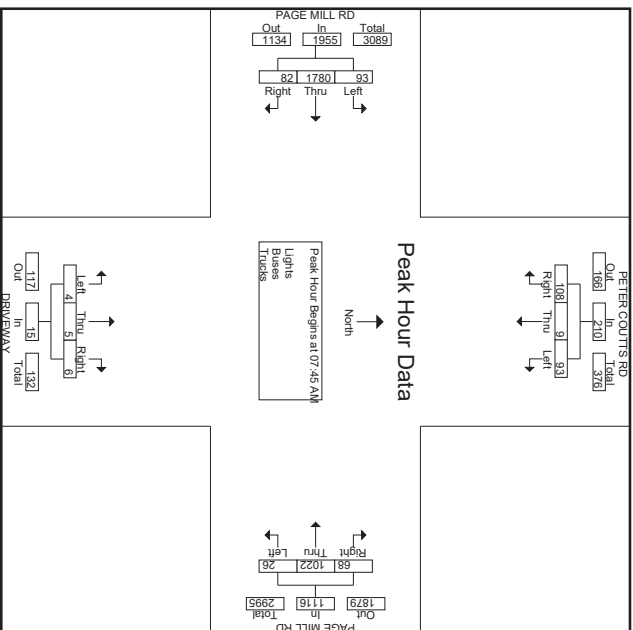


Start Time	JUNIPERO SERRA BLVD				PAGE MILL RD				FOOTHILL EXPY				PAGE MILL RD								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Southbound		Westbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	68	137	21	1	227	20	406	55	0	481	44	70	97	0	211	50	178	33	0	261	1180
04:15 PM	57	122	16	0	195	15	431	53	0	499	59	69	88	0	216	72	177	35	0	284	1194
04:30 PM	53	142	21	0	216	20	383	60	0	473	56	81	99	1	237	56	180	26	0	262	1188
04:45 PM	76	126	21	2	225	44	343	54	0	489	49	109	77	0	235	28	161	64	0	253	1202
Total	254	527	79	3	863	99	1621	222	0	1942	208	329	361	1	899	206	696	198	0	1060	4764
05:00 PM	98	176	23	0	297	64	362	47	0	473	61	115	63	3	242	37	185	51	3	276	1288
05:15 PM	72	104	22	3	201	50	331	62	1	444	53	69	52	1	195	47	285	79	0	421	1261
05:30 PM	74	163	29	2	268	36	305	76	0	417	34	117	50	0	221	34	186	73	4	307	1221
05:45 PM	61	147	18	2	246	26	306	67	1	474	37	99	45	2	180	41	212	63	4	300	1222
Total	325	590	92	5	1012	176	1376	252	2	1608	205	417	210	6	836	159	881	273	11	1324	4982
06:00 PM	66	175	29	0	270	26	324	36	0	386	60	79	46	3	198	46	177	42	5	270	1114
06:15 PM	55	145	30	5	235	24	388	83	0	409	42	67	57	2	166	49	210	55	4	331	1227
06:30 PM	51	112	19	1	183	24	348	43	0	417	54	72	57	2	185	37	182	58	3	281	1066
06:45 PM	72	94	28	0	194	14	315	34	0	363	28	64	41	4	137	39	152	41	3	235	928
Total	244	526	106	6	882	90	1375	196	0	1661	184	282	198	12	676	184	722	196	15	1117	4356
Grand Total	823	1643	277	14	2757	365	4374	670	2	5411	597	1028	789	19	2413	549	2299	627	26	3501	14082
Approx %	29.9	59.6	10	0.5	6.7	80.8	12.4	0	38.4	24.7	42.6	31.9	0.8	17.1	3.9	16.3	4.5	0.2	24.9		
% Lights	81.7	1439	277	14	2746	365	4333	667	2	5367	595	1018	761	19	2393	542	2276	625	26	3469	13975
% Buses	0.5	0.1	0	0	0.2	0	0.6	0.1	0	0.5	0.2	0.6	0.8	0	0.5	0.2	0.4	0	0	0.3	0.4
% Trucks	0.2	0.2	0	0	0.2	0	0.4	0.3	0	0.3	0.2	0.4	0.3	0	0.3	1.1	0.6	0.3	0	0.6	0.4



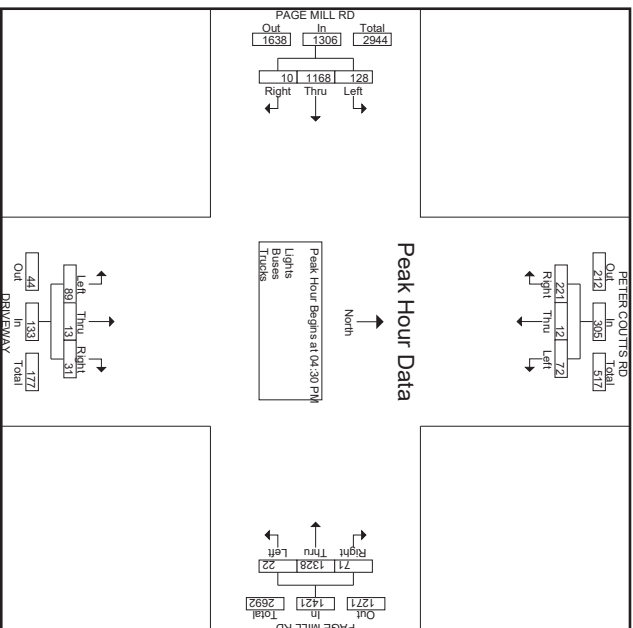
Start Time	PETER COUTTS RD				PAGE MILL RD				DRIVEWAY				PAGE MILL RD								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
07:00 AM	4	1	4	0	9	160	3	1	171	0	0	3	2	5	17	346	16	0	379	564	
07:15 AM	7	2	2	1	12	8	160	7	175	1	1	3	0	5	7	381	19	0	407	599	
07:30 AM	20	0	4	2	28	15	194	1	211	1	0	4	5	10	15	400	25	2	442	691	
07:45 AM	65	3	42	7	117	64	769	18	298	2	4	14	7	27	19	435	26	3	483	856	
Total	97	3	51	10	166	103	1243	43	655	6	15	35	19	59	58	1562	86	5	1711	2710	
08:00 AM	35	3	44	3	85	12	252	3	269	2	0	0	1	3	17	432	30	0	479	836	
08:15 AM	16	2	8	2	28	10	216	8	226	2	0	0	1	4	22	446	18	0	486	813	
08:30 AM	23	4	9	2	38	12	239	4	239	2	2	0	2	7	24	467	19	0	510	810	
08:45 AM	17	0	12	7	36	11	230	4	269	1	2	2	7	7	23	434	20	0	477	789	
Total	91	9	73	12	185	45	1017	23	1093	8	3	2	5	18	86	1779	67	0	1962	3248	
09:00 AM	17	1	11	2	31	12	235	5	256	1	0	2	0	3	23	403	22	3	451	740	
09:15 AM	13	3	8	3	27	17	212	8	232	0	0	2	1	4	23	420	16	0	462	728	
09:30 AM	6	3	7	1	17	7	214	5	227	3	1	2	1	7	21	400	11	0	441	692	
09:45 AM	14	3	5	3	25	11	173	12	200	3	3	3	1	10	29	417	12	3	461	696	
Total	50	10	31	9	100	41	834	30	917	7	4	10	3	24	95	1649	63	8	1815	2856	
Grand Total	206	22	146	28	402	150	2620	71	24	2865	17	11	26	15	69	239	4690	236	13	5478	8814
Approach %	51.2	5.5	36.3	7	4.6	1.7	29.7	0.8	0.3	32.5	0.2	0.1	0.3	0.2	0.8	2.7	56.6	2.7	0.1	62.2	861.7
% Lights	100	90.9	100	100	99.5	100	97.2	93	95.8	97.2	94.1	72.7	57.7	100	78.3	97.5	98.2	100	98.2	97.8	
% Buses	0	1	0	0	1	0	38	0	0	0	0	0	0	0	0	20	2	0	22	61	
% Trucks	0	1	0	0	1	0	1.3	0	0	0	0	0	0	0	0	0.4	0.8	0	0.4	0.7	
% Trucks	0	1	0	0	1	0	3.5	5	1	4.1	1	3	1.1	0	1.5	6	8.9	4	0	7.9	
% Trucks	0	4.5	0	0	0.2	0	1.3	7	4.2	1.4	5.9	27.3	42.3	0	21.7	2.5	1.4	1.7	0	1.4	

Start Time	PETER COUTTS RD				PAGE MILL RD				DRIVEWAY				PAGE MILL RD				
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
07:45 AM	34	0	32	66	34	255	7	296	0	3	4	7	19	435	26	480	849
08:00 AM	35	3	44	82	12	252	3	267	2	0	0	2	17	432	30	479	830
08:15 AM	16	2	8	26	10	216	8	234	2	0	0	2	22	446	18	486	808
08:30 AM	23	4	9	36	12	239	8	259	2	0	0	4	24	467	19	510	809
Total Volume	108	9	93	210	68	1022	26	1116	6	5	4	15	82	1780	93	1955	3296
% App. Total	51.4	4.3	44.3	64.0	6.1	91.6	2.3	94.3	4.0	33.3	26.7	4.2	91	4.8	91	4.8	97.1
PHF	1.71	.563	.528	.640	.500	.926	.813	.943	.750	.417	.250	.536	.654	.953	.775	.958	.971

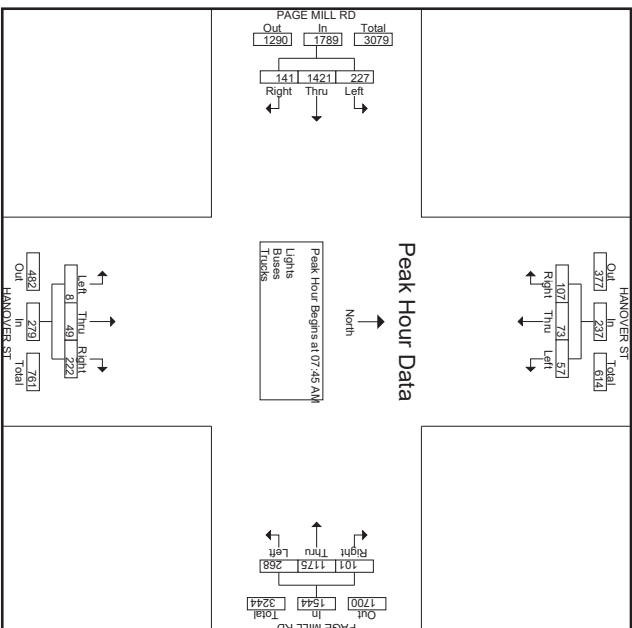


Start Time	PETER COUTTS RD			PAGE MILL RD			DRIVEWAY			PAGE MILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	26	3	12	42	19	405	8	1	433	12	1	28
04:15 PM	41	2	20	63	25	371	5	1	402	13	2	35
04:30 PM	71	4	21	98	10	339	7	1	357	9	6	33
04:45 PM	53	2	16	71	17	326	7	0	350	5	5	15
Total	191	11	69	274	71	1441	27	3	1542	39	14	111
05:00 PM	53	1	19	74	16	335	6	0	357	6	1	24
05:15 PM	44	5	16	63	28	328	2	1	339	11	1	17
05:30 PM	30	1	17	48	15	282	11	0	308	9	10	25
05:45 PM	37	1	20	58	14	365	10	0	327	6	1	20
Total	164	7	72	246	73	1310	29	1	1413	32	13	86
06:00 PM	34	2	11	48	16	309	8	3	336	9	0	15
06:15 PM	33	2	8	43	19	398	4	0	422	6	2	24
06:30 PM	14	0	15	30	14	320	5	0	335	5	2	24
06:45 PM	17	0	11	28	12	310	5	0	327	7	0	22
Total	98	4	45	149	61	1337	22	4	1424	27	4	85
Grand Total	453	22	186	671	205	4088	78	8	4379	98	31	282
Approach %	675	3.3	277	1.5	4.7	93.4	1.8	0.2	23.1	7.3	66.5	3.1
Total %	5	0.2	2	0.1	7.4	2.3	4.5	0.9	48.2	1.1	0.3	3.1
% Lights	452	22	186	10	670	205	4035	77	8	4325	98	31
% Buses	99.8	100	100	99.9	100	98.7	98.7	100	98.8	100	100	100
% Trucks	0.2	0	0	0.1	0	0.9	1.3	0	0.8	0	0	0

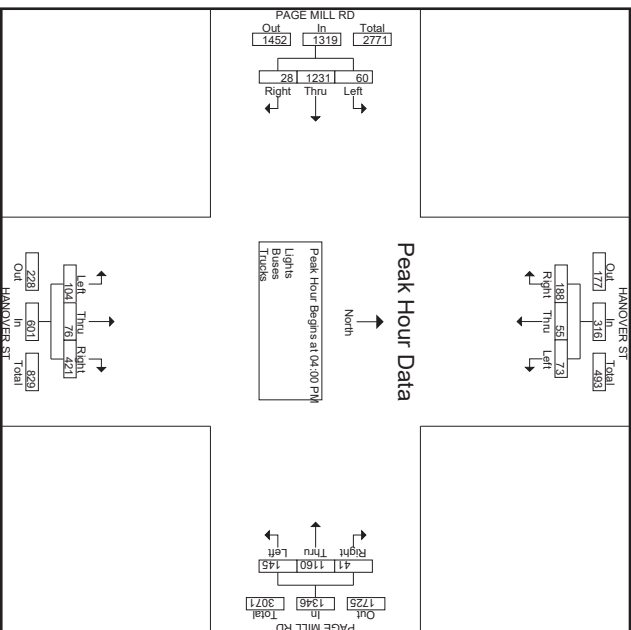
Start Time	PETER COUTTS RD			PAGE MILL RD			DRIVEWAY			PAGE MILL RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:30 PM	71	4	21	96	10	339	7	356	9	6	33	48
04:45 PM	53	2	16	71	17	326	7	350	5	5	15	25
05:00 PM	53	1	19	73	16	335	6	357	6	1	24	31
05:15 PM	44	5	16	65	28	328	2	398	4	1	17	29
Total Volume	221	12	72	305	71	1328	22	1421	31	13	89	133
% App. Total	72.5	3.9	23.6	5	93.5	4.5	93.5	1.5	23.3	9.8	66.9	9.8
PHF	.778	.600	.857	.794	.634	.979	.786	.992	.705	.542	.674	.693



Start Time	HANOVER ST				PAGE MILL RD				HANOVER ST				PAGE MILL RD								
	Southbound		Northbound		Westbound		Eastbound		Southbound		Northbound		Westbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	7	3	5	1	16	19	54	7	269	20	2	3	0	25	29	248	36	2	315	625	
07:15 AM	6	9	4	3	21	17	205	56	4	282	21	5	2	33	30	265	52	1	348	684	
07:30 AM	14	4	4	4	29	13	226	71	327	44	10	4	3	61	27	310	40	3	380	797	
07:45 AM	33	16	19	8	68	30	281	59	15	385	36	6	2	45	29	355	54	3	441	939	
Total	60	35	31	8	134	76	904	240	43	1263	121	23	14	6	164	115	1178	182	9	1484	3045
08:00 AM	18	26	9	0	53	18	284	65	15	362	63	17	2	0	92	34	348	49	1	432	929
08:15 AM	30	14	12	7	63	25	337	77	11	450	59	13	2	0	74	40	367	61	1	469	1056
08:30 AM	26	21	17	0	60	28	283	67	4	392	64	13	2	1	60	38	351	60	1	416	894
08:45 AM	24	15	14	1	54	29	250	78	7	362	41	17	3	4	65	41	312	60	3	425	897
Total	98	72	52	8	230	100	1144	285	37	1506	227	60	9	5	301	153	1578	233	5	1769	3866
09:00 AM	12	9	10	6	37	24	259	69	0	352	41	8	6	0	55	33	301	43	5	382	826
09:15 AM	6	12	7	0	27	34	253	66	2	366	44	12	4	1	61	38	314	56	1	407	851
09:30 AM	22	21	16	2	64	19	220	57	5	302	39	6	3	2	50	29	282	46	1	368	784
09:45 AM	23	11	3	0	37	17	200	49	5	291	47	5	5	1	58	28	350	44	3	425	811
Total	65	56	36	8	165	95	932	261	13	1301	171	31	18	4	224	126	1257	189	10	1582	3272
Grand Total	223	163	119	24	529	271	2980	786	93	4130	519	114	41	15	689	364	3813	604	24	4835	10183
Apprch %	42.2	30.8	22.5	4.5	6.6	72.2	19	2.3	40.6	5.1	1.1	0.4	0.1	6.8	8.1	78.9	12.5	0.5	0.2	47.5	
Total %	2.2	1.6	1.2	0.2	5.2	2.7	28.3	7.7	0.9	40.6	5.1	1.1	0.4	0.1	6.8	3.9	37.4	5.9	0.2	47.5	
% Lights	210	153	110	24	497	257	2892	756	91	3996	478	107	40	15	640	391	3731	590	23	4735	9868
% Buses	94.2	93.9	92.4	100	94	94.8	97	96.2	97.8	96.8	92.1	93.9	97.6	100	92.9	99.2	97.8	95.8	97.9	96.9	
% Trucks	3.1	3.1	0.8	0	2.5	0	0.9	2.2	0	1.2	5.6	5.3	0	0	5.1	0.3	0.5	1.3	0	0.6	
% Appr Total	45.1	30.8	24.1	0	87.1	84.2	87.2	87.0	87.9	86.7	72.1	1.00	86.1	86.1	96.6	90.1	95.6	92.8	92.8		



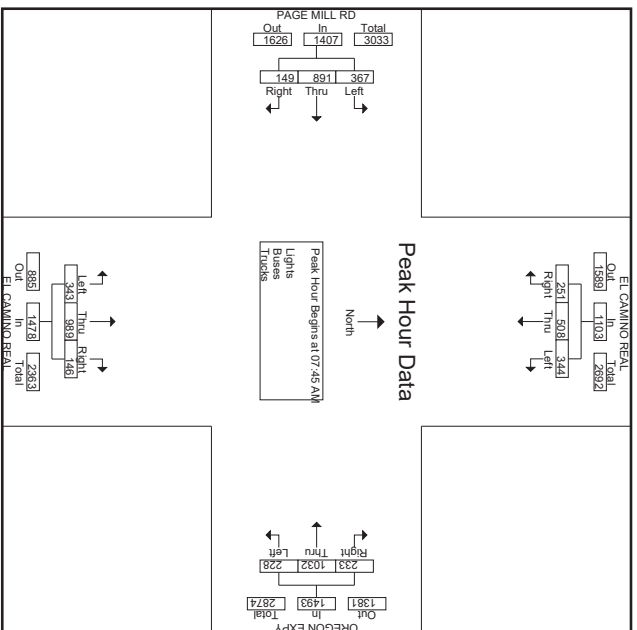
Start Time	HANOVER ST				PAGE MILL RD				HANOVER ST				PAGE MILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	
04:00 PM	59	8	20	2	89	15	35	1	407	108	12	33	3	156	5	284	15
04:15 PM	44	15	18	1	78	18	284	38	343	101	28	25	2	154	7	317	10
04:30 PM	45	16	18	3	82	2	249	37	295	106	12	33	6	157	7	320	15
04:45 PM	40	16	17	1	74	6	276	34	323	106	28	13	2	147	9	310	20
Total	188	55	73	7	323	41	1160	145	22	1368	421	76	104	614	28	1231	60
05:00 PM	43	18	22	3	86	14	278	30	322	101	24	19	3	147	4	308	26
05:15 PM	47	8	26	4	83	10	271	30	316	107	28	24	2	161	6	291	26
05:30 PM	44	16	20	1	81	9	256	44	322	87	23	18	4	132	4	301	33
05:45 PM	44	14	6	6	63	16	272	36	324	80	17	20	2	119	1	356	30
Total	178	56	74	9	317	49	1077	135	23	1284	375	92	81	559	15	1296	115
06:00 PM	41	12	22	2	77	21	301	27	354	87	10	14	1	7	322	21	0
06:15 PM	41	12	20	0	75	16	328	31	383	75	14	18	3	110	4	287	23
06:30 PM	42	7	13	0	62	1	254	29	4	308	81	8	13	0	102	3	287
06:45 PM	26	4	12	1	45	7	283	22	6	318	64	7	18	1	90	1	286
Total	152	35	67	5	259	55	1176	109	23	1363	307	39	63	5	414	15	1154
Grand Total	516	146	214	21	899	145	3413	389	68	4015	1103	207	248	29	1587	58	3641
Approx %	4.9	1.4	2	0.2	8.6	1.4	32.6	3.7	0.6	38.3	10.5	2	2.4	0.3	15.1	0.6	34.7
% Lights	511	143	211	21	866	143	336	359	68	3936	1088	192	247	29	1536	56	3607
% Buses	98.6	97.9	98.6	100	98.6	98.6	98.6	92.3	100	98.8	92.8	99.6	100	96.8	96.6	99.1	96.4
% Trucks	0.8	1.4	0	0	0.7	0.7	0.8	7.5	0	1.4	2.6	6.3	0.4	0	2.7	1.7	0.6



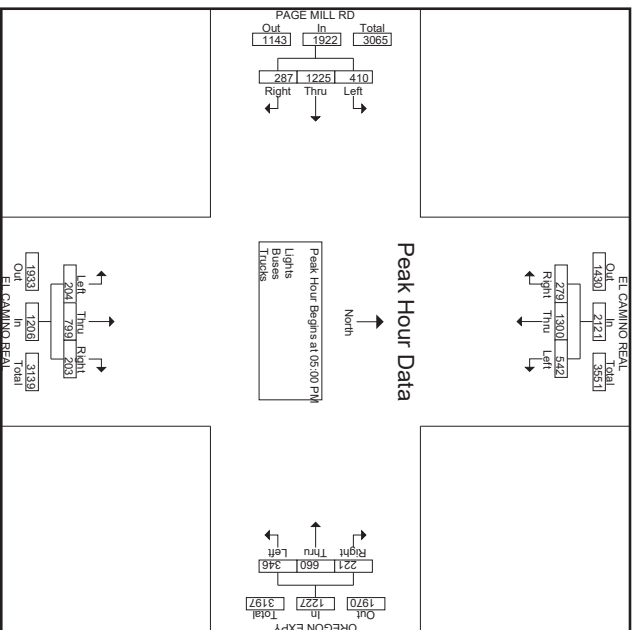
Start Time	HANOVER ST				PAGE MILL RD				HANOVER ST				PAGE MILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	
04:00 PM	59	8	20	2	87	15	351	36	402	108	12	33	3	153	5	284	15
04:15 PM	44	15	18	1	77	18	248	38	340	101	26	25	2	152	7	317	10
04:30 PM	45	16	18	3	73	2	249	37	288	106	12	33	6	151	7	320	15
04:45 PM	40	16	17	1	73	6	276	34	316	106	26	13	2	145	9	310	20
Total	188	55	73	7	316	41	1160	145	421	76	104	601	28	1231	60	1319	3582
% App. Total	59.5	17.4	23.1	3	86.2	10.8	3.8	2.1	93.3	4.5	3.1	1.3	2.1	93.3	4.5	3.1	1.3
PHF	.797	.659	.913		.908	.569	.826	.954	.837	.975	.731	.788	.992	.778	.962	.750	.964

Start Time	EL CAMINO REAL				OREGON EXPY				EL CAMINO REAL				PAGE MILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
07:00 AM	25	65	20	1	111	36	185	39	3	263	43	183	57	1	284	29	93
07:15 AM	42	65	36	2	145	54	201	37	2	294	35	164	65	2	266	31	157
07:30 AM	53	85	65	4	207	40	213	58	3	314	53	234	70	4	361	42	203
07:45 AM	61	119	75	2	257	49	231	66	6	350	39	288	92	3	420	29	178
Total	181	334	196	9	720	179	830	198	14	1221	170	867	284	10	1331	131	631
08:00 AM	60	123	97	3	283	76	258	56	5	395	31	164	99	1	315	47	279
08:15 AM	61	161	89	1	311	55	234	53	4	407	35	243	68	4	350	39	225
08:30 AM	64	129	60	1	278	52	247	49	2	359	31	276	84	4	405	34	209
08:45 AM	49	131	94	6	280	43	184	54	4	385	58	238	46	6	348	48	171
Total	235	518	346	9	1128	229	1030	196	22	1477	138	962	339	22	1461	160	917
09:00 AM	64	102	72	2	240	62	242	69	5	377	28	207	73	8	346	44	184
09:15 AM	64	136	73	2	278	52	205	55	7	326	34	205	82	4	415	51	157
09:30 AM	63	129	60	4	256	42	247	49	4	342	39	164	76	4	277	44	207
09:45 AM	49	131	94	6	280	43	184	54	4	385	58	238	46	6	348	48	171
Total	240	501	299	12	1052	206	878	226	20	1330	159	904	271	22	1356	187	712
Grand Total	676	1383	841	30	2900	614	2738	620	56	4028	467	2733	894	54	4148	478	2280
Apprch %	23.3	46.7	29	1	19.5	4.1	18.4	4.2	0.4	27.1	3.1	18.4	6	0.4	27.9	3.2	15.2
% Lights	94.1	93.5	96.1	100	94.4	92.5	97.3	97.6	100	96.6	97.9	96.9	98.9	100	97.5	93.7	95.6
% Buses	11	36	3	0	50	10	18	2	0	30	3	30	0	0	33	19	28
% Trucks	1.8	2.7	0.4	0	1.7	1.6	0.7	0.3	0	0.7	0.6	1.1	0	0	0.8	4	1.2
% Trucks	2.9	5.2	3.0	0	1.1	3.6	5.6	1.3	0	1.05	7.5	5.4	1.0	0	7.1	11	4.1
% Trucks	4.3	3.8	3.6	0	3.8	5.9	2	2.1	0	2.6	1.5	2	1.1	0	1.7	2.3	1.8

Start Time	EL CAMINO REAL				OREGON EXPY				EL CAMINO REAL				PAGE MILL RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
07:45 AM	61	119	75	2	255	49	231	64	344	39	286	92	417	29	178	80	287
08:00 AM	60	123	97	2	280	76	258	56	390	31	184	99	314	47	279	110	436
08:15 AM	61	161	89	3	311	55	234	53	402	35	243	68	346	39	225	88	352
08:30 AM	69	105	83	3	257	53	249	55	357	41	276	84	401	34	209	89	332
Total Volume	251	508	344	1103	233	1032	228	1493	146	989	343	1478	149	891	367	1407	5481
% Appr Total	22.8	46.1	31.2	15.6	69.1	15.3	69.1	15.3	66.9	23.2	10.6	63.3	26.1	7.93	7.98	8.34	80.7
PHF	.909	.789	.887	.887	.765	.878	.891	.928	.890	.865	.866	.886	.793	.798	.834	.807	.965

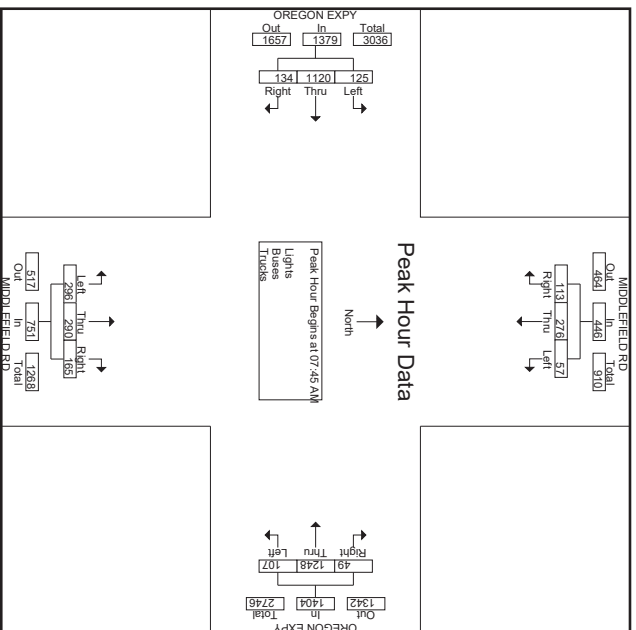


Start Time	EL CAMINO REAL				OREGON EXPY				EL CAMINO REAL				PAGE MILL RD								
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Northbound						
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks					
04:00 PM	82	313	124	2	521	39	172	66	3	280	62	179	74	4	319	65	246	82	4	397	1517
04:15 PM	52	340	130	6	528	58	172	65	3	298	52	205	62	3	322	66	290	64	7	427	1575
04:30 PM	64	304	154	5	497	44	126	84	2	263	39	180	57	5	281	92	302	95	6	495	1536
04:45 PM	71	308	155	3	537	40	157	65	4	285	58	213	51	12	334	60	277	102	3	442	1579
Total	269	1285	533	16	2083	181	627	280	19	1107	211	777	244	24	1256	283	343	20	1761	6207	
05:00 PM	71	306	120	8	505	55	147	82	5	289	55	196	57	7	315	81	299	102	8	490	1599
05:15 PM	71	327	155	8	562	53	169	86	9	317	50	181	52	5	288	61	300	92	9	462	1629
05:30 PM	59	326	136	8	526	58	163	91	7	336	47	213	44	11	315	66	315	100	9	497	1664
05:45 PM	78	341	151	8	553	68	181	91	5	311	51	209	51	15	328	79	311	116	5	513	1706
Total	279	1300	542	28	2149	221	660	346	26	1233	203	799	204	38	1244	287	410	30	1952	6595	
06:00 PM	80	293	116	1	490	47	187	79	4	317	67	221	48	4	340	82	258	92	1	433	1580
06:15 PM	89	294	143	3	529	46	213	67	7	333	48	159	68	6	281	78	286	86	6	418	1558
06:30 PM	60	285	96	4	445	29	164	83	6	282	72	247	46	4	369	69	239	107	11	428	1522
06:45 PM	74	220	107	0	401	39	183	78	11	311	69	165	57	4	295	64	251	76	4	395	1482
Total	302	1092	462	8	1864	181	747	307	28	1243	256	792	219	18	1285	293	604	341	22	1670	6062
Grand Total	850	3967	1537	52	6096	563	2034	933	73	3603	670	2398	667	80	3765	863	3354	1094	72	5383	18867
Approach %	13.9	60	25.2	0.9	15.6	56.5	25.9	2	17.7	62.6	17.6	2.1	2.1	16	62.3	20.3	1.3	0.4	0.4	28.5	
Total %	4.5	19.4	8.1	0.3	32.3	3	10.8	4.9	0.4	19.1	3.6	12.6	3.5	0.4	20.1	4.6	17.8	5.8	0.4	28.5	
% Lights	83.7	3610	1512	52	6011	559	1986	927	72	3554	663	2320	657	80	3720	848	3302	1072	72	5294	18579
% Buses	98.5	98.7	98.4	100	98.6	99.3	98.1	99.4	98.6	99.9	98.8	98.5	100	99.3	98.3	98.4	98	100	98.3	98.5	98.5
% Trucks	7	28	10	0	4.5	1	2.9	3	0	3.3	0	3.6	10	0	4.6	11	2.9	1.5	0	5.5	17.9
% Buses	0.8	0.8	0.7	0	0.7	0.2	1.4	0.3	0	0.9	0	1.5	1.5	0	1.2	1.3	0.9	1.4	0	1	0.9
% Trucks	6	19	15	0	4.0	3	9	3	1	16	7	12	0	0	19	4	23	7	0	34	109
% Trucks	0.7	0.5	1	0	0.7	0.5	0.4	0.3	1.4	0.4	1	0.5	0	0	0.5	0.7	0.6	0	0	0.6	0.6

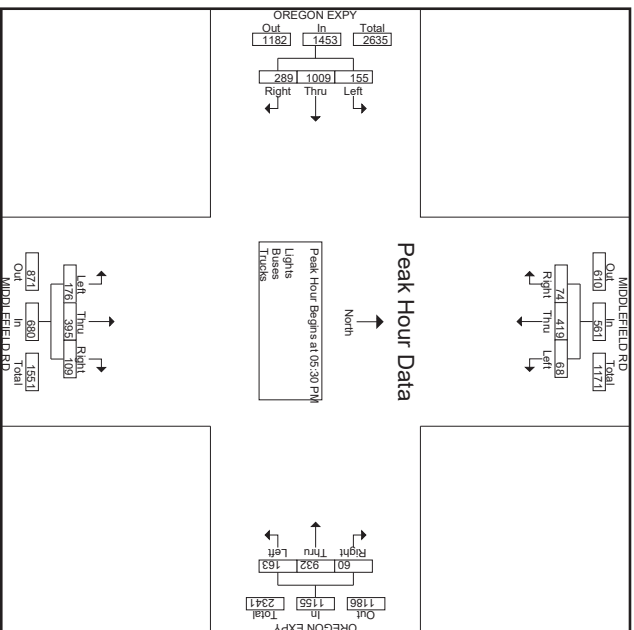


Start Time	MIDDLEFIELD RD				OREGON EXPY				MIDDLEFIELD RD				OREGON EXPY								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
07:00 AM	14	22	5	1	42	13	32	24	2	360	25	24	23	0	72	16	130	16	0	162	636
07:15 AM	20	28	9	0	57	8	28	21	1	314	28	40	40	0	108	15	160	21	0	196	672
07:30 AM	17	46	4	4	74	18	30	34	5	366	40	50	37	0	127	23	211	31	1	266	833
07:45 AM	31	55	14	14	114	15	32	28	15	380	36	78	61	2	175	31	246	46	2	325	994
Total	82	151	35	19	287	54	123	107	23	1477	129	190	161	2	482	85	747	114	3	949	3135
08:00 AM	26	63	18	22	129	9	31	36	6	363	49	77	83	1	210	42	299	34	2	377	1079
08:15 AM	22	88	14	2	126	12	24	23	0	330	35	59	85	0	179	36	317	24	2	379	1014
08:30 AM	34	70	11	1	122	12	32	20	2	354	45	78	67	1	190	23	238	21	0	304	970
08:45 AM	31	81	11	1	124	9	30	30	3	349	41	61	64	0	187	37	226	27	0	280	850
Total	113	302	54	32	501	43	123	109	11	1396	170	259	299	2	766	140	1100	106	4	1350	4013
09:00 AM	26	66	15	1	108	5	34	19	1	367	40	79	49	0	168	23	257	20	3	302	945
09:15 AM	21	59	17	1	98	9	31	23	5	347	32	65	48	0	143	32	251	29	1	313	901
09:30 AM	30	54	14	5	103	4	34	22	5	377	46	57	41	0	144	28	244	22	0	294	918
09:45 AM	15	66	7	4	92	11	34	28	0	383	18	48	46	0	112	36	223	28	2	289	876
Total	92	245	53	11	401	29	134	92	11	1474	136	249	182	0	567	118	975	99	6	1198	3640
Grand Total	287	698	142	62	1189	126	388	308	45	4287	435	734	642	4	1815	343	2822	319	13	3497	10788
Approx %	24.1	58.7	11.9	5.2	11	2.9	88.8	7.2	1	2.9	4.0	35.4	0.2	1.6	8.0	3.2	26.2	3	0.1	32.4	104.9
% Lights	279	678	141	62	1160	120	367	297	45	4132	416	708	635	4	1763	331	276	314	13	3394	10449
% Buses	0.7	2.0	0.7	0	1.4	0.0	0.8	0.6	0	0.7	0.9	2.2	0.2	0	1.2	0.6	0.9	0	0	0.7	0.9
% Trucks	2.1	0.9	0	0	1	4.8	2.8	2.9	0	2.9	3.4	1.4	0.9	0	1.7	2.9	2.2	1.6	0	2.2	2.3

Start Time	MIDDLEFIELD RD				OREGON EXPY				MIDDLEFIELD RD				OREGON EXPY					
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound			
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks		
07:45 AM	31	55	14	100	15	322	28	365	36	76	61	173	31	246	46	323	961	
08:00 AM	26	63	18	107	9	312	36	357	49	77	83	209	42	299	34	375	1048	
08:15 AM	22	88	14	124	13	324	23	330	35	59	85	179	36	317	24	377	1010	
08:30 AM	34	70	11	115	12	320	20	352	45	78	67	190	25	258	21	304	961	
Total Volume	113	276	57	446	49	1248	107	1404	165	290	296	751	134	1120	125	1379	3980	
% App. Total	25.3	61.9	12.3	100	3.5	88.9	7.6	89.2	4.2	22	38.6	39.4	9.1	9.7	81.2	9.1	91.4	949
PHF	0.831	0.784	0.792	0.899	0.817	0.969	0.743	0.962	0.942	0.929	0.871	0.893	0.798	0.883	0.679	0.914	0.949	

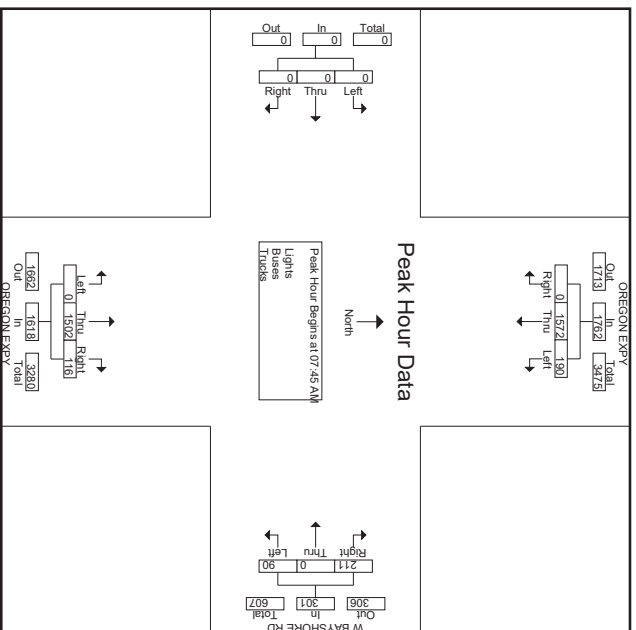


Start Time	MIDDLEFIELD RD				OREGON EXPY				MIDDLEFIELD RD				OREGON EXPY								
	Southbound		Northbound		Westbound		Eastbound		Westbound		Eastbound		Westbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
04:00 PM	20	99	23	2	144	8	174	32	4	218	13	83	52	2	150	54	282	45	0	381	893
04:15 PM	16	98	24	0	138	2	198	27	6	244	22	93	53	0	168	50	278	47	1	376	926
04:30 PM	20	103	15	2	140	18	157	36	6	217	23	85	41	1	150	61	283	45	2	391	898
04:45 PM	18	122	21	2	163	12	205	40	3	280	36	82	46	0	184	76	286	44	4	410	997
Total	74	422	83	6	585	51	734	135	19	939	94	343	192	3	632	241	1129	181	7	1558	3714
05:00 PM	21	111	28	4	164	17	179	29	3	228	30	82	49	0	161	73	253	46	3	375	928
05:15 PM	18	119	24	1	152	9	185	36	1	241	28	92	51	0	171	69	289	44	3	385	949
05:30 PM	18	95	31	2	145	13	198	37	4	249	29	114	45	0	168	84	249	47	3	373	953
05:45 PM	16	109	17	2	148	13	229	54	4	300	27	100	40	0	187	66	286	48	4	384	997
Total	72	494	90	9	605	50	801	156	11	1078	114	388	185	0	687	292	1037	175	13	1517	3827
06:00 PM	26	115	10	4	156	16	243	37	5	301	29	94	46	0	169	73	227	42	1	343	988
06:15 PM	15	100	10	0	125	20	282	35	4	321	24	87	45	0	156	66	267	28	2	383	985
06:30 PM	19	89	11	3	122	17	226	30	4	273	29	75	42	0	146	59	259	48	1	387	908
06:45 PM	27	74	19	4	124	15	249	38	2	304	29	70	34	0	133	52	250	48	0	350	911
Total	87	378	50	11	526	68	980	140	11	1199	111	326	167	0	604	250	1009	168	4	1423	3752
Grand Total	233	1234	223	26	1716	189	215	431	41	3156	319	1057	544	3	1923	783	3169	522	24	4498	11293
Approach %	13.6	71.9	13	1.5	5.4	79.7	13.7	1.3	1.3	16.6	55	28.3	0.2	17	6.9	28.1	4.6	0.2	0.5	39.8	111.63
Total %	2.1	10.9	2	0.2	15.2	5.5	22.3	3.8	0.4	27.9	2.8	9.4	4.8	0	1.7	6.9	28.1	4.6	0.2	39.8	111.63
% Lights	233	1218	220	26	1697	167	2488	428	41	3124	311	1045	540	3	1889	780	3119	520	24	4443	11163
% Buses	100	98.7	98.7	100	98.9	98.8	98.9	99.3	100	99	97.5	98.9	99.3	100	98.8	98.6	98.4	99.6	100	98.8	98.8
% Trucks	0	0.8	0.4	0	0.6	0	0.9	0	0	0.7	0.9	0.8	0.2	0	0.6	0	0.8	0.2	0	0.6	0.6



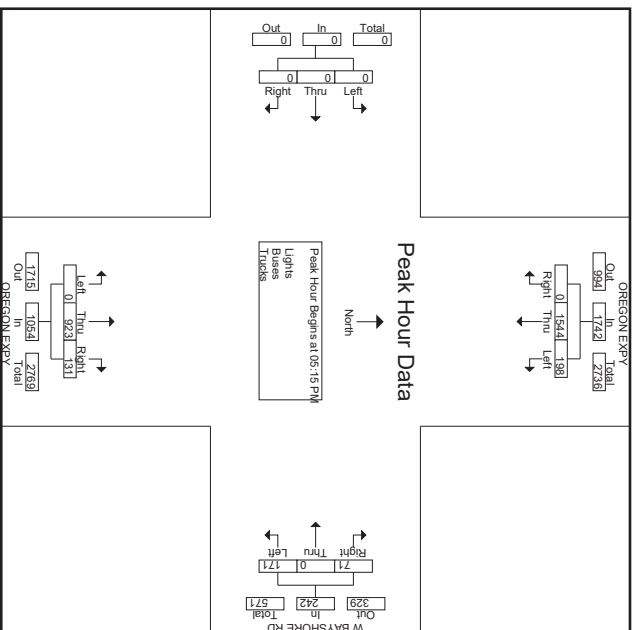
Start Time	OREGON EXPY				W BAYSHORE RD				OREGON EXPY				OREGON EXPY				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Northbound		Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
07:00 AM	0	351	27	0	378	28	0	6	0	27	12	197	0	1	210	0	0
07:15 AM	0	337	22	0	359	28	0	12	0	40	8	206	0	0	214	0	0
07:30 AM	0	334	22	0	376	25	0	7	0	32	12	273	0	1	286	0	0
07:45 AM	0	430	33	0	463	57	0	21	0	78	23	329	0	4	356	0	0
Total	0	1472	104	0	1576	131	0	46	0	177	55	1005	0	6	1066	0	0
08:00 AM	0	413	57	0	480	52	0	21	0	73	34	342	0	0	376	0	0
08:15 AM	0	362	32	0	413	61	0	22	0	83	34	438	0	0	472	0	0
08:30 AM	0	367	39	0	406	41	0	26	0	67	35	393	0	0	416	0	0
08:45 AM	0	324	33	1	359	46	0	13	0	54	10	318	0	0	377	0	0
Total	0	1468	190	1	1657	199	0	84	0	283	127	1516	0	0	1643	0	0
09:00 AM	0	363	43	0	406	42	0	18	0	60	10	309	0	1	320	0	0
09:15 AM	0	357	32	0	389	47	0	14	0	57	13	338	0	0	340	0	0
09:30 AM	0	380	23	0	403	47	0	14	0	61	14	319	0	1	334	0	0
09:45 AM	0	337	28	1	366	45	0	9	0	54	10	318	0	0	328	0	0
Total	0	1437	126	1	1564	177	0	56	0	232	47	1292	0	2	1331	0	0
Grand Total	0	4375	420	2	4797	507	0	185	0	692	229	3903	0	8	4040	0	0
Approch %	0	91.2	8.8	0	73.3	26.7	0	1.9	0	7.3	2.4	39.9	0	0.1	42.4	0	0
Total %	0	45.9	4.4	0	50.3	5.3	0	1.9	0	7.3	2.4	39.9	0	0.1	42.4	0	0
Lights	0	4199	407	0	4606	500	0	182	0	692	225	3992	0	8	3925	0	0
% Lights	0	96	96.9	0	96	96.6	0	98.4	0	98.6	98.3	97.1	0	100	97.2	0	0
Buses	0	28	0	0	28	2	0	0	0	2	1	33	0	0	34	0	0
% Buses	0	0.6	0	0	0.6	0.4	0	0	0	0.3	0.4	0.9	0	0	0.8	0	0
Trucks	0	148	13	2	163	5	0	3	0	8	3	78	0	0	81	0	0
% Trucks	0	3.4	3.1	100	3.4	1	0	1.6	0	1.2	1.3	2.1	0	0	2	0	0

Start Time	OREGON EXPY				W BAYSHORE RD				OREGON EXPY				OREGON EXPY			
	Southbound		Northbound		Westbound		Eastbound		Northbound		Northbound		Eastbound			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:45 AM	0	430	33	0	463	57	0	21	0	78	23	329	0	352	0	0
08:00 AM	0	413	57	0	480	52	0	21	0	73	34	342	0	0	0	0
08:15 AM	0	362	51	0	413	61	0	22	0	83	34	438	0	0	0	0
08:30 AM	0	367	39	0	406	41	0	26	0	67	25	393	0	0	0	0
08:45 AM	0	324	33	1	359	46	0	13	0	54	10	318	0	0	0	0
Total	0	1572	190	1	1762	211	0	29	0	301	116	1502	0	1618	0	0
% Appr. Total	0	89.2	10.8	0	70.1	29.9	0	29.9	0	7.2	92.8	0	0	0	0	0
PHF	0.000	.914	.709	0.000	.918	.865	0.000	.907	0.000	.853	.857	0.000	.857	0.000	.000	.951



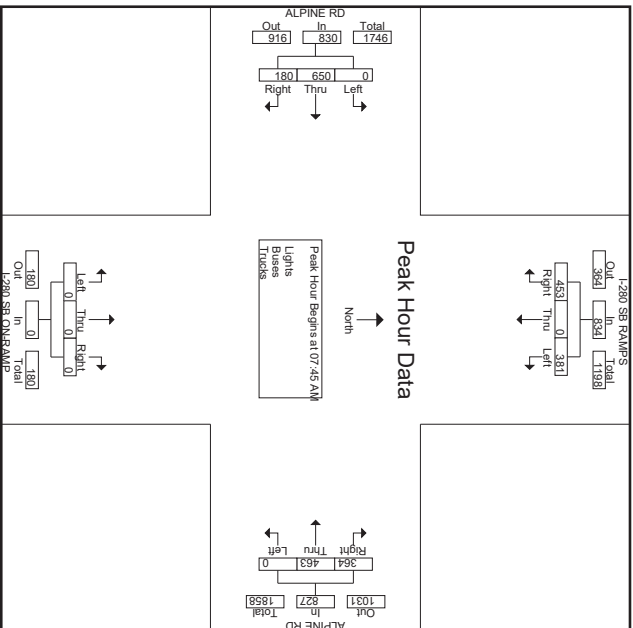
Start Time	OREGON EXPY				W BAYSHORE RD				OREGON EXPY				OREGON EXPY						
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs			
04:00 PM	0	267	36	0	303	15	0	37	0	52	17	259	1	278	0	0	0	0	633
04:15 PM	0	279	30	0	309	14	0	30	0	50	20	279	1	3	303	0	0	0	662
04:30 PM	0	285	26	0	311	12	0	28	0	58	31	256	0	0	287	0	0	0	606
04:45 PM	0	281	44	0	325	15	0	35	0	50	20	264	0	0	284	0	0	0	639
Total	0	1062	136	0	1198	56	0	134	0	190	88	1058	2	4	1152	0	0	0	2540
05:00 PM	0	275	49	0	324	28	0	40	0	68	25	262	0	1	288	0	0	0	680
05:15 PM	0	399	52	0	451	12	0	43	0	55	36	247	0	2	284	0	0	0	769
05:30 PM	0	373	54	0	427	23	0	52	0	75	35	238	0	2	275	0	0	0	777
05:45 PM	0	387	47	0	434	22	0	57	0	59	33	230	0	0	263	0	0	0	766
Total	0	1423	202	0	1625	85	0	172	0	237	129	977	0	4	1110	0	0	0	2892
06:00 PM	0	396	45	0	441	14	0	39	0	53	27	208	0	0	235	0	0	0	729
06:15 PM	0	389	35	0	424	13	0	20	0	33	18	203	0	3	224	0	0	0	684
06:30 PM	0	383	35	0	418	23	0	15	0	38	19	234	0	3	256	0	0	0	712
06:45 PM	0	383	28	0	411	23	0	15	0	38	24	282	0	0	286	0	0	0	715
Total	0	1541	133	0	1674	73	0	89	0	162	88	907	0	6	1001	0	0	0	2837
Grand Total	0	4026	471	0	4497	214	0	395	0	609	305	2942	2	14	3263	0	0	0	8389
Approch %	0	89.5	10.5	0	35.1	6.49	0	4.7	0	7.3	3.6	35.2	0.1	0.4	0	0	0	0	0
Total %	0	48.1	5.6	0	53.7	2.6	0	4.7	0	7.3	3.6	35.2	0.2	0.2	39	0	0	0	0
% Lights	0	3989	471	0	4460	214	0	393	0	607	304	2889	2	14	3209	0	0	0	8276
% Buses	0	99.1	100	0	99.2	100	0	99.5	0	99.7	99.7	98.2	100	100	98.3	0	0	0	98.9
% Trucks	0	0.1	0	0	0.1	0	0	0.1	0	0.1	0.1	0.1	0	0	0.1	0	0	0	0.1

Start Time	OREGON EXPY				W BAYSHORE RD				OREGON EXPY				OREGON EXPY					
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs		
05:15 PM	0	378	52	0	430	12	0	43	0	55	36	247	0	283	0	0	0	768
05:30 PM	0	373	54	0	427	23	0	52	0	76	35	238	0	273	0	0	0	775
05:45 PM	0	397	47	0	444	22	0	37	0	53	33	230	0	283	0	0	0	766
06:00 PM	0	396	45	0	441	14	0	39	0	53	27	208	0	235	0	0	0	729
Total	0	1544	198	0	1742	71	0	171	0	242	131	923	0	1054	0	0	0	3038
% Appr. Total	0	88.6	11.4	0	29.3	7.1	0	70.7	0	80.7	39.4	87.6	0	93.1	0	0	0	98.0
PHF	0.000	.972	.917	0.000	.981	.772	0.000	.822	0.000	.807	.910	.934	0.000	.931	0.000	0.000	0.000	.980



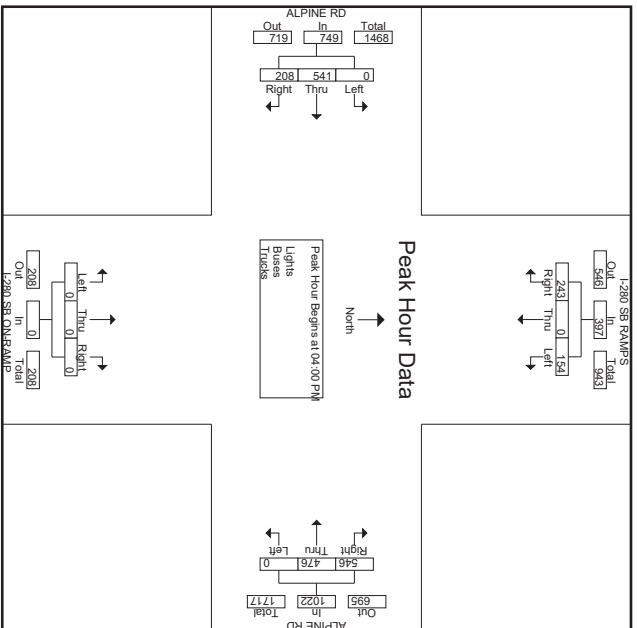
Start Time	I-280 SB RAMP				ALPINE RD				I-280 SB ON-RAMP				ALPINE RD			
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
07:00 AM	44	0	38	0	82	49	68	0	117	0	0	0	26	75	0	101
07:15 AM	59	0	63	0	122	53	94	0	147	0	0	0	35	119	0	154
07:30 AM	73	0	95	0	168	94	102	0	196	0	0	0	35	129	0	164
07:45 AM	119	0	82	0	201	101	130	0	231	0	0	0	29	138	0	167
Total	295	0	278	0	573	297	394	0	691	0	0	0	125	461	0	586
08:00 AM	143	0	92	0	235	95	123	0	218	0	0	0	60	165	0	225
08:15 AM	106	0	103	0	209	102	120	0	222	0	0	0	43	169	0	212
08:30 AM	85	0	104	0	189	86	90	0	186	0	0	0	43	178	0	226
08:45 AM	102	0	95	0	197	61	125	0	186	0	0	0	33	140	0	173
Total	436	0	394	0	830	324	458	0	782	0	0	0	184	641	0	823
09:00 AM	76	0	93	0	169	44	96	0	140	0	0	0	35	137	0	172
09:15 AM	50	0	110	0	160	54	84	0	138	0	0	0	53	116	0	169
09:30 AM	53	0	88	0	121	58	79	0	137	0	0	0	35	119	0	148
09:45 AM	82	0	111	0	193	72	58	0	130	0	0	0	33	140	0	173
Total	261	0	382	0	643	228	317	0	545	0	0	0	156	506	0	662
Grand Total	992	0	1064	0	2046	849	1169	0	2018	0	0	0	465	1698	0	2073
Approx %	48.5	0	51.5	0	42.1	57.9	19	0	32.9	0	0	0	22.4	77.6	0	4
Total %	16.2	0	17.2	0	33.3	13.8	19	0	32.9	0	0	0	7.6	26.2	0	33.8
% Lights	96.0	0	100.0	0	199.8	82.7	118	0	194.5	0	0	0	44.9	156.1	0	201.0
% Buses	0.1	0	0.1	0	0.8	0.3	0.4	0	0.6	0	0	0	0.2	0.8	0	0.7
% Trucks	3.1	0	1.4	0	2.2	2.5	3.9	0	3.3	0	0	0	1.5	3.4	0	4.9

Start Time	I-280 SB RAMP				ALPINE RD				I-280 SB ON-RAMP				ALPINE RD			
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
07:45 AM	119	0	82	0	201	101	130	0	231	0	0	0	29	138	0	167
08:00 AM	143	0	92	0	235	95	123	0	218	0	0	0	60	165	0	225
08:15 AM	106	0	103	0	209	102	120	0	222	0	0	0	43	169	0	212
08:30 AM	85	0	104	0	189	66	90	0	186	0	0	0	43	178	0	226
Total Volume	453	0	381	0	834	364	463	0	627	0	0	0	180	650	0	830
% App. Total	54.3	0	45.7	0	88.7	44	56	0	89.5	0	0	0	21.7	78.3	0	91.8
PHF	.792	.000	.916	.000	.887	.892	.890	.000	.895	.000	.000	.000	.750	.913	.000	.918



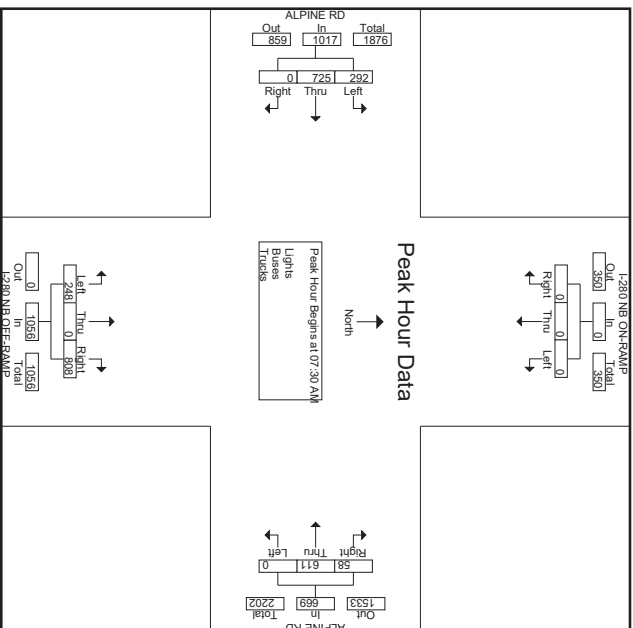
Start Time	I-280 SB RAMP				ALPINE RD Westbound				I-280 SB ON-RAMP Northbound				ALPINE RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	55	0	29	0	84	140	122	0	262	0	0	0	74	181	0	0
04:15 PM	49	0	41	0	90	155	114	0	289	0	0	0	40	130	0	0
04:30 PM	59	0	41	0	100	116	118	0	234	0	0	0	54	116	0	0
04:45 PM	80	0	43	0	123	135	122	0	257	0	0	0	40	114	0	0
Total	243	0	154	0	397	546	476	0	1022	0	0	0	208	541	0	0
05:00 PM	73	0	35	0	108	125	133	0	268	0	0	0	41	149	0	0
05:15 PM	62	0	43	0	105	103	147	0	230	0	0	0	32	140	0	0
05:30 PM	72	0	40	0	112	101	129	0	226	0	0	0	22	133	0	0
05:45 PM	53	0	44	0	97	85	141	0	226	0	0	0	23	126	0	0
Total	260	0	162	0	422	414	580	0	964	0	0	0	118	548	0	0
06:00 PM	37	0	31	0	68	90	109	0	198	0	0	0	34	126	0	0
06:15 PM	42	0	13	0	55	129	116	0	245	0	0	0	28	106	0	0
06:30 PM	43	0	9	0	52	120	97	0	217	0	0	0	31	110	0	0
06:45 PM	28	0	18	0	46	95	86	0	181	0	0	0	39	117	0	0
Total	150	0	71	0	221	434	408	0	642	0	0	0	132	467	0	0
Grand Total	653	0	387	0	1040	1384	1434	0	2828	0	0	0	458	1556	0	0
Approx %	62.8	0	37.2	0	17.7	23.7	24.4	0	48.1	0	0	0	7.8	26.5	0	0
Total %	11.1	0	6.6	0	17.7	23.7	24.4	0	48.1	0	0	0	7.8	26.5	0	0
% Lights	64.9	0	38.1	0	103.0	138.3	143.0	0	281.3	0	0	0	44.3	135.5	0	0
% Buses	99.4	0	98.4	0	99	99.2	98.7	0	99.5	0	0	0	98.7	98.7	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	I-280 SB RAMP Southbound				ALPINE RD Westbound				I-280 SB ON-RAMP Northbound				ALPINE RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	55	0	29	0	84	140	122	0	262	0	0	0	74	181	0	0
04:15 PM	49	0	41	0	90	155	114	0	289	0	0	0	40	130	0	0
04:30 PM	59	0	41	0	100	116	118	0	234	0	0	0	54	116	0	0
04:45 PM	80	0	43	0	123	135	122	0	257	0	0	0	40	114	0	0
Total Volume	243	0	154	0	397	546	476	0	1022	0	0	0	208	541	0	0
% App. Total	61.2	0	38.8	0	53.4	46.6	0	95.0	100.0	0.0	0.0	0.0	27.8	72.2	0	0
PHF	.759	.000	.895	.000	.807	.881	.975	.000	.950	.000	.000	.000	.703	.747	.000	.734



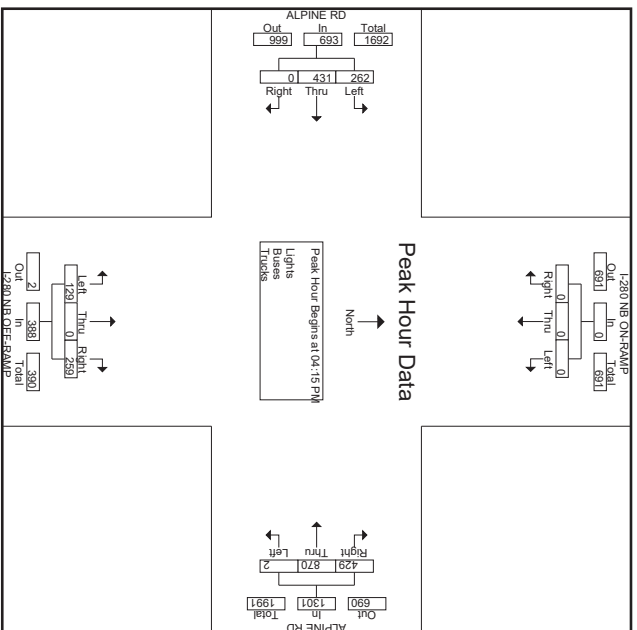
Start Time	I-280 NB ON-RAMP			ALPINE RD			I-280 NB OFF-RAMP			ALPINE RD		
	Right	Thru	Left	Westbound	Thru	Left	Northbound	Thru	Left	Eastbound	Thru	Left
07:00 AM	0	0	0	7	85	0	92	247	0	35	0	282
07:15 AM	0	0	0	16	87	0	103	279	0	60	0	339
07:30 AM	0	0	0	15	142	0	157	211	0	53	0	284
07:45 AM	0	0	0	17	180	0	177	190	0	62	0	252
Total	0	0	0	55	474	0	529	927	0	210	0	1137
08:00 AM	0	0	0	17	155	0	172	196	0	70	0	266
08:15 AM	0	0	0	9	134	0	163	211	0	63	0	274
08:30 AM	0	0	0	14	117	0	131	138	0	43	0	242
08:45 AM	0	0	0	22	112	0	134	193	0	172	0	265
Total	0	0	0	62	538	0	600	798	0	248	0	1047
09:00 AM	0	0	0	19	94	0	113	195	1	54	0	250
09:15 AM	0	0	0	14	103	0	117	217	0	44	0	258
09:30 AM	0	0	0	12	100	0	112	142	0	34	0	177
09:45 AM	0	0	0	9	131	0	141	141	0	1	0	189
Total	0	0	0	54	428	1	483	554	1	129	2	686
Grand Total	0	0	0	171	1440	1	1612	2279	1	587	3	2870
Approch %	0	0	0	10.6	89.3	0.1	0	79.4	0	20.5	0.1	0
Total %	0	0	0	2.4	20.1	0	22.5	31.8	0	8.2	0	4.0
% Lights	0	0	0	165	1392	0	1557	2249	0	558	3	2810
% Buses	0	0	0	96.5	96.7	0	96.6	98.7	0	95.1	100	97.9
% Trucks	0	0	0	1	6	0	7	3	0	0	0	3
% Buses	0	0	0	0.6	0.4	0	0.4	0.1	0	0	0	0.1
% Trucks	0	0	0	5	42	1	48	27	1	29	0	57
% Trucks	0	0	0	2.9	2.9	100	3	1.2	100	4.9	0	2

Start Time	I-280 NB ON-RAMP			ALPINE RD			I-280 NB OFF-RAMP			ALPINE RD		
	Right	Thru	Left	Westbound	Thru	Left	Northbound	Thru	Left	Eastbound	Thru	Left
07:30 AM	0	0	0	15	142	0	157	211	0	53	0	284
07:45 AM	0	0	0	17	160	0	177	190	0	62	0	252
08:00 AM	0	0	0	17	155	0	172	196	0	70	0	286
08:15 AM	0	0	0	16	154	0	163	211	0	63	0	274
Total Volume	0	0	0	58	611	0	669	808	0	248	0	1056
% App. Total	0	0	0	8.7	91.3	0	94.5	95.7	0	23.5	0	71.3
PHF	0.000	0.000	0.000	0.853	0.955	0.000	0.957	0.964	0.000	0.974	0.000	0.898



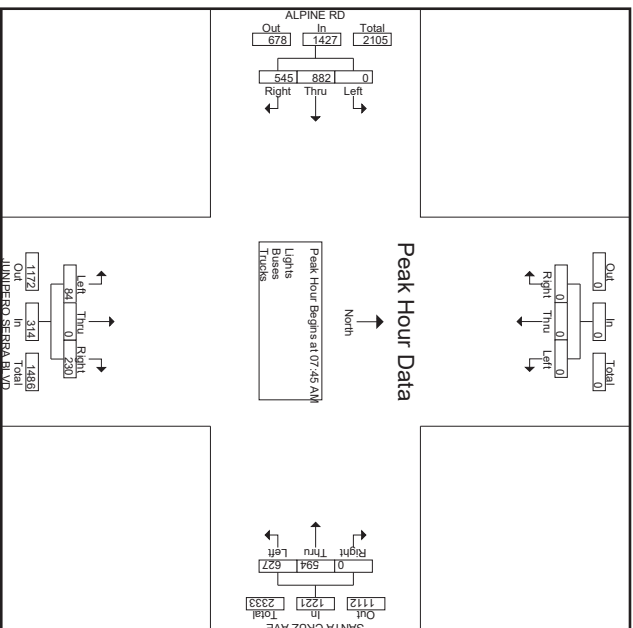
Start Time	I-280 NB ON-RAMP			ALPINE RD Westbound			I-280 NB OFF-RAMP			ALPINE RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	67	209	0	276	59	0	38	0	97
04:15 PM	0	0	0	121	228	2	351	67	0	31	1	99
04:30 PM	0	0	0	107	186	0	303	59	0	30	0	89
04:45 PM	0	0	0	110	213	0	323	65	0	46	0	111
Total	0	0	0	405	846	2	1253	250	0	145	1	396
05:00 PM	0	0	0	91	233	0	324	68	0	22	0	90
05:15 PM	0	0	0	97	210	0	307	63	0	40	0	103
05:30 PM	0	0	0	77	182	0	269	61	0	34	0	125
05:45 PM	0	0	0	64	170	0	234	122	0	85	0	172
Total	0	0	0	329	805	0	1134	344	0	151	0	487
06:00 PM	0	0	0	67	181	0	228	122	3	37	0	162
06:15 PM	0	0	0	78	203	0	286	105	2	35	0	146
06:30 PM	0	0	0	53	177	0	230	87	1	28	0	116
06:45 PM	0	0	0	112	162	0	274	95	2	27	0	124
Total	0	0	0	310	703	0	1013	413	8	127	0	548
Grand Total	0	0	0	1044	2354	2	3400	1007	8	423	1	1439
Approch %	0	0	0	30.7	69.2	0.1	30.7	69.2	0.1	7.0	0.6	29.4
Total %	0	0	0	15.3	34.5	0	14.8	32.4	0	6.2	0	21.1
% Lights	0	0	0	1039	2343	2	3384	1005	7	423	1	1436
% Buses	0	0	0	99.5	98.5	100	99.5	98.8	87.5	100	100	99.8
% Trucks	0	0	0	0.1	0.2	0	0.1	0	0	0	0	0

Start Time	I-280 NB ON-RAMP			ALPINE RD Westbound			I-280 NB OFF-RAMP			ALPINE RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:15 PM	0	0	0	121	228	2	351	67	0	31	0	98
04:30 PM	0	0	0	107	196	0	303	59	0	30	0	89
04:45 PM	0	0	0	110	213	0	323	65	0	46	0	111
05:00 PM	0	0	0	91	233	0	324	68	0	22	0	90
Total Volume	0	0	0	429	870	2	1301	259	0	129	0	388
% App. Total	0	0	0	3.3	66.9	0.2	3.3	66.8	0	33.2	0	62.2
PHF	0.000	0.000	0.000	0.886	0.933	0.250	0.927	0.952	0.000	0.701	0.874	0.931



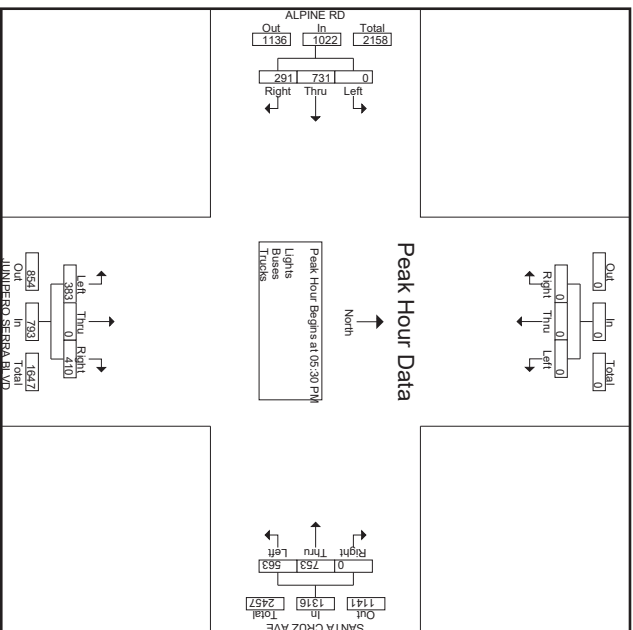
Start Time	Southbound			Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	0	0	0	92	52	0	144	31	0	13	0
07:15 AM	0	0	0	0	92	86	0	178	30	0	21	0
07:30 AM	0	0	0	0	125	124	0	249	39	0	33	0
07:45 AM	0	0	0	0	173	138	0	314	58	0	19	0
Total	0	0	0	0	482	400	0	882	158	0	86	0
08:00 AM	0	0	0	0	157	156	0	313	67	0	22	0
08:15 AM	0	0	0	0	145	180	0	325	55	0	23	0
08:30 AM	0	0	0	0	119	153	0	272	50	0	20	0
08:45 AM	0	0	0	0	88	150	0	219	49	0	18	0
Total	0	0	0	0	546	639	0	1185	221	0	83	0
09:00 AM	0	0	0	0	120	120	0	240	55	0	19	0
09:15 AM	0	0	0	0	116	135	0	251	52	0	19	0
09:30 AM	0	0	0	0	122	114	0	235	57	0	26	0
09:45 AM	0	0	0	0	88	131	0	219	64	0	21	0
Total	0	0	0	0	446	500	0	946	228	0	85	0
Grand Total	0	0	0	0	1474	1539	0	3013	607	0	254	0
Approch %	0	0	0	0	48.9	51.1	0	18.6	19.4	0	37.9	7.6
% Lights	0	0	0	0	14.50	15.25	0	2.965	5.95	0	2.34	0
% Buses	0	0	0	0	9.7	9.91	0	98.1	98	0	92.1	0
% Trucks	0	0	0	0	1.0	1	0	1.1	2	0	3	0
% App. Total	0	0	0	0	48.6	51.4	0	18.7	19.6	0	38.2	8.2

Start Time	Southbound			Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	0	0	0	0	173	138	0	311	58	0	19	0
08:00 AM	0	0	0	0	157	156	0	313	67	0	22	0
08:15 AM	0	0	0	0	145	180	0	325	55	0	23	0
08:30 AM	0	0	0	0	119	153	0	272	50	0	20	0
Total Volume	0	0	0	0	594	627	0	1221	230	0	84	0
% App. Total	0	0	0	0	48.6	51.4	0	18.7	19.6	0	38.2	8.2
PHF	.000	.000	.000	.000	.858	.871	.939	.858	.913	.882	.792	.980



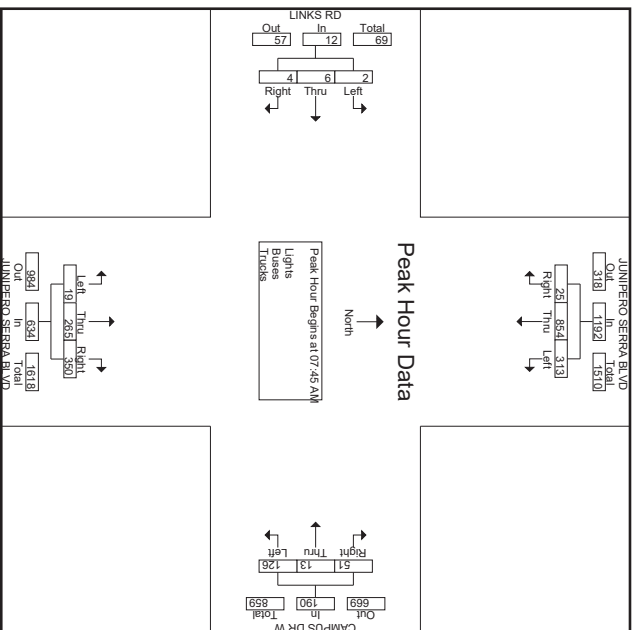
Start Time	Southbound				SANTA CRUZ AVE Westbound				JUNIPERO SERRA BLVD Northbound				ALPINE RD Eastbound				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	0	0	0	0	151	154	0	305	99	0	80	0	179	101	169	0
04:15 PM	0	0	0	0	0	170	140	0	310	95	0	87	0	182	122	174	0
04:30 PM	0	0	0	0	0	171	122	0	293	115	0	93	0	208	83	155	0
04:45 PM	0	0	0	0	0	178	112	0	290	134	0	125	0	259	65	142	0
Total	0	0	0	0	0	670	528	0	1198	443	0	385	0	828	371	640	0
05:00 PM	0	0	0	0	0	200	142	0	342	137	0	93	0	230	60	127	0
05:15 PM	0	0	0	0	0	182	135	0	327	104	0	105	0	209	73	134	0
05:30 PM	0	0	0	0	0	164	165	0	349	71	0	106	0	177	61	185	0
05:45 PM	0	0	0	0	0	179	161	0	340	83	0	108	0	181	79	183	0
Total	0	0	0	0	0	755	603	0	1398	395	0	412	0	807	293	629	0
06:00 PM	0	0	0	0	0	189	123	0	311	114	0	80	0	194	79	175	0
06:15 PM	0	0	0	0	0	202	114	0	316	142	0	89	0	231	52	186	0
06:30 PM	0	0	0	0	0	165	87	0	242	130	0	99	0	229	43	126	0
06:45 PM	0	0	0	0	0	151	79	0	230	104	0	84	0	188	29	115	0
Total	0	0	0	0	0	696	403	0	1099	490	0	352	0	842	203	607	0
Grand Total	0	0	0	0	0	2121	1534	0	3655	1328	0	1146	0	2477	867	1876	0
Approch %	0	0	0	0	0	58	42	0	53	6	0	46	4	31	6	68	3
Total %	0	0	0	0	0	23.9	17.3	0	41.2	1.5	0	12.9	0	27.9	9.8	21.1	0
% Lights	0	0	0	0	0	2103	1532	0	3635	1319	0	1142	2	2461	857	1880	0
% Buses	0	0	0	0	0	99.2	99.9	0	99.5	99.3	0	99.4	0	99.4	98.8	99.1	0
% Trucks	0	0	0	0	0	0.4	0	0	0.2	0.1	0	0.1	0	0.1	0.3	0.2	0
% Trucks	0	0	0	0	0	10	2	0	12	8	0	6	0	14	7	12	0
% Trucks	0	0	0	0	0	0.5	0.1	0	0.3	0.6	0	0.5	0	0.6	0.8	0.6	0

Start Time	Southbound				SANTA CRUZ AVE Westbound				JUNIPERO SERRA BLVD Northbound				ALPINE RD Eastbound				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:30 PM	0	0	0	0	0	184	165	0	349	71	0	106	177	81	185	0	266
05:45 PM	0	0	0	0	0	179	161	0	340	83	0	108	191	79	183	0	262
06:00 PM	0	0	0	0	0	188	123	0	311	114	0	80	194	79	175	0	254
06:15 PM	0	0	0	0	0	202	114	0	316	142	0	89	231	52	188	0	240
Total Volume	0	0	0	0	0	753	563	0	1316	410	0	383	793	291	731	0	1022
% Appr. Total	0	0	0	0	0	57.2	42.8	0	51.7	48.3	0	48.3	85.8	28.5	71.5	0	96.1
PHF	0.000	0.000	0.000	0.000	0.000	0.932	0.853	0.000	0.943	0.722	0.000	0.857	0.898	0.972	0.000	0.961	0.987



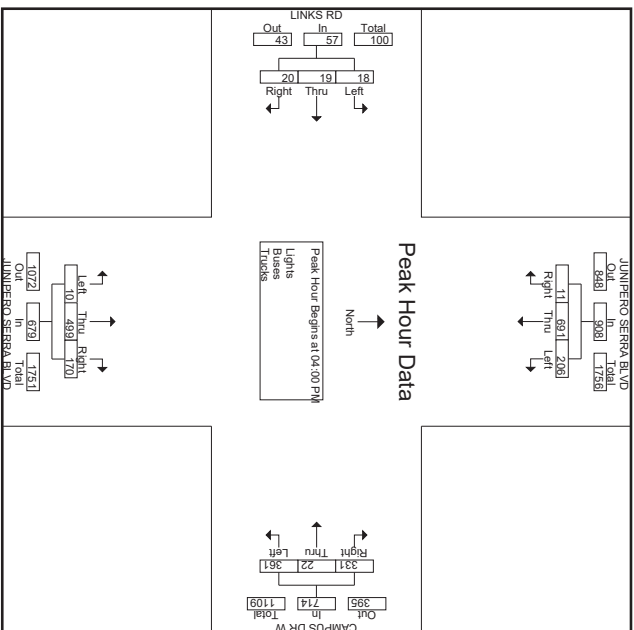
Start Time	JUNIPERO SERRA BLVD				CAMPUS DR W				JUNIPERO SERRA BLVD				LINKS RD						
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound				
	Right	Thru	Left	Perk	Right	Thru	Left	Perk	Right	Thru	Left	Perk	Right	Thru	Left	Perk			
07:00 AM	5	60	76	0	141	2	15	0	24	42	31	1	0	74	0	1	0	2	241
07:15 AM	9	103	81	1	194	17	1	20	0	38	60	34	8	0	102	0	0	1	335
07:30 AM	8	142	75	0	225	19	2	39	0	60	70	54	7	0	131	0	1	1	418
07:45 AM	8	207	78	3	296	13	2	60	0	75	97	71	5	0	173	0	2	1	547
Total	30	512	310	4	856	56	7	134	0	197	289	190	21	0	480	0	4	4	1541
08:00 AM	12	189	71	0	272	14	5	23	0	42	90	70	2	0	162	3	0	0	479
08:15 AM	0	289	85	0	374	0	5	23	1	39	76	67	2	0	145	0	0	0	538
08:30 AM	0	199	69	2	273	14	1	20	0	38	67	57	10	0	155	1	4	1	472
08:45 AM	2	216	79	2	304	11	4	20	1	39	71	56	5	0	132	0	2	2	437
Total	24	863	314	4	1205	49	15	86	2	152	338	242	25	2	606	6	6	5	171
09:00 AM	11	191	79	5	295	12	6	26	1	45	69	63	5	0	137	2	5	2	1
09:15 AM	9	185	75	4	273	17	3	30	5	51	94	64	6	0	154	5	3	2	10
09:30 AM	5	176	80	3	264	20	1	18	1	40	72	70	6	0	148	1	2	0	3
09:45 AM	5	162	88	7	262	13	5	20	1	39	71	56	5	0	132	0	2	2	4
Total	30	714	321	19	1084	58	15	94	8	175	306	243	22	0	571	8	12	5	27
Grand Total	84	2089	945	27	3145	163	37	314	10	524	913	675	68	1	1657	14	22	14	2
Approx %	2.7	66.4	30	0.9	58.5	31.1	7.1	59.9	1.9	9.7	17	12.6	1.3	0	30.8	0.3	0.4	0.3	0
% Lights	83	2069	932	27	3111	148	31	299	10	489	889	660	67	1	1617	14	18	12	2
% Buses	98.8	99	98.6	100	98.9	90.8	83.8	95.2	100	93.1	97.4	97.8	98.5	100	97.6	100	81.8	85.7	100
% Trucks	0	0.1	0	0	0.1	1.2	0	2.5	0	1.9	1.3	0.4	0	0	0.9	0	0	0	0
% App. Total	1.2	0.8	1.4	0	1	8	16.2	2.2	0	5	1.3	1.8	1.5	0	1.5	0	18.2	14.3	0

Start Time	JUNIPERO SERRA BLVD				CAMPUS DR W				JUNIPERO SERRA BLVD				LINKS RD			
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound	
	Right	Thru	Left	Perk	Right	Thru	Left	Perk	Right	Thru	Left	Perk	Right	Thru	Left	Perk
07:45 AM	8	207	78	293	13	2	60	75	97	71	5	173	0	2	1	3
08:00 AM	12	189	71	272	14	5	23	42	90	70	2	162	3	0	0	3
08:15 AM	0	289	85	354	10	5	23	38	76	67	2	145	0	0	0	5
08:30 AM	5	199	69	273	14	20	35	87	57	57	10	154	1	4	1	4
08:45 AM	25	264	313	1192	51	13	126	190	350	285	19	634	4	6	2	12
Total	2.1	71.6	26.3	263.8	6.8	66.3	63.3	333.3	375	333	3	333	375	500	500	932



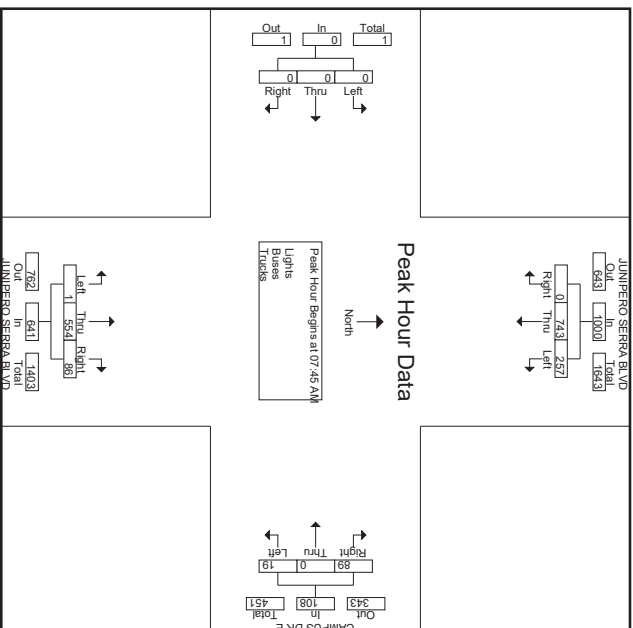
Start Time	JUNIPERO SERRA BLVD				CAMPUS DR W				JUNIPERO SERRA BLVD				LINKS RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Northbound		Eastbound								
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris					
04:00 PM	2	183	52	0	237	88	12	87	0	187	39	129	4	0	172	4	3	9	0	16	612
04:15 PM	4	184	39	2	229	88	4	107	0	199	43	98	0	0	141	6	3	5	1	15	584
04:30 PM	2	172	57	1	232	79	4	81	0	164	42	129	3	0	174	6	9	1	0	16	586
04:45 PM	3	152	98	0	213	76	2	86	0	164	46	143	3	0	182	4	4	3	0	11	580
Total	11	691	206	3	911	331	22	361	0	714	170	499	10	0	679	20	19	18	1	58	2362
05:00 PM	2	158	32	2	194	58	1	89	0	148	39	156	2	0	197	10	6	6	0	22	561
05:15 PM	6	156	43	0	205	62	3	94	1	160	21	155	0	0	176	1	7	9	0	17	558
05:30 PM	0	184	46	0	245	105	1	102	0	208	26	95	0	0	121	9	2	3	0	11	585
05:45 PM	0	200	46	0	246	65	3	83	0	149	38	130	2	0	170	7	6	0	0	20	587
Total	14	696	178	2	892	288	8	368	1	665	124	536	4	0	664	24	22	24	0	70	2291
06:00 PM	2	150	55	0	207	65	2	74	0	141	50	120	1	0	171	7	1	6	0	14	533
06:15 PM	3	108	53	0	164	77	1	80	0	152	59	128	2	0	189	1	8	5	0	14	519
06:30 PM	0	91	41	0	132	88	2	69	1	155	34	108	1	0	143	5	4	5	0	14	448
06:45 PM	0	80	30	0	110	73	2	82	0	157	37	80	0	0	117	5	5	7	0	17	401
Total	5	429	179	0	613	297	7	304	1	609	180	436	4	0	620	18	18	23	0	59	1901
Grand Total	30	1818	563	5	2416	916	37	1033	2	1988	474	1471	18	0	1963	62	59	65	1	187	6554
Approch %	1.2	7.52	23.3	0.2	46.1	1.9	52	0.1	30.3	7.2	22.4	0.3	0	30	0.9	0.9	1	0	0	2.9	
Total %	0.5	27.7	8.6	0.1	36.9	14	0.6	15.8	2	19.69	4.8	14.65	1.8	0	19.51	62	59	65	1	187	6515
% Lights	100	99.8	99.3	100	99.7	98.9	100	99.1	100	99	98.7	98.6	100	0	99.4	100	100	100	100	100	99.4
% Buses	0	0	1	0	1	0	3	0	4	3	1	0	0	4	0	0	0	0	0	0	9
% Trucks	0	4	3	0	7	9	0	6	0	15	3	5	0	0	8	0	0	0	0	0	30
% Trucks	0	0.2	0.5	0	0.3	1	0	0.6	0	0.8	0.6	0.3	0	0	0.4	0	0	0	0	0	0.5

Start Time	JUNIPERO SERRA BLVD				CAMPUS DR W				JUNIPERO SERRA BLVD				LINKS RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Northbound		Eastbound								
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris					
04:00 PM	2	183	52	0	237	88	12	87	0	187	39	129	4	0	172	4	3	9	0	16	612
04:15 PM	4	184	39	2	227	88	4	107	0	199	43	98	0	0	141	6	3	5	1	14	581
04:30 PM	2	172	57	1	231	79	4	81	0	164	42	129	3	0	174	6	9	1	0	16	585
04:45 PM	3	152	98	0	213	76	2	86	0	164	46	143	3	0	182	4	4	3	0	11	580
Total Volume	11	691	206	3	908	331	22	361	0	714	170	499	10	0	679	20	19	18	1	57	2358
% Appr. Total	1.2	7.6	22.7	0	46.4	3.1	50.6	0.2	30.3	7.3	22.5	0.3	0	30.1	0.9	0.9	1	0	0	2.9	
PHF	0.69	0.939	0.888	0	0.958	0.940	0.458	0.853	0.897	0.924	0.872	0.625	0.884	0.833	0.928	0.900	0.891	0.963	0	0.891	



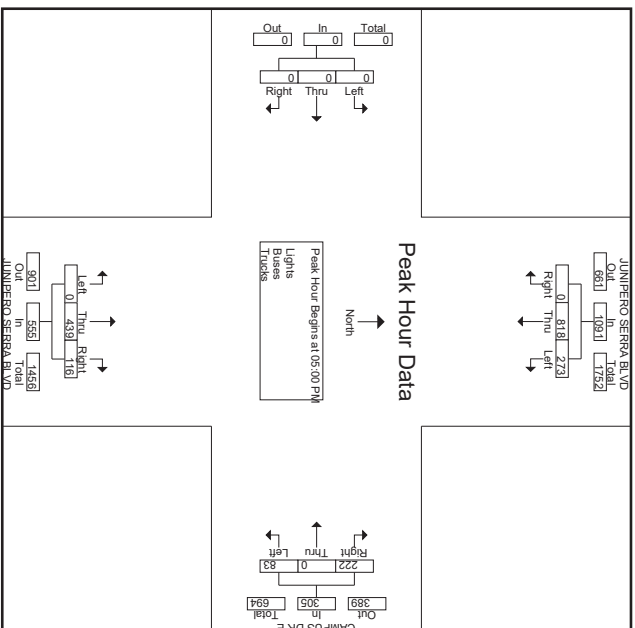
Start Time	JUNIPERO SERRA BLVD			CAMPUS DRE			JUNIPERO SERRA BLVD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	50	26	0	76	13	0	7	1	21	16	63
07:15 AM	0	82	32	0	114	20	0	1	0	21	20	88
07:30 AM	0	119	41	0	160	16	0	5	2	23	17	114
07:45 AM	0	217	66	0	283	24	0	7	2	31	18	152
Total	0	488	165	0	653	73	0	20	3	96	71	417
08:00 AM	0	170	51	0	221	23	0	6	0	29	22	137
08:15 AM	0	209	65	0	274	20	0	3	1	24	27	128
08:30 AM	0	147	75	0	222	22	0	8	0	25	19	137
08:45 AM	0	169	73	0	242	22	0	8	0	29	35	121
Total	0	695	264	0	959	88	0	18	1	107	103	523
09:00 AM	0	150	69	1	220	21	0	9	2	32	14	117
09:15 AM	0	151	60	0	211	23	0	0	0	20	16	139
09:30 AM	0	131	81	0	212	15	0	4	1	20	15	127
09:45 AM	0	117	66	0	183	25	0	2	2	29	16	108
Total	0	549	276	1	826	84	0	15	8	107	61	491
Grand Total	0	1712	705	1	2418	245	0	53	12	310	235	1431
Approch %	0	70.8	29.2	0	38.9	16	0	5.5	5.6	17.1	3.9	7.1
% Lights	0	1687	692	1	2380	235	0	51	12	298	232	1402
% Buses	0	98.5	98.2	100	98.4	95.9	0	96.2	100	96.1	98.7	98
% Trucks	0	0.6	0.1	0	0.5	0.4	0	0.3	0	0.1	0.9	0

Start Time	JUNIPERO SERRA BLVD			CAMPUS DRE			JUNIPERO SERRA BLVD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	0	217	66	0	283	24	0	7	1	31	18	152
08:00 AM	0	170	51	0	221	23	0	6	2	22	137	0
08:15 AM	0	209	65	0	274	20	0	3	2	27	128	0
08:30 AM	0	147	75	0	222	22	0	8	0	25	19	137
08:45 AM	0	169	73	0	242	22	0	8	0	29	35	121
Total	0	743	257	0	1000	89	0	17.6	108	86	554	0
% Appr. Total	0	85.6	35.7	0	88.3	35.7	0	87.1	35.7	91.1	35.0	0
PHF	0.000	0.856	0.357	0.000	0.883	0.357	0.000	0.871	0.357	0.911	0.350	0.000



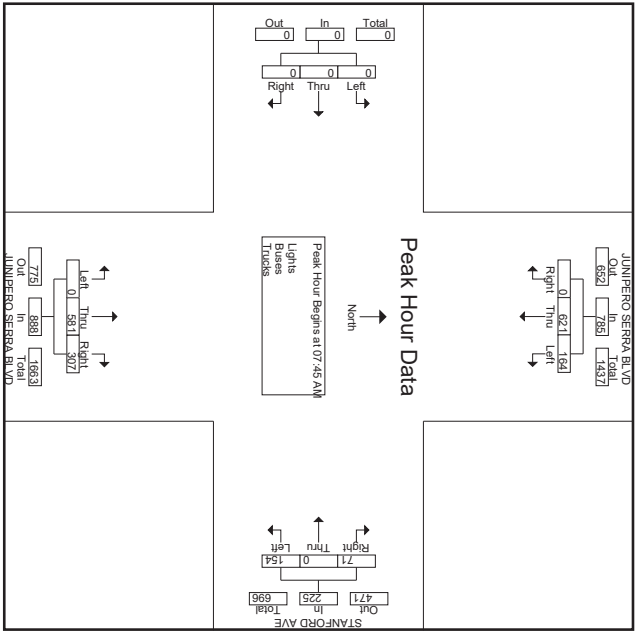
Start Time	JUNIPERO SERRA BLVD				CAMPUS DRE				JUNIPERO SERRA BLVD				
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
04:00 PM	0	209	56	0	265	61	0	14	0	75	13	124	0
04:15 PM	0	245	64	0	309	51	0	13	0	64	10	96	0
04:30 PM	0	157	71	0	234	55	0	11	0	66	12	106	0
04:45 PM	0	193	77	0	264	44	0	15	0	59	17	153	0
Total	0	804	268	0	1072	211	0	53	0	264	52	479	0
05:00 PM	0	172	77	0	249	44	0	20	1	65	23	140	0
05:15 PM	0	186	66	0	252	57	0	25	0	82	35	132	0
05:30 PM	0	232	60	2	292	72	0	19	1	92	25	172	0
05:45 PM	0	228	70	2	300	49	0	19	1	69	43	95	0
Total	0	818	273	2	1093	222	0	83	3	308	116	459	0
06:00 PM	0	191	42	0	233	38	0	14	0	52	36	148	0
06:15 PM	0	180	35	0	215	48	0	19	2	89	16	103	0
06:30 PM	0	124	45	0	169	60	0	23	0	83	13	91	0
06:45 PM	0	122	39	0	161	54	0	7	0	61	14	94	0
Total	0	617	161	0	778	200	0	63	2	265	79	436	0
Grand Total	0	2239	702	2	2943	633	0	199	5	837	247	1354	0
Approch %	0	41.6	13	0	54.7	11.8	0	3.7	0.1	15.6	4.6	25.2	0
Lights	0	2230	700	2	2932	628	0	198	5	831	246	1346	0
% Lights	0	99.6	99.7	100	99.6	99.2	0	99.5	100	99.3	99.6	99.3	0
Buses	0	3	0	0	3	5	0	0	0	5	1	5	0
% Buses	0	0.1	0	0	0.1	0.8	0	0	0	0.6	0.4	0.4	0
Trucks	0	6	2	0	8	0	0	1	0	1	0	4	0
% Trucks	0	0.3	0.3	0	0.3	0	0	0.5	0	0.1	0	0.3	0

Start Time	JUNIPERO SERRA BLVD				CAMPUS DRE				JUNIPERO SERRA BLVD				
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
05:00 PM	0	172	77	0	249	44	0	20	1	64	23	140	0
05:15 PM	0	186	66	0	252	57	0	25	0	82	15	132	0
05:30 PM	0	232	60	2	292	72	0	19	1	91	35	172	0
05:45 PM	0	228	70	2	298	49	0	19	1	68	43	95	0
Total Volume	0	818	273	2	1091	222	0	83	3	305	116	439	0
% Appr. Total	0	75	25	0	72.8	21.2	0	27.2	0	20.9	79.1	0	0
PHF	0.000	0.881	0.886	0.915	0.771	0.000	0.830	0.838	0.674	0.784	0.000	0.851	0.000



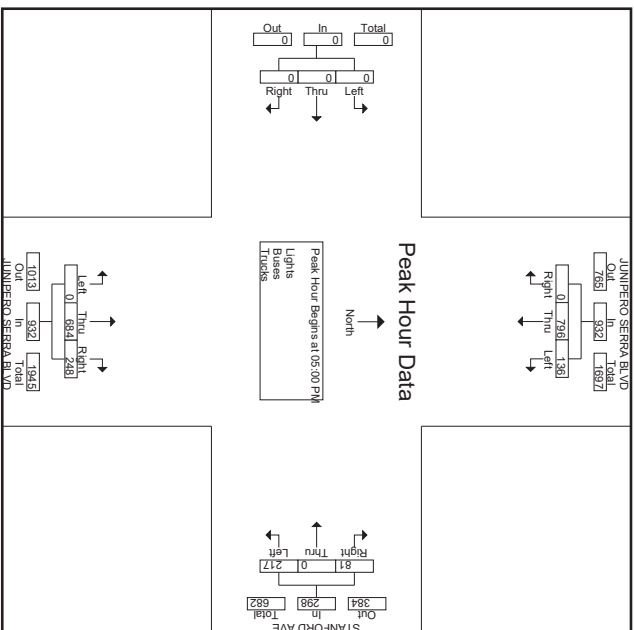
Start Time	JUNIPERO SERRA BLVD					STANFORD AVE					JUNIPERO SERRA BLVD						
	Southbound		Westbound			Westbound		Northbound			Northbound		Eastbound				
	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Int. Total	
07:00 AM	0	42	11	11	64	0	15	4	22	59	82	0	0	0	0	0	227
07:15 AM	0	72	13	18	103	6	18	8	32	63	121	0	0	0	0	0	319
07:30 AM	0	80	27	38	145	12	0	29	4	45	70	103	0	0	0	0	363
07:45 AM	0	151	73	27	251	18	0	37	3	56	101	166	0	0	0	0	574
Total	0	345	124	94	563	39	0	97	19	155	293	472	0	0	0	0	1483
08:00 AM	0	167	19	23	209	24	0	50	14	88	94	127	0	0	0	0	488
08:15 AM	0	179	34	25	238	15	0	28	7	50	76	142	0	0	0	0	505
08:30 AM	0	124	38	28	190	14	0	41	10	65	76	146	0	0	0	0	467
08:45 AM	0	127	32	30	189	13	0	41	11	64	75	128	0	0	0	0	446
Total	0	597	123	106	826	66	0	149	42	237	281	543	0	0	0	0	1907
09:00 AM	0	133	24	29	186	17	0	26	7	50	53	112	0	0	0	0	401
09:15 AM	0	123	35	32	190	8	0	18	16	42	61	146	0	0	0	0	439
09:30 AM	0	112	25	42	179	13	0	31	17	61	54	139	0	0	0	0	432
09:45 AM	0	96	23	22	141	8	0	22	14	44	58	106	0	0	0	0	346
Total	0	464	107	125	696	46	0	97	54	197	226	502	0	0	0	0	1621
Grand Total	0	1406	354	325	2095	151	0	343	115	609	800	1517	0	0	0	0	5011
Approch %	0	67.4	17	15.6	24.8	0	0	56.3	18.9	12.2	16	30.3	0	0	0	0	4936
% Lights	0	1365	350	325	2060	150	0	339	115	604	788	1494	0	0	0	0	4936
% Buses	0	98.5	98.9	100	98.8	99.3	0	98.8	100	99.2	98.5	97.8	0	0	0	0	98.5
% Trucks	0	0.6	0.8	0	0.5	0	0	0.9	0	0.5	0.6	1.1	0	0	0	0	35
% Trucks	0	13	1	0	14	1	0	1	0	2	7	17	0	0	0	0	0.7
% Trucks	0	0.9	0.3	0	0.7	0.7	0	0.3	0	0.3	0.9	1.1	0	0	0	0	0.8

Start Time	JUNIPERO SERRA BLVD			STANFORD AVE			JUNIPERO SERRA BLVD									
	Southbound		Appr Total	Westbound		Appr Total	Northbound		Int. Total							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left							
07:45 AM	0	151	73	224	18	0	35	53	101	166	0	267	0	0	0	544
08:00 AM	0	167	19	186	24	0	50	74	64	127	0	191	0	0	0	451
08:15 AM	0	179	34	213	15	0	28	43	76	142	0	218	0	0	0	474
08:30 AM	0	124	38	162	14	0	41	55	66	146	0	212	0	0	0	429
Total Volume	0	621	164	785	71	0	154	225	307	581	0	888	0	0	0	1898
% Appr Total	0	79.1	20.9	31.6	0	0	68.4	34.6	65.4	0	0	83.1	0	0	0	872
PHF	0.000	.867	.562	.876	.740	.000	.770	.760	.875	.000	.000	.831	.000	.000	.000	.872



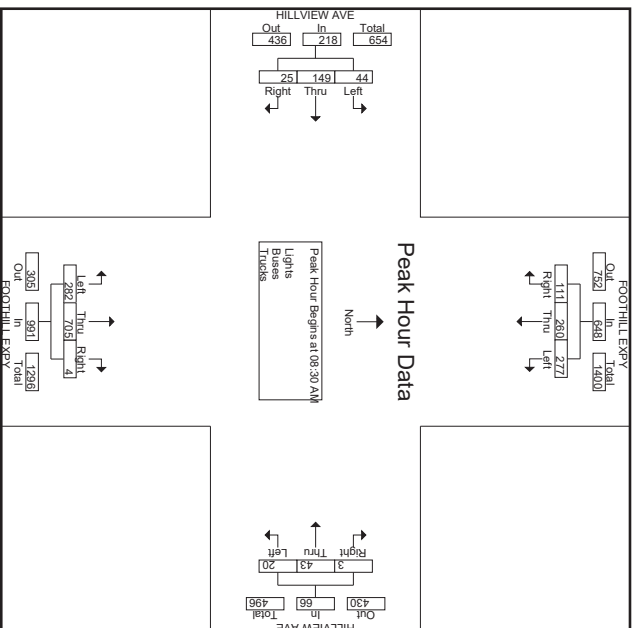
Start Time	JUNIPERO SERRA BLVD					STANFORD AVE					JUNIPERO SERRA BLVD						
	Southbound		Westbound			Northbound		Eastbound			Northbound		Eastbound				
	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Int. Total	
04:00 PM	0	208	25	17	250	27	0	57	0	82	33	102	0	0	135	0	477
04:15 PM	0	133	32	22	187	21	0	63	8	92	40	90	0	0	130	0	409
04:30 PM	0	147	11	29	187	12	0	49	7	78	35	98	0	0	131	0	386
04:45 PM	0	176	28	37	241	12	0	57	12	81	52	145	0	0	187	0	519
Total	0	684	96	105	865	82	0	228	35	343	160	433	0	0	583	0	1801
05:00 PM	0	220	31	17	268	19	0	50	5	74	48	221	0	0	289	0	609
05:15 PM	0	213	30	27	270	29	0	50	8	87	44	212	0	0	256	0	613
05:30 PM	0	180	43	36	259	17	0	60	14	81	78	154	0	0	212	0	542
05:45 PM	0	183	32	38	253	16	0	62	12	85	78	117	0	0	185	0	543
Total	0	796	136	116	1048	81	0	217	39	337	248	684	0	0	932	0	2317
06:00 PM	0	198	25	30	253	9	0	53	9	71	48	100	0	0	148	0	472
06:15 PM	0	213	24	32	269	16	0	46	12	74	60	114	0	0	174	0	517
06:30 PM	0	142	8	34	184	15	0	62	15	92	50	110	0	0	160	0	436
06:45 PM	0	112	18	13	143	11	0	62	5	78	39	74	0	0	113	0	324
Total	0	685	75	109	849	51	0	223	41	315	197	398	0	0	585	0	1759
Grand Total	0	2125	307	330	2762	214	0	666	115	985	605	1515	0	0	2120	0	5877
Approch %	0	76.9	11.1	11.9	86.2	21.5	0	66.9	11.6	28.5	71.5	0	0	0	36.1	0	85.5
% Lights	0	2112	305	330	2747	213	0	660	115	988	600	1500	0	0	2100	0	5835
% Buses	0	99.4	99.3	100	99.5	99.5	0	99.1	100	99.3	99.2	99	0	0	99.1	0	99.3
% Trucks	0	0.4	0.2	0	0.1	0	0	0.8	0	0.4	0.2	0.5	0	0	0.4	0	0.3

Start Time	JUNIPERO SERRA BLVD			STANFORD AVE			JUNIPERO SERRA BLVD		
	Southbound		Appr Total	Westbound		Appr Total	Northbound		Appr Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1	0	220	31	19	0	50	69	48	221
05:00 PM	0	213	30	243	29	0	50	79	78
05:15 PM	0	180	43	223	17	0	67	83	78
05:30 PM	0	183	32	215	16	0	67	83	78
05:45 PM	0	796	136	932	81	0	217	298	248
Total Volume	0	85.4	14.6	27.2	0	17.8	26.6	73.4	0
% Appr Total	0.000	.395	.791	.928	.698	.000	.810	.898	.795
PHF									.000

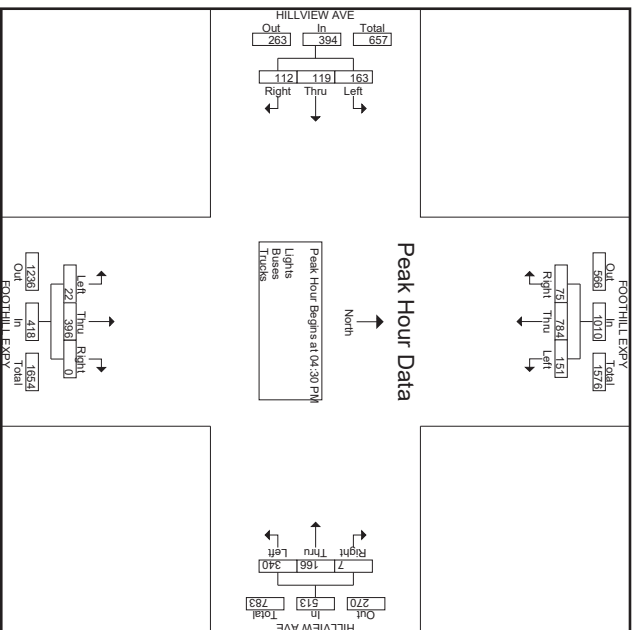


Groups Printed- Lights - Buses - Trucks

Start Time	FOOTHILL EXPY			HILLVIEW AVE			FOOTHILL EXPY			HILLVIEW AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	15	39	112	0	166	0	4	0	56	8	2	66
07:15 AM	13	42	95	0	150	0	3	0	80	22	1	103
07:30 AM	28	50	87	0	165	0	7	6	0	16	14	2
07:45 AM	31	69	95	0	195	0	17	4	0	178	23	2
Total	87	200	399	0	676	0	35	18	0	53	0	201
08:00 AM	27	92	86	0	205	1	9	4	0	14	0	162
08:15 AM	30	67	87	1	185	0	13	5	0	18	0	168
08:30 AM	23	65	89	1	178	1	13	3	0	17	0	161
08:45 AM	40	89	82	0	161	0	9	8	0	15	0	152
Total	120	283	324	2	729	2	44	18	0	64	0	588
09:00 AM	20	71	52	0	143	1	11	3	0	15	0	147
09:15 AM	28	65	74	0	167	1	10	8	0	10	2	175
09:30 AM	35	77	51	0	157	1	11	14	0	28	0	165
09:45 AM	30	78	70	0	178	0	14	11	0	25	0	121
Total	113	285	247	0	645	3	46	36	0	85	2	608
Grand Total	320	768	980	2	2050	5	125	72	0	202	5	1737
Apprch %	15.6	37.5	48.8	0.1	39.8	0.1	2.4	1.4	0	3.9	0.1	33.7
Total %	6.2	14.9	18.6	0	20.08	5	8.6	7.0	0	16.1	5	17.2
% Lights	99.1	97.9	97.6	100	98	100	88.8	97.2	0	79.7	100	98.6
% Buses	0	0.3	1.5	0	0.8	0	0.24	0	0	0.3	0.7	0
% Trucks	0.9	1.8	0.9	0	1.3	0	7.2	2.8	0	5.4	0	1.1

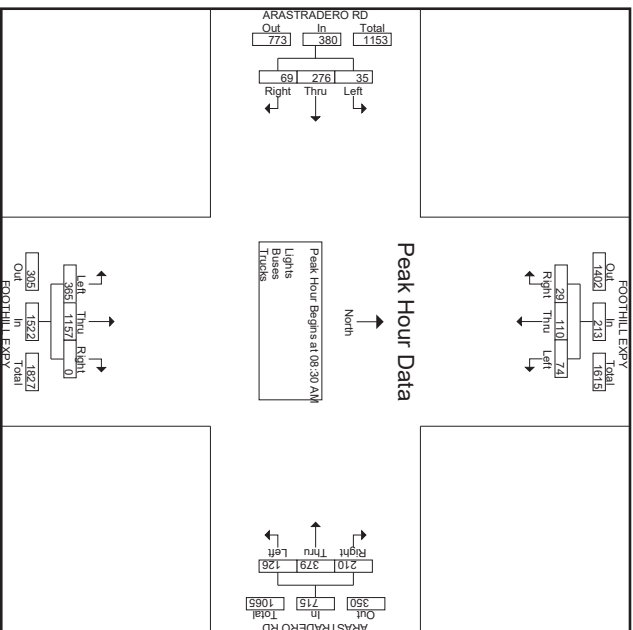


Start Time	FOOTHILL EXPY			HILLVIEW AVE			FOOTHILL EXPY			HILLVIEW AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	8	246	26	0	280	0	31	98	1	130	0	80
04:15 PM	10	222	21	1	254	2	30	94	0	117	3	2
04:30 PM	5	222	29	0	256	3	27	111	2	143	0	6
04:45 PM	11	175	20	0	206	3	47	90	0	103	5	0
Total	34	865	96	1	996	8	135	393	3	539	18	4
05:00 PM	22	218	43	0	283	1	41	72	0	114	0	89
05:15 PM	37	169	59	0	264	1	57	67	0	118	0	103
05:30 PM	37	179	46	0	264	0	38	57	0	105	1	112
05:45 PM	19	220	34	0	273	0	36	64	0	100	4	4
Total	113	786	164	0	1085	1	176	260	0	437	1	412
06:00 PM	12	208	40	0	260	2	27	75	1	105	0	107
06:15 PM	14	280	31	2	337	1	20	59	6	88	0	84
06:30 PM	6	187	26	1	220	0	19	75	0	94	0	82
06:45 PM	15	127	24	0	166	0	12	48	4	64	0	59
Total	47	812	121	3	983	3	78	256	11	346	0	352
Grand Total	196	2463	401	4	3064	12	389	909	14	1324	1	1155
Approach %	6.4	80.4	13.1	0.1	46.2	0.2	5.9	13.7	0.2	20	0.1	94.4
% Lights	189	2448	382	4	3023	12	353	905	14	1284	1	1140
% Buses	2	0.2	4.5	0	0.9	0	7.7	0.2	0	2.4	0	0.4
% Trucks	3	10	1	0	14	0	6	2	0	8	0	10
% Total	1.5	0.4	0.2	0	0.5	0	1.5	0.2	0	0.6	0	0.9



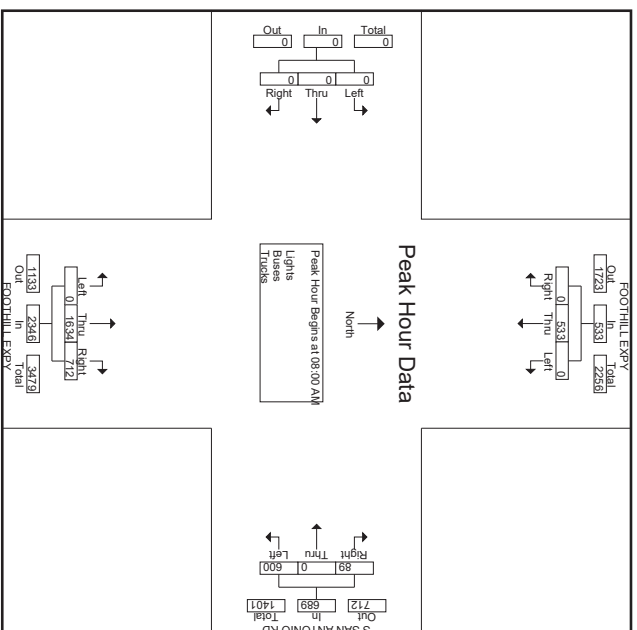
Start Time	FOOTHILL EXPY			ARASTRADERO RD			FOOTHILL EXPY			ARASTRADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	18	9	6	34	29	16	0	107	29	1	137	7
07:15 AM	1	20	17	6	44	37	41	28	0	153	10	42
07:30 AM	3	27	22	10	62	26	54	30	0	110	7	56
07:45 AM	5	19	35	18	77	39	62	32	0	133	20	86
Total	10	84	83	40	217	122	186	106	0	414	44	216
08:00 AM	6	38	35	8	87	50	60	34	0	144	1	214
08:15 AM	3	31	44	10	93	48	57	31	2	138	1	264
08:30 AM	4	27	28	4	64	68	104	28	1	185	0	304
08:45 AM	12	22	26	4	64	68	36	44	1	207	0	278
Total	30	118	121	30	299	216	317	157	4	674	2	1060
09:00 AM	6	25	15	9	56	53	76	32	0	161	0	302
09:15 AM	7	38	17	0	60	39	103	22	0	164	0	273
09:30 AM	3	38	23	0	64	47	79	42	0	168	0	248
09:45 AM	4	46	30	2	82	46	85	44	0	175	0	252
Total	20	145	85	11	261	185	343	140	0	668	0	1075
Grand Total	60	347	289	81	777	523	846	383	4	1756	2	2781
Approx %	7.7	44.7	37.2	10.4	29.8	48.2	21.8	0.2	24.3	0.1	76.4	22.8
Total %	0.8	4.8	4	1.1	10.7	7.2	11.7	5.3	0.1	24.3	0	38.4
% Lights	95	95.4	98.3	98.8	97.7	98.9	97.7	100	98.5	100	98.2	98.9
% Buses	0	0.3	1	0	0.5	1.1	0.2	0.3	0	0.5	0	0.1
% Trucks	3	15	2	1	21	6	7	4	0	17	0	20
% Trucks	5	4.3	0.7	1.2	2.7	1.1	0.8	1	0	0.7	1.1	3.8

Start Time	FOOTHILL EXPY			ARASTRADERO RD			FOOTHILL EXPY			ARASTRADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:30 AM	4	27	16	52	104	28	184	0	304	90	394	14
08:45 AM	12	22	26	60	66	44	206	0	278	115	383	13
09:00 AM	6	25	15	9	53	76	32	0	302	57	359	7
09:15 AM	7	38	17	60	63	39	103	22	0	273	10	377
Total Volume	29	110	74	213	210	379	426	75	0	1157	365	1522
% Appr. Total	13.6	51.6	34.7	29.4	53	17.6	18.2	7.6	0	24	69	27.6
PHF	0.04	.764	.712	.883	.795	.911	.716	.883	.000	.951	.793	.966



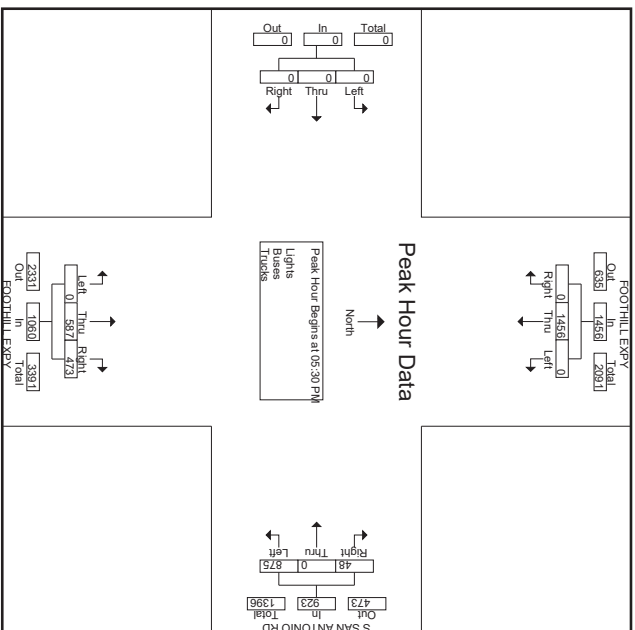
Start Time	FOOTHILL EXPY				S SAN ANTONIO RD				FOOTHILL EXPY			
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:00 AM	0	0	0	0	0	58	0	0	65	78	213	0
07:15 AM	0	81	0	0	0	73	0	0	80	114	274	0
07:30 AM	0	108	0	0	0	129	0	0	150	116	334	1
07:45 AM	0	115	0	0	0	133	0	0	151	190	388	0
Total	0	386	0	0	0	393	0	0	446	498	1209	1
08:00 AM	0	135	0	0	0	200	0	0	224	169	402	0
08:15 AM	0	139	0	0	0	153	0	0	172	171	386	0
08:30 AM	0	150	0	0	0	136	0	0	157	174	441	0
08:45 AM	0	109	0	0	0	111	0	0	139	136	405	0
Total	0	533	0	0	0	600	0	0	689	712	1634	0
09:00 AM	0	106	0	0	0	118	0	0	138	219	423	0
09:15 AM	0	117	0	0	0	117	0	0	132	189	389	0
09:30 AM	0	96	0	0	0	142	0	0	156	191	394	0
09:45 AM	0	128	0	0	0	173	0	0	190	197	344	0
Total	0	447	0	0	0	550	0	0	618	796	1559	0
Grand Total	0	1366	0	0	0	1543	0	0	1753	2006	4402	1
Approch %	0	100	0	0	0	88	0	0	31.3	68.7	0	0
Total %	0	14.3	0	0	0	16.2	0	0	18.4	21.1	48.2	0
% Lights	0	935	0	0	0	1305	206	0	1706	1955	4314	1
% Buses	0	4	0	0	0	95.5	98.1	0	97.3	97.5	98	100
% Trucks	0	0.3	0	0	0	0.3	0	0	0.8	0.5	0.1	0
% Trucks	0	57	0	0	0	29	0	0	33	41	84	0
% Trucks	0	4.2	0	0	0	1.9	0	0	1.9	2	1.9	0

Start Time	FOOTHILL EXPY				S SAN ANTONIO RD				FOOTHILL EXPY			
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
08:00 AM	0	135	0	0	0	200	0	0	224	169	402	0
08:15 AM	0	139	0	0	0	153	0	0	172	171	386	0
08:30 AM	0	150	0	0	0	136	0	0	157	174	441	0
08:45 AM	0	109	0	0	0	111	0	0	139	136	405	0
Total Volume	0	533	0	0	0	600	0	0	689	712	1634	0
% Appr. Total	0	100	0	0	0	87.1	0	0	77.9	89.9	92.6	0
PHF	0.000	.888	0.000	0.000	.795	.000	.750	0.000	.954	.000	.000	0.000



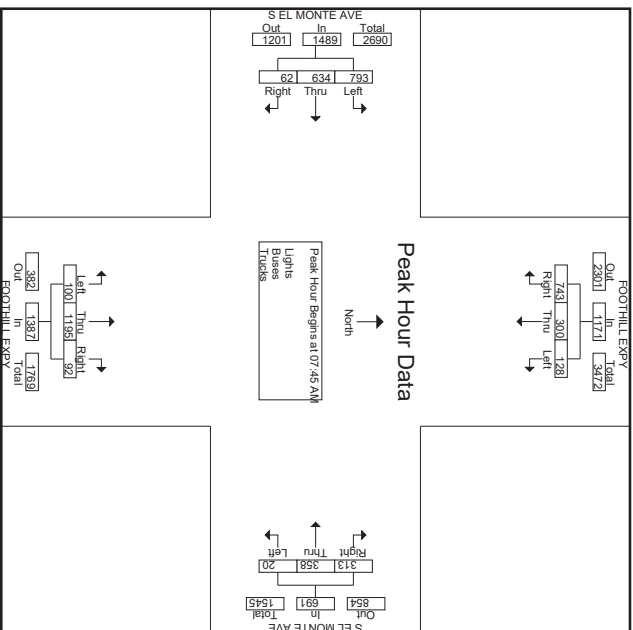
Start Time	FOOTHILL EXPY				S SAN ANTONIO RD				FOOTHILL EXPY								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
04:00 PM	0	411	0	0	0	208	0	0	219	143	130	0	0	273	0	0	0
04:15 PM	0	352	0	0	0	209	0	0	220	113	139	0	0	252	0	0	0
04:30 PM	0	320	0	0	0	214	0	0	224	102	135	0	0	237	0	0	0
04:45 PM	0	288	0	0	0	288	12	0	249	114	121	0	0	235	0	0	0
Total	0	1371	0	0	0	1371	44	0	912	472	525	0	0	997	0	0	0
05:00 PM	0	343	0	0	0	219	0	0	223	109	137	0	0	246	0	0	0
05:15 PM	0	374	0	0	0	232	7	0	244	144	143	0	0	287	0	0	0
05:30 PM	0	331	0	0	0	351	20	0	244	110	171	0	0	251	0	0	0
05:45 PM	0	345	0	0	0	345	10	0	215	120	102	0	0	232	0	0	0
Total	0	1371	0	0	0	1371	41	0	926	483	613	0	0	1096	0	0	0
06:00 PM	0	386	0	0	0	386	4	0	224	107	125	0	0	232	0	0	0
06:15 PM	0	374	0	0	0	374	14	0	222	226	136	129	0	285	0	0	0
06:30 PM	0	307	0	0	0	307	10	0	191	207	108	104	0	212	0	0	0
06:45 PM	0	277	0	0	0	277	13	0	165	98	102	0	0	200	0	0	0
Total	0	1344	0	0	0	1344	41	0	802	443	460	0	0	909	0	0	0
Grand Total	0	4086	0	0	0	4086	126	0	2555	0	2891	1404	1598	0	0	0	0
Approch %	0	100	0	0	0	100	4.7	0	95.3	0	46.8	53.2	0	0	0	0	0
Total %	0	41.8	0	0	0	41.8	1.3	0	27.4	14.4	16.4	0	0	30.7	0	0	0
% Lights	0	4068	0	0	0	4068	125	0	2537	0	2662	1388	1590	0	0	0	0
% Buses	0	99.6	0	0	0	99.6	99.2	0	99.3	98.9	98.5	0	0	99.2	0	0	0
% Trucks	0	2	0	0	0	2	0	0	7	9	1	0	0	10	0	0	0
% Buses	0	16	0	0	0	16	1	0	0.3	0.6	0.1	0	0	0.3	0	0	0
% Trucks	0	0.4	0	0	0	0.4	0.8	0	0.4	0.5	0.4	0	0	0.5	0	0	0

Start Time	FOOTHILL EXPY				S SAN ANTONIO RD				FOOTHILL EXPY								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
05:30 PM	0	351	0	0	0	224	0	0	244	110	171	0	0	281	0	0	0
05:45 PM	0	345	0	0	0	215	10	0	224	120	162	0	0	282	0	0	0
06:00 PM	0	386	0	0	0	224	4	0	228	107	125	0	0	232	0	0	0
06:15 PM	0	374	0	0	0	374	14	0	222	236	136	129	0	285	0	0	0
Total Volume	0	1456	0	0	0	875	48	0	923	473	587	0	0	1080	0	0	0
% App. Total	0	100	0	0	0	59.4	3.3	0	63.5	32.4	33.4	0	0	73.9	0	0	0
PHF	0.000	.943	0.000	0.000	0.000	.600	.000	0.000	.917	.946	.858	0.000	0.000	.940	0.000	0.000	.981



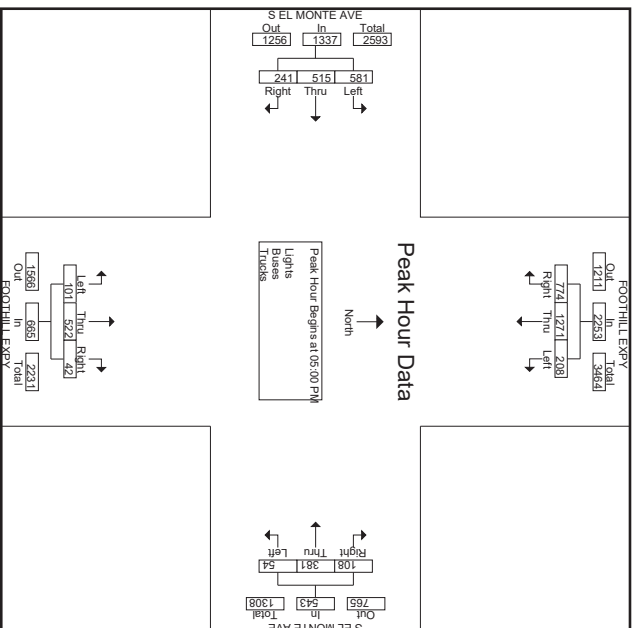
Groups Printed- Lights- Buses- Trucks

Start Time	FOOTHILL EXPY			S EL MONTE AVE			FOOTHILL EXPY			S EL MONTE AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	89	39	14	143	31	3	105	12	155	12	0	179
07:15 AM	105	28	27	160	62	9	160	11	174	33	0	218
07:30 AM	172	47	22	244	55	10	143	15	286	34	1	336
07:45 AM	212	73	30	315	43	3	143	15	304	38	7	364
Total	578	187	93	862	191	30	567	53	919	117	8	1097
08:00 AM	185	73	37	299	75	83	161	37	320	24	4	385
08:15 AM	176	71	43	291	89	10	188	24	264	19	9	336
08:30 AM	170	83	18	271	106	6	202	16	267	19	5	327
08:45 AM	145	108	14	266	81	83	169	16	339	29	4	368
Total	676	335	112	1129	391	24	720	93	1230	91	22	1436
09:00 AM	153	54	20	227	68	89	161	19	326	13	3	361
09:15 AM	158	59	22	239	79	92	168	15	289	18	0	332
09:30 AM	170	69	15	254	38	76	120	9	274	33	0	316
09:45 AM	187	80	26	273	63	80	149	19	304	34	2	359
Total	668	242	83	993	242	339	598	62	1203	98	5	1368
Grand Total	1822	764	288	2984	784	1042	1885	208	3352	306	35	3901
Approx %	64.4	25.6	9.7	64.6	25.3	9.7	64.6	25.3	9.7	64.6	25.3	9.7
% Lights	97	95.2	96.8	96.4	98.6	98.3	94.1	100	98.3	94.7	98.9	98.4
% Buses	0.6	0.4	0.3	0.5	0.5	0.9	0.2	0.5	0.5	0.1	0	0.1
% Trucks	45	34	11	45	34	11	45	34	11	45	34	11



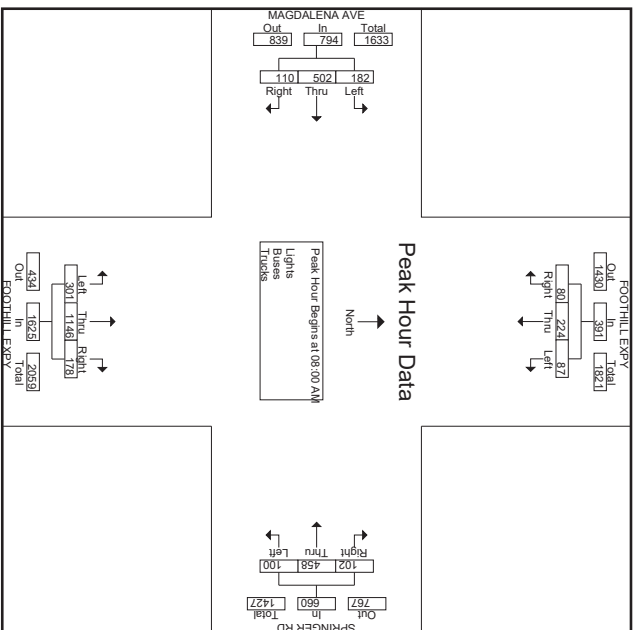
Groups Printed- Lights- Buses- Trucks

Start Time	FOOTHILL EXPY Southbound			S EL MONTE AVE Westbound			FOOTHILL EXPY Northbound			S EL MONTE AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	211	343	60	0	614	32	96	5	0	133	9	96
04:15 PM	199	319	60	3	581	24	99	10	0	133	12	104
04:30 PM	202	325	55	1	578	27	96	11	0	134	6	115
04:45 PM	180	385	42	1	588	28	87	12	1	128	14	138
Total	792	1382	213	4	2361	111	378	38	1	528	41	453
05:00 PM	175	326	46	0	547	38	92	19	0	149	15	113
05:15 PM	181	286	47	1	515	23	104	14	0	141	8	128
05:30 PM	218	333	54	1	508	30	87	12	0	130	9	148
05:45 PM	200	326	61	1	586	17	86	9	0	124	10	152
Total	774	1271	208	3	2256	108	381	54	1	544	42	522
06:00 PM	195	298	75	5	573	21	102	11	1	135	8	110
06:15 PM	180	294	65	0	539	26	81	5	1	113	10	117
06:30 PM	174	300	61	0	535	22	114	7	0	143	11	116
06:45 PM	188	191	53	0	432	15	109	7	0	134	11	173
Total	737	1083	254	5	2079	88	405	30	2	525	40	416
Grand Total	2303	3706	675	12	6696	307	1164	122	4	1597	123	1391
Apprch %	34.4	55.3	10.1	0.2	19.2	72.9	7.6	0.3	0	11.9	0.9	10.4
Total %	17.2	27.7	5	0.1	50.1	2.3	8.7	0.9	0	11.9	0.9	10.4
Lights	2281	3888	672	12	6653	306	1156	119	4	1585	122	1375
% Lights	99	99.5	99.6	100	99.4	99.7	99.3	97.5	100	99.2	98.8	98.8
Buses	8	5	1	0	14	1	5	1	0	7	0	1
% Buses	0.3	0.1	0.1	0	0.2	0.3	0.4	0.8	0	0.4	0	0.1
Trucks	14	13	2	0	29	3	2	0	5	1	15	1
% Trucks	0.6	0.4	0.3	0	0.4	0	0.3	1.6	0	0.3	0.8	1.1



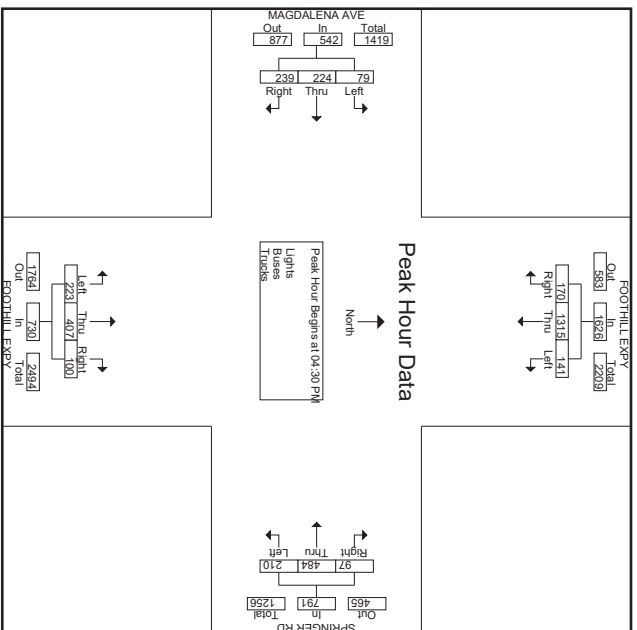
Start Time	FOOTHILL EXPY			SPRINGGER RD			FOOTHILL EXPY			MAGDALENA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	5	21	8	36	11	36	12	1	60	19	156	22
07:15 AM	9	22	2	46	18	61	10	0	89	32	230	26
07:30 AM	6	32	20	58	40	99	27	1	167	34	269	44
07:45 AM	30	39	11	66	32	93	20	0	145	41	322	51
Total	50	114	51	206	101	289	69	2	461	126	977	143
08:00 AM	16	47	15	83	19	94	21	0	134	50	275	96
08:15 AM	6	57	20	69	27	127	24	0	177	51	269	85
08:30 AM	21	86	23	107	30	112	24	0	166	38	331	63
08:45 AM	15	69	22	107	27	123	31	0	183	39	271	57
Total	80	224	67	400	101	458	100	0	660	178	1146	301
09:00 AM	13	45	17	76	17	69	15	0	101	43	245	39
09:15 AM	6	57	20	69	12	65	16	0	96	43	313	40
09:30 AM	16	40	16	75	18	85	22	0	123	44	308	47
09:45 AM	13	44	16	65	20	82	20	2	105	41	222	68
Total	48	186	69	321	65	282	73	5	425	171	1096	194
Grand Total	156	524	207	927	288	1029	242	7	1546	475	3209	638
Approx %	17	56.5	22.3	4.1	17.3	66.6	15.7	0.5	10.7	72.6	14.4	2.2
Total %	1.8	5.8	2.3	0.4	10.3	3.1	11.5	0.1	17.2	5.3	35.7	7.1
% Lights	152	508	197	38	895	254	1016	232	7	1509	456	3159
% Buses	96.2	96.9	95.2	100	98.5	94.8	98.7	100	97.6	96	98.4	98.4
% Trucks	0.6	0	0.5	0	0.2	0.4	0.2	0.8	0.3	0	0.2	0.2
% App. Total	20.5	57.3	22.3	15.5	69.4	15.2	8	0	32	19	42	9
PHF	.714	.812	.806	.914	.850	.902	.806	.902	.873	.866	.784	.845

Start Time	FOOTHILL EXPY			SPRINGGER RD			FOOTHILL EXPY			MAGDALENA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	16	47	15	78	19	94	21	0	134	50	275	96
08:15 AM	28	52	27	100	26	127	24	0	177	51	269	85
08:30 AM	21	56	23	100	30	112	24	0	166	38	331	63
08:45 AM	15	69	22	106	27	123	31	0	183	39	271	57
Total	80	224	67	391	102	458	100	0	660	178	1146	301
% App. Total	20.5	57.3	22.3	15.5	69.4	15.2	8	0	32	19	42	9
PHF	.714	.812	.806	.914	.850	.902	.806	.902	.873	.866	.784	.845



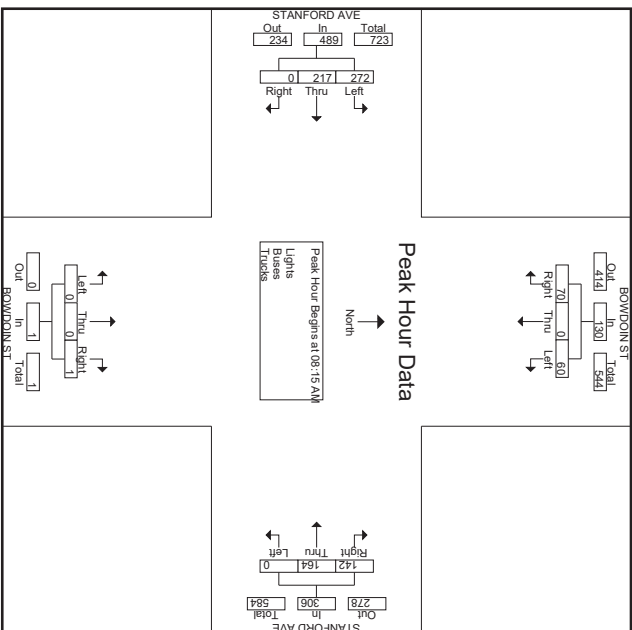
Start Time	FOOTHILL EXPY			SPRINGGER RD			FOOTHILL EXPY			MAGDALENA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	37	285	27	0	349	28	99	39	0	166	20	99
04:15 PM	47	319	31	1	398	22	107	50	0	179	29	106
04:30 PM	42	328	34	1	405	31	87	43	0	161	31	111
04:45 PM	45	275	33	5	358	22	142	50	2	216	27	68
Total	171	1207	125	7	1510	103	435	182	2	722	107	384
05:00 PM	41	353	40	0	434	22	140	62	0	224	10	101
05:15 PM	42	359	34	0	435	22	115	53	0	192	32	127
05:30 PM	31	346	22	4	403	26	104	64	0	198	16	85
05:45 PM	9	301	24	4	338	25	104	47	0	176	31	104
Total	123	1389	120	10	1612	95	467	228	0	790	88	446
06:00 PM	10	343	21	0	374	14	104	50	0	168	21	101
06:15 PM	31	315	33	6	365	13	108	37	1	150	21	83
06:30 PM	43	290	27	0	360	14	82	23	0	119	16	85
06:45 PM	41	234	25	0	300	12	84	22	1	119	16	83
Total	125	1182	106	6	1419	53	378	132	2	565	74	362
Grand Total	419	3748	351	23	4541	251	1280	542	4	2077	289	1194
Apprch %	9.2	82.5	7.7	0.5	44	2.4	12.4	5.3	0	20.1	2.6	11.6
Total %	4.1	36.4	3.4	0.2	44	2.4	12.4	5.3	0	20.1	2.6	11.6
% Lights	418	3729	348	23	4518	251	1275	535	4	2065	289	1199
% Buses	99.8	99.5	99.1	100	99.5	100	99.6	98.7	100	99.4	100	99.7
% Trucks	0.2	0.1	0	0	0.1	0	0.1	0.3	0	0.3	0.1	0.2
% Trucks	0	15	3	0	18	0	5	0	0	5	0	3
% Trucks	0	0.4	0.9	0	0.4	0	0.4	0	0	0.2	0	0.3

Start Time	FOOTHILL EXPY			SPRINGGER RD			FOOTHILL EXPY			MAGDALENA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:30 PM	42	328	34	0	404	31	87	43	0	161	31	111
04:45 PM	45	275	33	33	353	22	142	50	2	214	27	68
05:00 PM	41	353	40	0	434	22	140	62	0	224	10	101
05:15 PM	42	359	34	0	435	22	115	53	0	192	32	127
Total Volume	170	1315	141	6	1626	97	484	210	791	100	407	223
% Appr. Total	10.5	80.9	8.7	0	12.3	61.2	26.5	0	13.7	55.8	30.5	14.6
PHF	.944	.916	.881		.934	.782	.852	.847		.893	.801	.808



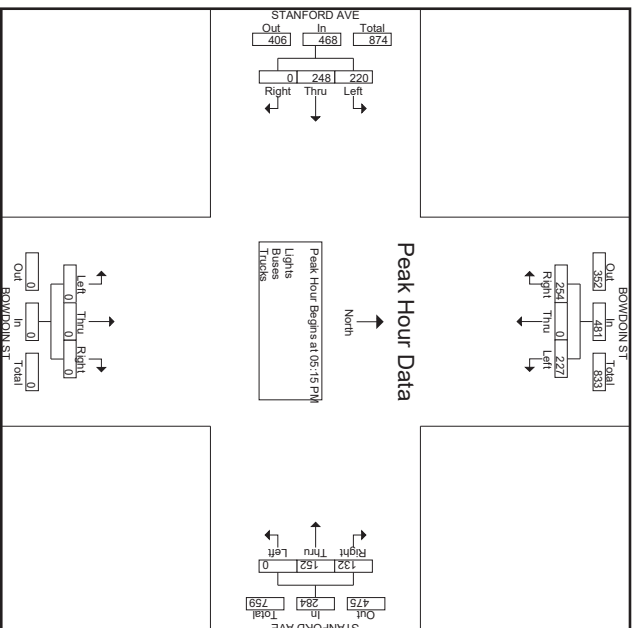
Start Time	BOWDOIN ST			STANFORD AVE			BOWDOIN ST			STANFORD AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	12	0	6	24	13	19	0	5	32	0	0	10
07:15 AM	7	0	9	8	22	19	0	0	41	0	0	1
07:30 AM	14	0	12	14	40	25	0	2	65	0	0	6
07:45 AM	24	0	21	11	56	21	0	1	66	0	0	7
Total	57	0	48	39	144	81	0	18	204	0	0	24
08:00 AM	19	0	11	5	35	25	0	10	66	0	0	5
08:15 AM	17	0	16	5	39	36	0	3	80	0	0	5
08:30 AM	22	0	13	12	47	36	0	1	76	0	0	6
08:45 AM	16	0	14	4	34	37	0	1	76	0	0	3
Total	74	0	54	27	153	134	0	14	298	0	0	19
09:00 AM	15	0	12	9	41	33	0	2	80	0	0	4
09:15 AM	16	0	12	12	40	33	0	2	66	0	0	3
09:30 AM	19	0	25	5	49	23	0	2	41	0	0	4
09:45 AM	18	0	20	0	38	28	0	2	51	0	0	9
Total	68	0	74	26	168	118	0	6	238	0	0	21
Grand Total	199	0	176	92	467	333	0	38	740	0	0	62
Approx %	42.6	0	37.7	19.7	45	49.9	0	5.1	4.6	0	0	95.4
Total %	7.7	0	6.8	3.6	18.1	12.9	0	1.5	28.7	0	0	2.4
% Lights	193	0	173	92	458	322	0	38	724	0	0	62
% Buses	97	0	98.3	100	98.1	96.7	0	100	97.8	0	0	95.4
% Trucks	2.5	0	1.1	0	0.4	0.4	0	0	1.6	0	0	0

Start Time	BOWDOIN ST			STANFORD AVE			BOWDOIN ST			STANFORD AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:15 AM	17	0	16	33	36	41	0	0	77	0	0	0
08:30 AM	22	0	13	35	36	40	0	0	76	0	0	0
08:45 AM	16	0	14	30	37	38	0	0	75	1	0	1
09:00 AM	15	0	17	32	33	45	0	0	78	1	0	1
Total Volume	70	0	60	130	142	164	0	0	306	1	0	1
% App. Total	53.8	0	46.2	46.4	53.6	53.6	0	0	100	100	0	0
PHF	.000	.000	.882	.929	.959	.911	.000	.000	.250	.000	.000	.832



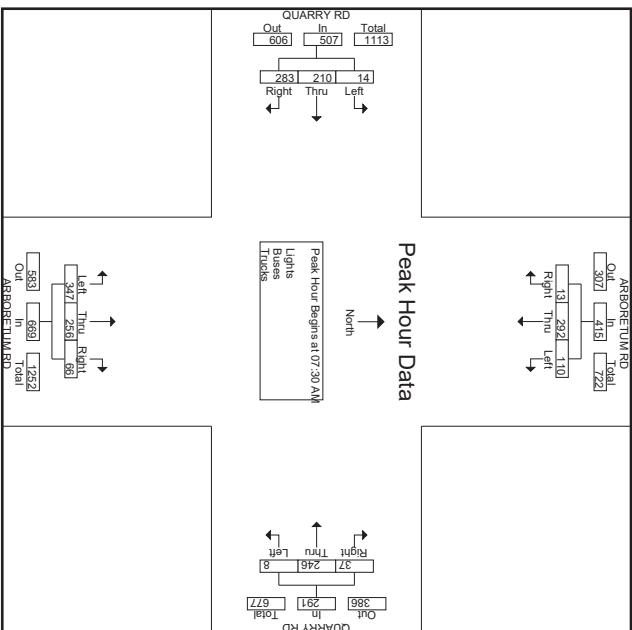
Start Time	BOWDOIN ST			STANFORD AVE			BOWDOIN ST			STANFORD AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	61	0	29	2	92	14	48	0	0	0	4	4
04:15 PM	71	0	43	2	116	25	44	0	0	0	0	0
04:30 PM	89	0	49	4	138	22	52	0	0	0	3	3
04:45 PM	73	0	49	5	127	19	38	0	0	0	0	0
Total	294	0	166	13	473	80	182	0	2	264	9	9
05:00 PM	82	1	59	10	152	24	38	0	0	0	2	2
05:15 PM	69	0	59	11	133	37	43	0	0	0	0	0
05:30 PM	83	0	45	9	134	33	43	0	3	73	0	0
05:45 PM	41	0	57	8	104	30	40	0	0	0	0	0
Total	275	1	220	29	525	124	154	0	8	286	0	0
06:00 PM	61	0	66	9	196	32	36	0	0	0	0	6
06:15 PM	50	0	39	11	103	29	32	0	0	0	0	4
06:30 PM	50	0	28	12	90	29	36	0	0	0	0	1
06:45 PM	61	0	35	8	104	27	27	0	0	0	0	2
Total	231	0	162	40	433	108	133	0	0	0	0	13
Grand Total	800	1	548	82	1431	312	489	0	10	791	0	0
Apprch %	55.9	0.1	38.3	5.7	39.4	59.3	0	1.3	22.9	0	0	0
Total %	23.2	0	15.9	2.4	41.4	9	13.6	0	0.3	22.9	0	0
Lights	797	0	543	81	1421	299	485	0	10	774	0	0
% Lights	99.6	0	99.1	98.8	99.3	95.8	99.1	0	100	97.9	0	0
Buses	2	0	2	0	4	13	3	0	0	16	0	0
% Buses	0.2	0	0.4	0	0.3	4.2	0.6	0	0	2	0	0
Trucks	1	1	3	1	6	0	1	0	0	1	0	0
% Trucks	0.1	100	0.5	1.2	0.4	0	0.2	0	0	0	0	0

Start Time	BOWDOIN ST			STANFORD AVE			BOWDOIN ST			STANFORD AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:15 PM	69	0	59	128	37	43	0	0	0	0	0	0
05:30 PM	83	0	45	128	33	33	0	0	0	66	0	0
05:45 PM	41	0	57	98	30	40	0	0	0	0	0	0
06:00 PM	61	0	66	127	32	36	0	0	0	0	0	0
Total Volume	254	0	227	481	132	152	0	284	0	0	0	0
% Appr. Total	76.5	0	47.2	46.5	53.5	0	89.8	0	0	0	0	0
PHF	.000	.000	.860	.939	.892	.884	.000	.898	.000	.000	.000	.000



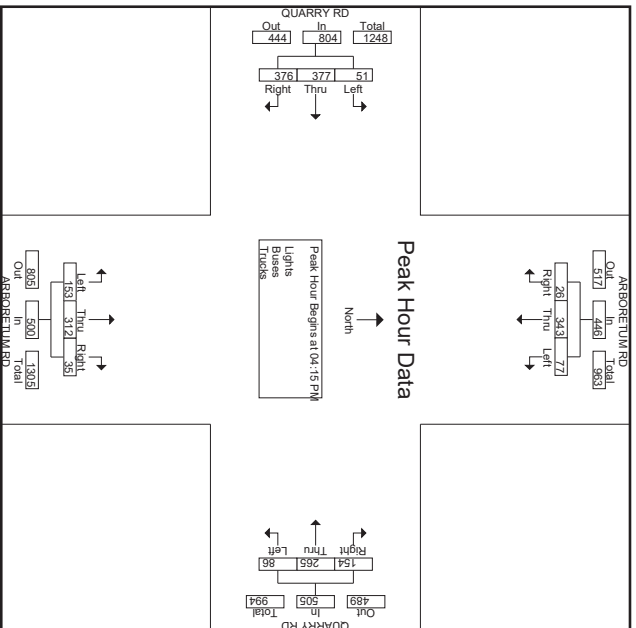
Start Time	ARBORETUM RD				QUARRY RD				ARBORETUM RD				QUARRY RD								
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris					
07:00 AM	34	25	9	69	5	53	3	6	67	37	66	21	156	52	38	5	6	101	393		
07:15 AM	4	55	23	21	103	12	50	2	13	77	29	50	37	206	60	35	2	5	102	488	
07:30 AM	3	55	41	31	130	4	66	3	14	87	21	62	90	37	210	100	63	2	10	175	602
07:45 AM	1	78	28	20	127	12	71	1	16	100	15	59	85	33	192	74	59	4	5	142	561
Total	9	222	117	81	429	33	240	9	49	331	97	208	331	764	286	195	13	28	520	2044	
08:00 AM	3	71	22	19	115	10	53	2	13	78	12	64	92	180	47	41	6	19	113	486	
08:15 AM	6	88	19	19	132	11	56	2	8	77	18	71	80	25	194	62	47	2	9	120	523
08:30 AM	5	86	28	17	134	10	80	3	11	93	16	52	94	22	184	43	44	5	9	101	512
08:45 AM	5	97	19	10	131	17	76	4	5	102	14	75	85	13	187	46	45	7	9	107	502
Total	19	342	86	65	512	44	255	8	42	349	58	236	369	92	755	193	187	17	48	445	2061
09:00 AM	11	76	29	12	128	12	58	2	14	86	9	52	84	18	162	62	39	6	13	120	406
09:15 AM	6	66	26	10	109	9	56	2	7	72	9	62	78	14	163	46	52	5	10	114	458
09:30 AM	7	64	22	9	102	9	67	0	6	82	14	54	5	10	129	53	52	9	5	119	432
09:45 AM	7	66	26	7	106	17	76	4	5	102	14	75	85	13	187	46	45	7	9	107	502
Total	31	272	103	38	444	46	257	8	32	343	45	243	298	55	641	207	189	27	37	460	1888
Grand Total	59	836	306	184	1395	123	752	25	123	1023	200	687	998	275	2160	686	571	57	111	1425	5993
Approx %	4.3	60.4	22.1	13.3	12.1	12.5	2.4	1.2	17.1	3.3	31.8	46.2	12.7	48.1	40.1	4	7.8				
% Lights	93.2	98.2	98	100	98.2	75.6	87.8	88	100	87.8	100	97.7	97.3	100	98	95.5	86.7	89.5	100	92.1	94.9
% Buses	0	0.4	0.3	0	0.3	21.1	8.9	8	0	9.3	0	0.9	0.3	0	0.4	3.1	10	3.5	0	5.6	3.1
% Trucks	6.8	1.4	1.6	0	1.5	3.3	3.3	4	0	2.9	0	1.5	2.4	0	1.6	1.5	3.3	7	0	2.3	2

Start Time	ARBORETUM RD				QUARRY RD				ARBORETUM RD				QUARRY RD				
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	
07:30 AM	3	55	41	99	4	66	3	73	21	62	90	173	100	63	2	165	510
07:45 AM	1	78	28	107	12	71	1	84	15	59	85	159	74	59	4	137	487
08:00 AM	3	71	22	96	10	53	2	65	12	64	92	168	47	41	6	94	423
08:15 AM	6	88	19	113	11	56	2	69	18	71	80	189	62	47	2	111	462
Total Volume	13	292	110	415	12.7	84.5	2.7	291	66	256	347	689	283	210	14	507	1882
% App. Total	3.1	70.4	26.5	91.8	1.71	86.6	65.7	86.6	7.86	90.1	94.3	96.7	70.8	83.3	85.3	79.8	92.3



Start Time	ARBORETUM RD			QUARRY RD			ARBORETUM RD			QUARRY RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	6	94	12	124	37	59	15	8	119	10	72	37
04:15 PM	9	92	31	222	154	73	22	1	132	10	77	34
04:30 PM	6	87	19	116	123	37	60	22	121	11	83	43
04:45 PM	8	65	15	116	104	29	73	28	140	8	68	38
Total	29	338	77	61	505	139	265	85	512	39	310	152
05:00 PM	3	99	12	10	124	52	59	16	128	6	74	38
05:15 PM	7	89	22	22	140	50	57	23	134	3	69	35
05:30 PM	6	92	19	13	130	53	59	25	141	4	78	43
05:45 PM	9	99	21	15	144	50	40	16	86	3	62	36
Total	25	379	74	60	536	183	215	80	489	17	303	152
06:00 PM	6	83	29	8	126	61	61	26	154	9	79	59
06:15 PM	3	62	17	10	92	41	64	16	130	5	84	55
06:30 PM	10	81	14	7	112	43	51	18	120	3	82	52
06:45 PM	2	58	15	6	81	29	54	16	111	4	69	49
Total	21	284	75	31	411	174	230	76	35	515	21	314
Grand Total	75	1001	226	152	1454	496	710	241	69	1516	77	927
Approach %	5.2	68.8	15.5	10.5	32.7	46.8	15.9	4.6	4	48.3	27.1	20.6
Total %	1.1	14.1	3.2	2.1	20.4	7	10	3.4	1	21.3	1.1	7.3
% Lights	73	99.8	222	152	1445	480	658	241	69	1448	77	920
% Buses	0	0.3	0.9	0	0.3	3.2	7	0	0	4.4	0	0.5
% Trucks	2	0	2	0	0	0	0	0	0	0	2	7

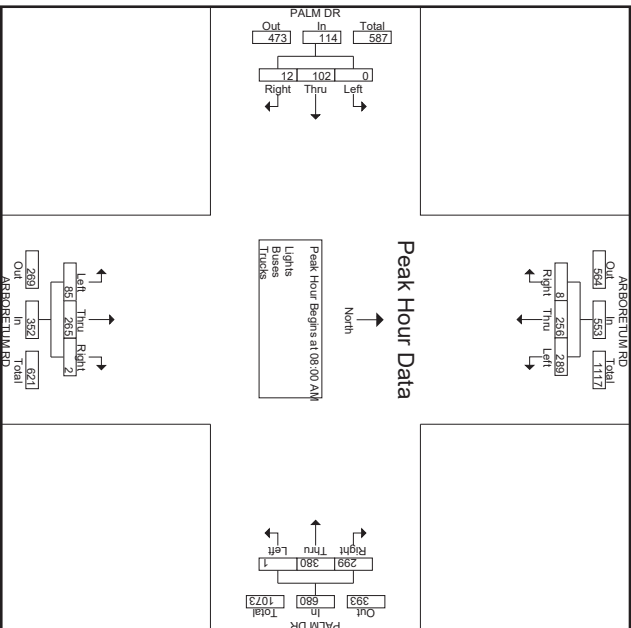
Start Time	ARBORETUM RD			QUARRY RD			ARBORETUM RD			QUARRY RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:15 PM	9	92	31	132	36	73	22	119	10	77	34	121
04:30 PM	6	87	15	112	37	60	22	119	11	93	43	147
04:45 PM	8	65	15	88	29	73	26	128	8	68	38	114
05:00 PM	3	99	12	114	52	59	16	127	6	74	38	118
Total Volume	26	343	77	446	154	265	85	505	35	312	153	500
% App. Total	5.8	76.9	17.3	17	30.5	52.5	17	7	62.4	30.6	46.8	46.9
PHF	.172	.866	.621	.845	.740	.908	.827	.964	.795	.839	.890	.850



Groups Printed- Lights- Buses- Trucks

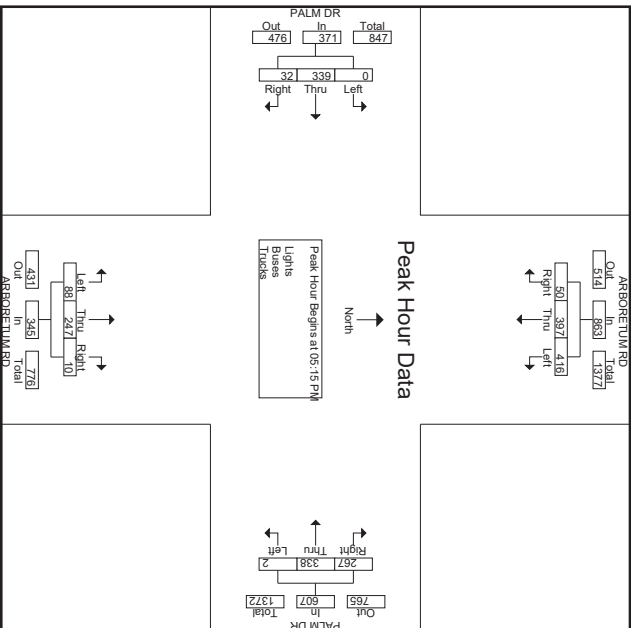
Start Time	ARBORETUM RD Southbound			PALM DR Westbound			ARBORETUM RD Northbound			PALM DR Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	27	39	15	84	51	0	4	85	1	57	19
07:15 AM	2	44	45	39	130	45	49	1	2	97	60	22
07:30 AM	2	70	64	46	182	52	54	1	10	117	2	62
07:45 AM	0	71	91	53	215	61	71	1	9	142	0	71
Total	7	212	239	153	611	188	225	3	25	441	3	250
08:00 AM	4	70	55	58	187	82	97	0	8	187	0	63
08:15 AM	1	68	76	56	201	72	80	0	3	165	0	62
08:30 AM	3	72	86	62	223	67	87	0	7	162	1	73
08:45 AM	0	46	72	59	212	78	106	0	7	191	1	68
Total	8	296	289	275	828	299	380	1	25	705	2	269
09:00 AM	1	61	68	43	173	49	78	0	0	127	4	80
09:15 AM	2	56	65	57	180	59	78	1	5	143	0	69
09:30 AM	0	48	65	70	183	63	73	0	2	138	1	67
09:45 AM	4	50	59	54	167	59	100	0	5	184	1	58
Total	7	215	257	224	703	230	329	1	12	572	6	274
Grand Total	22	683	785	652	2142	717	994	5	62	1718	11	789
Apprch %	1	319	366	304	417	54.4	0.3	3.6	0.9	61.8	21.3	16
Total %	0.4	12.5	14.4	11.9	39.2	13.1	17.1	0.1	1.1	31.4	0.2	14.4
% Lights	20	664	758	652	2094	699	884	5	62	1630	11	764
% Buses	90.9	97.2	96.6	100	97.8	97.5	92.5	100	100	94.9	100	98.8
% Trucks	4.5	0.6	2.3	0	1.1	0.7	5.4	0	0	3.2	0	0.5
% App. Total	1.4	46.3	52.3	44	55.9	0.1	680	0.6	75.3	24.1	10.5	89.5
PHF	.500	.889	.840	.859	.912	.896	.250	.924	.500	.883	.733	.926

Start Time	ARBORETUM RD Southbound			PALM DR Westbound			ARBORETUM RD Northbound			PALM DR Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	4	70	55	129	82	97	0	179	0	63	14	77
08:15 AM	1	68	76	145	72	90	0	162	0	62	29	91
08:30 AM	3	72	86	161	67	87	1	155	1	75	13	89
08:45 AM	0	46	72	118	78	106	0	184	2	265	83	352
Total Volume	8	256	289	553	299	380	1	680	0	265	83	352
% App. Total	1.4	46.3	52.3	44	55.9	0.1	680	0.6	75.3	24.1	10.5	89.5
PHF	.500	.889	.840	.859	.912	.896	.250	.924	.500	.883	.733	.926



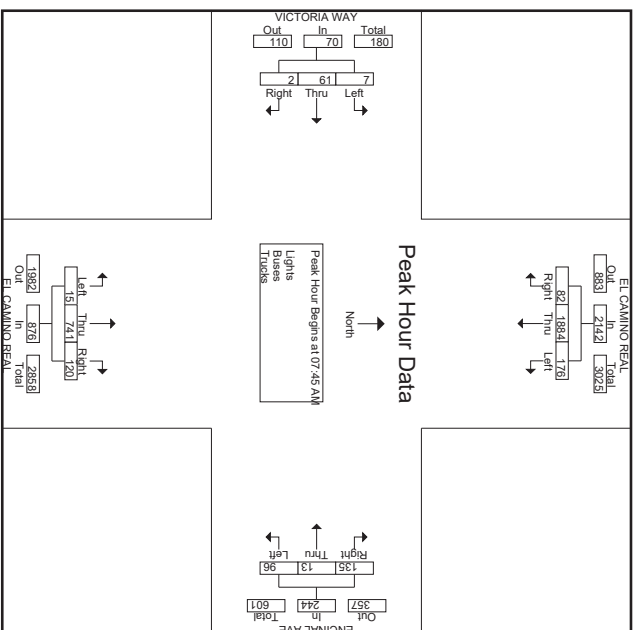
Groups Printed- Lights- Buses- Trucks

Start Time	ARBORETUM RD Southbound			PALM DR Westbound			ARBORETUM RD Northbound			PALM DR Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	7	95	108	25	235	74	0	6	150	1	47	9
04:15 PM	4	90	113	29	236	61	0	143	1	44	15	41
04:30 PM	3	132	133	47	315	68	54	1	128	3	39	14
04:45 PM	6	105	121	36	269	62	73	1	3	57	9	43
Total	20	422	475	137	1054	281	282	3	14	560	8	187
05:00 PM	11	120	110	45	289	54	72	0	7	133	2	38
05:15 PM	6	106	115	44	271	57	82	0	4	143	0	53
05:30 PM	9	106	96	30	241	69	91	2	7	157	4	78
05:45 PM	19	108	113	38	276	73	75	2	8	193	4	54
Total	45	440	454	153	1074	293	310	2	26	591	10	223
06:00 PM	16	77	92	31	216	68	100	0	4	172	2	62
06:15 PM	10	83	75	34	202	72	103	0	7	181	1	89
06:30 PM	17	69	80	44	210	72	107	1	4	184	0	57
06:45 PM	8	74	76	34	192	84	102	1	5	192	2	37
Total	51	303	323	143	820	295	412	2	20	729	5	224
Grand Total	116	1165	1232	435	2946	809	1004	7	60	1880	23	634
Approach %	3.9	39.5	41.8	14.8	43.5	4.4	3.2	0.4	0.8	25.4	0.1	0.8
Total %	1.6	15.7	16.7	5.9	39.9	10.9	13.6	0.1	0.2	25.4	0.3	8.6
Lights	115	1182	1189	435	2891	801	926	7	60	1794	23	628
% Lights	99.1	98.9	96.5	100	98.1	99	92.2	100	100	95.4	100	98.1
Buses	1	11	41	0	53	6	74	0	0	80	0	4
% Buses	0.9	0.9	3.3	0	1.8	0.7	7.4	0	0	4.3	0	0.6
Trucks	0	2	2	0	4	2	4	0	0	6	0	2
% Trucks	0	0.2	0.2	0	0.1	0.2	0.4	0	0	0.3	0	0.1



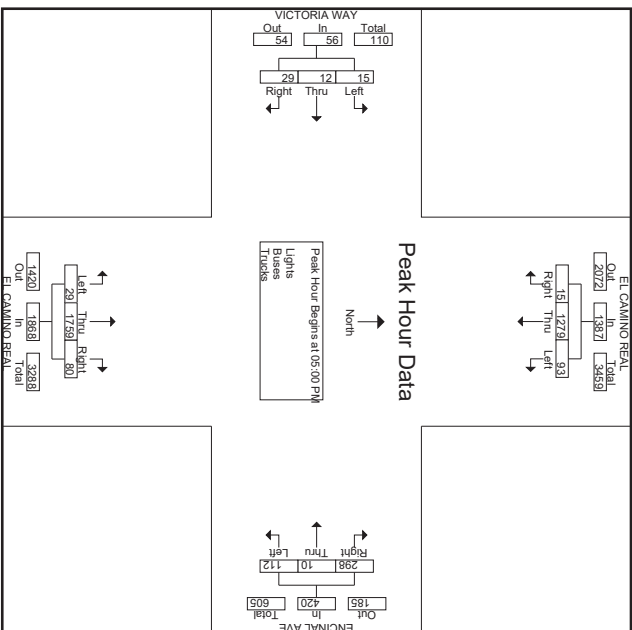
Start Time	EL CAMINO REAL			ENCINAL AVE			EL CAMINO REAL			VICTORIA WAY		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	4	244	6	4	256	11	4	1	26	7	85	2
07:15 AM	7	388	19	34	448	10	14	1	28	22	106	3
07:30 AM	18	458	38	34	548	33	22	2	60	17	149	4
07:45 AM	42	495	98	7	602	37	2	28	68	32	169	5
Total	71	1785	121	79	1856	91	11	75	182	78	509	14
08:00 AM	10	482	31	12	515	49	7	27	83	28	193	1
08:15 AM	17	486	54	4	541	33	2	27	64	27	187	3
08:30 AM	13	461	33	2	503	16	2	14	37	23	192	6
08:45 AM	4	315	20	4	343	2	6	20	50	18	219	7
Total	49	1786	177	19	2025	121	13	64	184	88	656	33
09:00 AM	7	338	36	4	395	25	7	13	46	26	222	7
09:15 AM	9	347	39	6	395	22	4	20	40	22	197	7
09:30 AM	11	373	23	6	393	11	5	21	40	22	228	12
09:45 AM	4	315	20	4	343	2	6	20	50	18	219	7
Total	31	1323	112	20	1486	80	22	74	184	88	656	33
Grand Total	151	4684	404	118	5367	292	46	233	594	277	2122	66
Approach %	2.8	87.5	7.5	2.2	49.2	7.7	39.2	3.9	6.9	3.2	24.8	0.8
% Lights	151	4571	389	118	5239	283	44	229	579	271	2046	64
% Buses	100	974	98.8	100	97.6	96.9	95.7	98.3	100	97.5	97.8	96.4
% Trucks	0	0.6	0.2	0	0.5	1.7	0	0.9	1.2	0.7	0.8	0

Start Time	EL CAMINO REAL			ENCINAL AVE			EL CAMINO REAL			VICTORIA WAY		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	42	495	58	595	37	2	28	67	32	169	5	206
08:00 AM	10	462	31	503	49	7	27	83	28	193	3	222
08:15 AM	17	466	54	537	33	2	27	62	27	187	3	217
08:30 AM	13	461	33	507	16	2	14	33	192	6	231	6
Total Volume	82	1884	176	2142	135	13	96	244	120	741	15	876
% App. Total	3.8	88	8.2	55.3	5.3	39.3	3.7	84.6	1.7	84.6	1.7	2.9
PHF	.488	.952	.759	.900	.689	.464	.857	.735	.909	.960	.623	.948



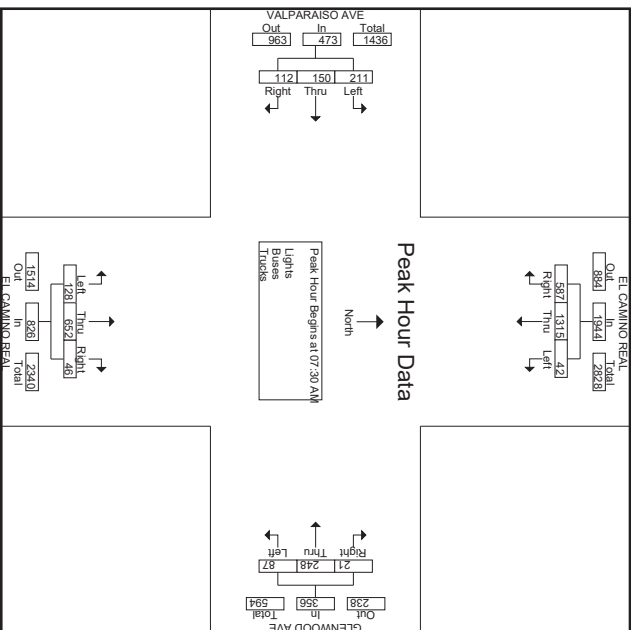
Start Time	EL CAMINO REAL				ENCINAL AVE				EL CAMINO REAL				VICTORIA WAY				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
04:00 PM	2	261	24	7	294	48	0	17	3	68	14	407	7	0	428	8	2
04:15 PM	3	307	28	3	341	49	0	25	0	74	26	421	3	0	450	1	3
04:30 PM	2	340	17	3	362	41	0	22	4	67	18	384	4	0	408	2	1
04:45 PM	1	317	20	4	342	55	0	35	3	93	16	428	4	0	448	4	4
Total	8	1225	89	17	1339	193	0	99	10	302	74	1640	20	0	1734	15	10
05:00 PM	3	324	28	3	358	72	0	28	0	100	20	423	5	0	448	12	6
05:15 PM	2	309	27	3	343	75	0	38	0	119	28	412	4	0	444	8	4
05:30 PM	4	305	18	1	324	83	0	25	0	109	15	462	12	0	509	9	1
05:45 PM	4	341	20	1	365	68	0	31	0	92	17	442	8	0	467	6	4
Total	15	1279	93	14	1401	298	0	112	0	420	80	1759	29	0	1868	29	12
06:00 PM	6	273	20	2	301	53	0	36	0	89	26	434	5	0	465	6	2
06:15 PM	3	293	20	1	317	39	0	26	0	67	20	465	3	0	488	9	1
06:30 PM	4	239	20	3	266	43	0	39	0	82	23	391	10	0	424	2	5
06:45 PM	3	257	14	0	274	32	0	28	0	80	19	437	3	0	459	3	3
Total	16	1082	74	6	1158	167	0	129	0	298	88	1727	21	0	1836	20	8
Grand Total	39	3566	256	37	3898	658	0	340	0	1020	242	5126	70	0	5438	64	30
Approach %	1	915	6.6	0.9	645	12	3.33	1	6.3	0.1	3.2	0.1	9.7	2.3	488	0.7	51.8
Total %	0.4	34	2.4	0.4	37.1	6.3	1.1	0.1	1.8	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
% Lights	39	3532	255	36	3662	657	0	339	0	1018	239	5094	70	0	5373	64	30
% Buses	0	17	0	0	17	0	0	0	0	0	0	0	0	0	20	0	0
% Trucks	0	0.5	0	0	0.4	0	0	0	0	0	0.4	0	0	0	0.4	0	0
% Trucks	0	0.5	0.4	2.7	0.5	0.2	0	0.3	0	0.2	0.8	0.8	0	0	0.8	0	0

Start Time	EL CAMINO REAL				ENCINAL AVE				EL CAMINO REAL				VICTORIA WAY			
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound	
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
05:00 PM	3	324	28	3	355	72	0	28	0	100	20	423	5	448	12	6
05:15 PM	2	309	27	3	338	75	0	38	0	119	28	412	4	444	8	4
05:30 PM	6	305	18	3	329	83	0	25	0	109	15	482	12	509	9	1
05:45 PM	4	341	20	4	365	68	0	21	0	92	17	442	8	467	6	4
Total Volume	15	1279	93	14	1401	298	0	112	0	420	80	1759	29	1868	29	12
% Appr. Total	1.1	92.2	6.7	1.1	92.2	7.1	0	2.4	0	2.6	4.3	94.2	1.6	51.8	21.4	26.8
PHF	0.25	0.938	0.830	0.25	0.950	0.898	0	0.417	0	0.737	0.892	0.912	0.604	0.917	0.604	0.936



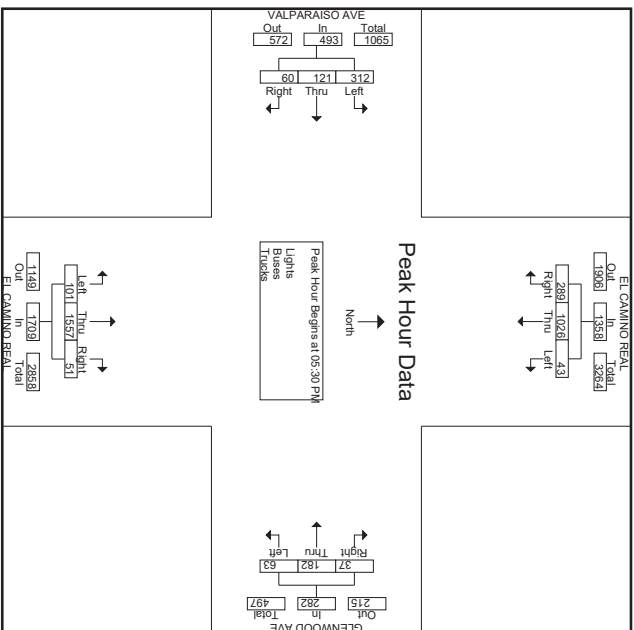
Start Time	EL CAMINO REAL				GLENWOOD AVE				EL CAMINO REAL				VALPARAISO AVE								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	49	181	7	2	239	3	34	16	4	57	6	67	21	1	95	10	15	24	1	50	441
07:15 AM	59	283	7	0	349	2	34	16	4	53	3	97	25	2	127	17	29	35	0	81	610
07:30 AM	114	347	12	1	474	4	68	21	5	99	5	145	33	0	183	34	37	45	1	117	873
07:45 AM	139	340	9	1	489	3	88	20	2	83	10	182	30	0	222	28	29	46	0	103	897
Total	361	1191	35	4	1551	12	195	73	12	292	24	491	109	3	627	89	110	150	2	351	2821
08:00 AM	166	305	7	1	479	10	66	25	5	106	13	162	37	3	215	23	35	57	0	115	915
08:15 AM	163	323	14	1	506	4	55	21	6	86	18	163	28	2	211	27	49	63	0	139	942
08:30 AM	147	275	9	0	432	4	52	26	6	70	11	163	30	2	206	27	42	40	1	144	852
08:45 AM	163	232	13	0	406	6	50	22	10	88	6	164	19	4	193	18	33	47	2	97	786
Total	644	1135	43	3	1825	24	203	96	27	330	48	652	114	11	825	89	139	247	2	497	3497
09:00 AM	96	273	14	15	399	7	28	24	2	61	9	107	23	1	230	12	39	57	1	109	798
09:15 AM	96	292	9	0	397	3	21	11	7	36	10	171	11	0	198	22	29	68	1	120	751
09:30 AM	81	272	2	0	355	6	24	16	7	53	14	205	23	4	246	36	21	61	3	121	775
09:45 AM	73	235	16	2	326	2	23	23	7	32	15	196	16	1	228	31	18	46	2	97	683
Total	346	1072	41	17	1476	18	96	58	10	182	48	769	79	6	902	101	107	232	7	447	3007
Grand Total	1351	3398	119	24	4852	54	494	227	49	824	120	1912	302	20	2354	279	376	629	11	1295	9325
Approach %	27.8	69.2	2.5	0.5	52	0.6	5.3	2.4	0.5	8.8	1.3	20.5	3.2	0.2	25.2	3	4	6.7	0.1	13.9	90.66
% Lights	1327	3299	117	23	4726	52	482	224	49	807	117	1849	290	20	2270	273	364	615	11	1263	9066
% Buses	98.2	97.1	98.3	95.8	97.4	96.3	97.6	98.7	100	97.9	97.5	96.4	96	100	96.4	97.8	96.8	97.8	100	97.5	97.2
% Trucks	0.2	0.7	0	0	0.6	1.9	1.2	0.4	0	1	0	0.9	1	0	0.9	0.4	1.3	0.3	0	0.6	0.7
% Total	1.6	2.2	1.7	4.2	2	1.9	1.2	0.9	0	1.1	2.5	2.7	3	0	2.7	1.8	1.9	1.9	0	1.9	2.1

Start Time	EL CAMINO REAL				GLENWOOD AVE				EL CAMINO REAL				VALPARAISO AVE					
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs		
07:30 AM	114	347	12	4	473	4	69	21	94	5	145	33	183	34	37	45	116	866
07:45 AM	139	340	9	4	488	3	58	20	81	10	182	30	222	28	29	46	103	894
08:00 AM	166	305	7	4	478	10	62	25	101	13	162	37	212	23	35	57	115	906
08:15 AM	168	323	14	4	505	4	55	21	80	18	163	28	209	27	49	63	139	933
Total Volume	587	1315	42	1944	21	248	87	356	46	652	128	826	112	150	211	473	3599	
% App. Total	30.2	67.6	2.2	7.50	96.2	5.9	69.7	24.4	5.6	78.9	15.5	93.0	23.7	31.7	44.6	85.1	96.4	
PHF	0.74	0.947	0.750	0.962	0.525	0.899	0.870	0.881	0.639	0.896	0.865	0.930	0.824	0.765	0.837	0.851	0.964	



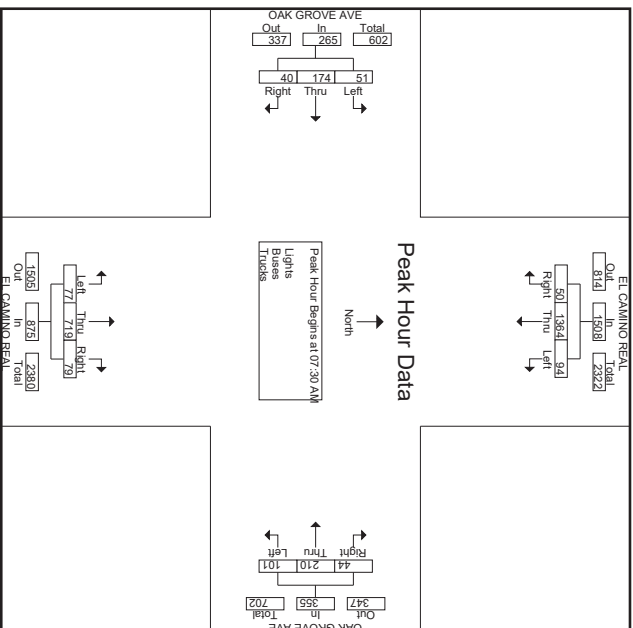
Start Time	EL CAMINO REAL			GLENWOOD AVE			EL CAMINO REAL			VALPARAISO AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	67	206	14	1	288	14	34	12	1	63	15	352
04:15 PM	84	280	14	0	358	6	24	21	1	52	11	403
04:30 PM	76	224	12	0	312	10	48	17	1	76	13	297
04:45 PM	82	300	11	0	393	5	45	19	2	71	13	381
Total	309	990	51	0	1351	35	153	69	5	262	52	1433
05:00 PM	65	240	14	0	319	13	44	21	2	80	12	369
05:15 PM	74	225	19	0	308	10	57	17	2	93	7	342
05:30 PM	73	276	12	0	361	13	46	16	2	77	8	405
05:45 PM	69	243	9	0	321	11	51	21	4	93	13	374
Total	271	984	54	0	1309	47	198	81	17	343	40	1450
06:00 PM	73	246	9	0	328	7	48	14	5	74	12	359
06:15 PM	74	281	13	1	346	6	37	6	4	53	16	419
06:30 PM	63	182	11	2	258	8	55	15	4	70	20	317
06:45 PM	91	214	4	0	309	9	38	7	4	58	14	378
Total	301	903	37	3	1244	30	178	42	14	284	64	1473
Grand Total	881	2877	142	4	3904	112	529	192	36	869	156	4396
Approach %	22.6	73.7	3.6	0.1	12.9	60.9	22.1	4.1	3.2	9.0	6.2	0.6
Total %	7.9	25.7	1.3	0	34.9	1.4	4.7	1.7	0.3	7.8	1.4	39.3
% Lights	87.8	294.9	13.9	3	386.9	10.9	52.7	19.0	3.6	86.2	15.6	43.4
% Buses	99.7	99.9	97.9	7.5	99.1	97.3	98.6	98.9	100.0	99.2	100.0	99.7
% Trucks	0.3	1.1	3	1	1.8	3	0	2	0	0.2	0	0.3

Start Time	EL CAMINO REAL			GLENWOOD AVE			EL CAMINO REAL			VALPARAISO AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:30 PM	73	276	12	3	361	13	46	16	7	5	8	405
05:45 PM	69	243	9	3	321	11	51	21	4	93	13	374
06:00 PM	73	246	9	3	328	7	48	14	5	74	12	359
06:15 PM	74	281	13	1	346	6	37	6	4	53	16	419
Total Volume	289	1026	43	4	1358	37	182	63	28	282	51	1557
% App. Total	21.3	75.6	3.2	0.3	13.1	64.5	22.3	2.3	0.3	9.1	5.9	12.2
PHF	.976	.929	.827		.940	.712	.892	.863		.792	.708	.929



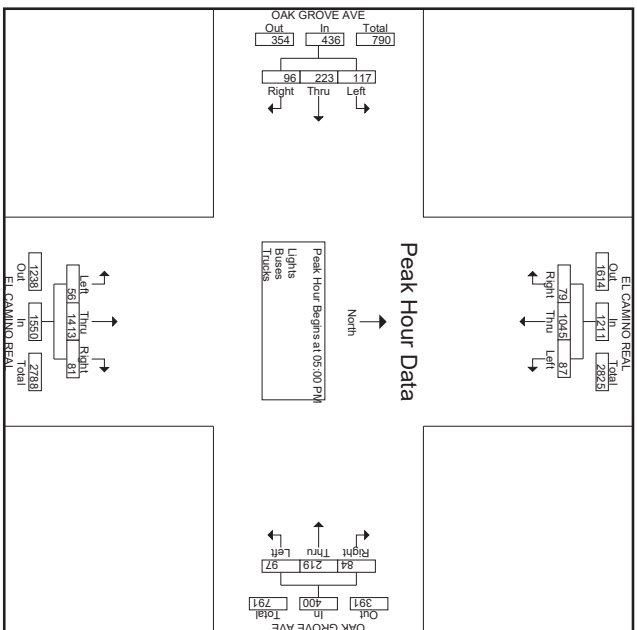
Groups Printed- Lights - Buses - Trucks

Start Time	EL CAMINO REAL Southbound			OAK GROVE AVE Westbound			EL CAMINO REAL Northbound			OAK GROVE AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	13	186	13	2	214	4	22	13	2	41	11	92
07:15 AM	8	289	20	5	322	12	40	18	6	76	9	127
07:30 AM	8	370	26	3	407	18	44	20	2	83	15	177
07:45 AM	11	333	27	6	377	9	41	28	2	78	14	179
Total	40	1178	86	16	1320	43	147	77	11	278	49	575
08:00 AM	14	337	22	4	377	13	71	24	0	108	18	175
08:15 AM	17	324	19	2	362	4	54	31	3	92	32	168
08:30 AM	10	282	20	8	315	8	51	32	8	92	28	163
08:45 AM	8	289	10	8	275	6	24	33	8	121	23	167
Total	49	1182	71	15	1326	31	250	120	12	413	101	713
09:00 AM	11	293	14	2	320	14	50	24	6	94	24	179
09:15 AM	15	331	13	3	362	16	53	14	4	81	13	165
09:30 AM	11	297	20	4	332	7	48	18	4	74	14	208
09:45 AM	23	271	12	6	312	10	40	19	4	72	22	195
Total	60	1182	59	15	1326	41	191	75	15	322	73	745
Grand Total	149	3962	216	46	3973	115	588	272	38	1013	223	2033
Approx %	3.8	89.7	5.4	1.2	11.4	5.8	26.9	3.8	1.4	8.6	78.5	10.1
Total %	1.8	42.6	2.6	0.6	47.5	1.4	7	3.3	0.5	12.1	2.7	24.3
% Lights	146	3464	212	46	3668	110	579	264	38	991	219	1960
% Buses	98	972	98.1	100	97.4	95.7	98.5	97.1	100	97.8	98.2	96.4
% Trucks	0	21	1	0	22	1	2	0	0	3	1	15
% Buses	0	0.6	0.5	0	0.6	0.9	0.3	0	0	0.3	0.4	0.7
% Trucks	3	77	3	0	83	4	7	8	0	19	3	58
% Trucks	2	2.2	1.4	0	2.1	3.5	1.2	2.9	0	1.9	1.3	2.9



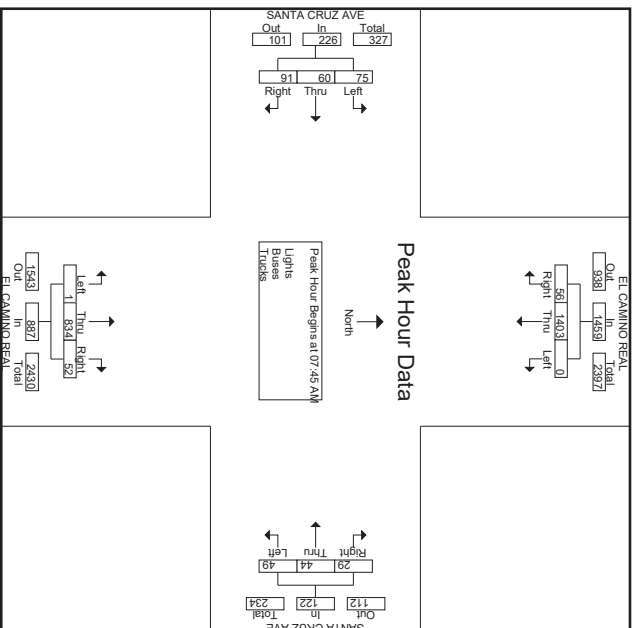
Start Time	EL CAMINO REAL				OAK GROVE AVE				EL CAMINO REAL				OAK GROVE AVE								
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris					
04:00 PM	23	212	22	11	268	14	51	17	4	86	18	352	21	7	398	25	41	25	5	96	848
04:15 PM	32	224	15	10	281	15	30	5	102	34	364	32	15	445	28	54	31	5	118	946	
04:30 PM	25	246	25	1	297	19	38	22	5	84	30	332	12	13	387	28	47	25	9	107	875
04:45 PM	18	289	31	4	322	18	34	21	1	74	25	337	22	4	388	25	62	24	2	113	897
Total	98	951	93	26	1168	66	175	50	15	346	107	1385	87	39	1618	104	204	105	21	434	3566
05:00 PM	30	283	24	0	307	22	55	28	0	103	22	345	15	12	394	26	50	28	0	104	908
05:15 PM	20	288	28	17	333	28	65	26	3	122	21	353	7	10	391	28	64	30	0	125	971
05:30 PM	11	250	18	17	286	18	57	23	8	100	19	332	13	16	370	23	60	34	1	120	870
05:45 PM	16	274	17	10	319	22	48	22	3	85	31	324	18	14	387	17	49	25	4	89	858
Total	79	1045	87	34	1245	84	219	97	19	419	81	1413	56	49	1599	96	223	117	8	444	3707
06:00 PM	16	250	24	10	300	19	52	23	12	106	24	328	16	15	383	9	63	31	0	103	892
06:15 PM	19	225	14	2	254	12	34	30	6	84	19	373	28	5	425	8	37	38	1	84	848
06:30 PM	16	243	14	4	277	9	29	20	8	64	28	388	16	6	436	2	30	18	6	56	833
06:45 PM	23	204	21	5	253	17	41	24	3	85	31	324	18	14	387	6	34	20	1	61	786
Total	68	922	73	21	1084	57	156	97	30	340	102	1411	78	40	1631	25	164	107	8	304	3359
Grand Total	245	2918	253	81	3497	207	550	284	64	1105	290	4206	221	128	4848	225	591	329	37	1182	10632
Approach %	7	83.4	7.2	2.3	18.7	49.8	25.7	5.8	1.2	6	88.8	4.6	2.6	19	50	27.8	3.1	0.3	0.3	11.1	10539
Total %	2.3	23.4	2.4	0.8	32.9	1.9	5.2	2.7	0.6	10.4	2.7	39.6	2.1	1.2	45.6	2.1	5.6	3.1	0.3	11.1	10539
% Lights	245	2887	251	81	3464	207	549	281	64	1101	285	4166	220	128	4799	225	585	328	37	1175	10539
% Buses	100	98.9	99.2	100	99.1	100	98.8	98.9	100	99.6	98.3	99	99.5	100	99	100	99	99.7	100	99.4	99.1
% Trucks	0	0.7	0	0	0.6	0	0.2	1.1	0	0.4	0	0.5	0.5	0	0.5	0	0.5	0	0	0.3	0.5

Start Time	EL CAMINO REAL				OAK GROVE AVE				EL CAMINO REAL				OAK GROVE AVE							
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris				
05:00 PM	30	253	24	307	22	55	28	0	103	22	345	15	12	394	26	50	28	0	104	896
05:15 PM	20	268	28	316	28	65	26	3	122	21	353	7	10	391	28	64	30	0	122	938
05:30 PM	11	250	18	279	12	51	23	8	100	19	332	13	16	370	23	60	34	1	119	838
05:45 PM	18	274	17	309	22	48	22	3	85	31	324	18	14	387	17	49	25	4	91	825
Total Volume	79	1045	87	1211	84	219	97	400	400	81	1413	56	49	1590	96	223	117	436	3597	
% App. Total	6.5	86.3	7.2	77.7	95.8	75.0	84.2	93.3	84.0	92.0	89.9	85.7	85.7	87.1	85.0	89.3	89.3	85.7	85.0	89.3



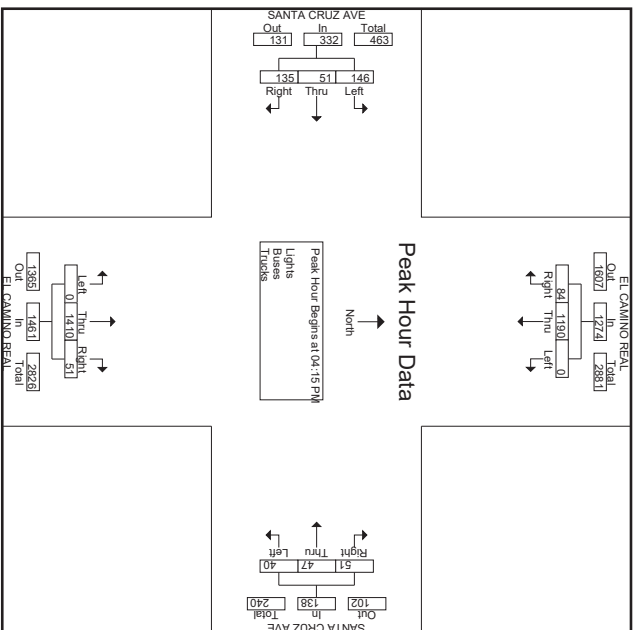
Start Time	EL CAMINO REAL			SANTA CRUZ AVE			EL CAMINO REAL			SANTA CRUZ AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	13	187	0	2	202	3	4	6	2	15	5	100
07:15 AM	9	304	0	5	318	6	11	11	2	30	6	137
07:30 AM	13	386	0	4	403	5	9	10	2	26	8	195
07:45 AM	10	373	0	8	391	7	8	7	2	24	9	195
Total	45	1290	0	19	1314	21	32	34	8	95	28	627
08:00 AM	13	382	0	8	393	7	15	16	4	42	10	194
08:15 AM	23	346	0	5	374	10	10	11	5	36	17	225
08:30 AM	10	322	0	11	343	5	11	15	4	35	16	220
08:45 AM	12	321	0	10	343	11	16	28	8	61	11	198
Total	58	1381	0	34	1443	33	52	68	21	174	54	837
09:00 AM	14	318	0	9	341	10	14	13	3	40	18	200
09:15 AM	10	341	0	7	359	5	13	8	3	29	10	204
09:30 AM	10	307	0	10	327	9	10	9	3	33	9	213
09:45 AM	26	285	0	8	319	6	5	13	4	28	16	224
Total	60	1281	0	34	1345	30	42	43	13	128	53	841
Grand Total	163	3982	0	87	4102	84	126	145	42	397	135	2305
Approach %	4	93.9	0	2.1	212	31.7	36.5	10.6	5.1	1.7	29.8	0
% Lights	156	3795	0	87	3998	83	117	132	42	374	129	2237
% Buses	0.8	0.7	0	0	0.7	1.2	7.1	1.4	0	3	0.7	0
% Trucks	6	70	0	0	76	0	0	11	0	11	2	52
% Trucks	3.7	1.8	0	0	1.9	0	0	7.6	0	2.8	1.5	2.3

Start Time	EL CAMINO REAL			SANTA CRUZ AVE			EL CAMINO REAL			SANTA CRUZ AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	10	373	0	383	7	8	7	7	22	9	195	0
08:00 AM	13	362	0	375	7	15	16	38	10	194	0	204
08:15 AM	23	346	0	369	10	11	17	225	1	243	14	20
08:30 AM	10	322	0	332	5	11	15	31	16	220	0	236
08:45 AM	56	1403	0	1459	29	44	49	122	52	834	1	887
Total	3.8	96.2	0	23.8	36.1	40.2	5.9	94	0.1	887	40.3	26.5
% Appr. Total	60.9	.940	.000	.952	.725	.733	.766	80.3	.765	.927	.250	.913
PHF												



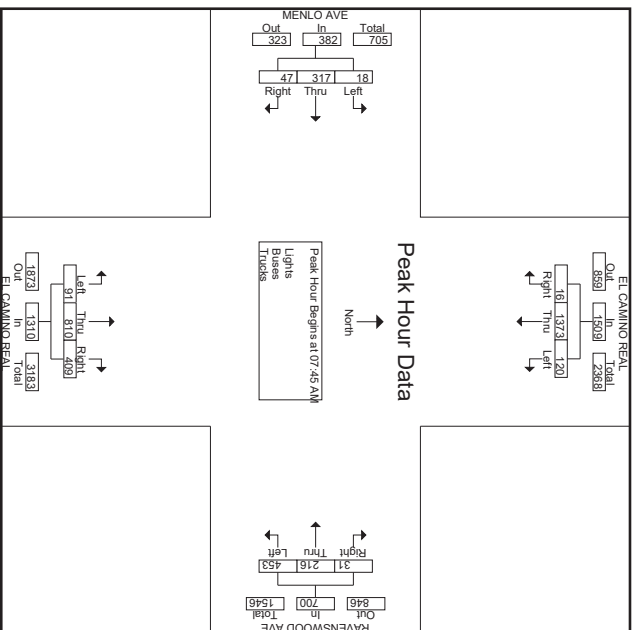
Start Time	EL CAMINO REAL			SANTA CRUZ AVE			EL CAMINO REAL			SANTA CRUZ AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	23	230	0	8	261	20	12	5	52	14	326	4
04:15 PM	26	291	0	11	328	9	12	12	6	41	20	404
04:30 PM	19	288	0	15	332	17	9	8	6	13	340	0
04:45 PM	21	280	0	9	310	18	8	3	38	4	309	0
Total	89	1089	0	43	1231	55	50	44	22	1771	51	1379
05:00 PM	18	321	0	9	348	16	8	12	7	14	357	0
05:15 PM	23	289	0	14	326	14	11	7	41	6	310	0
05:30 PM	24	284	0	12	324	15	12	15	4	4	353	0
05:45 PM	20	305	0	11	358	17	8	14	8	7	364	0
Total	79	1289	0	46	1354	57	42	52	26	1777	31	1389
06:00 PM	17	285	0	13	295	10	11	13	10	16	323	0
06:15 PM	23	284	0	15	322	12	14	3	1	30	10	365
06:30 PM	24	283	0	4	291	11	8	13	4	38	14	368
06:45 PM	22	208	0	7	235	7	10	9	3	29	12	361
Total	86	1018	0	39	1143	40	43	38	18	1391	52	1445
Grand Total	254	3336	0	128	3708	152	135	134	66	487	134	4190
Approach %	6.9	34.2	0	3.5	31.2	27.7	27.5	13.6	5	1.4	4.3	0.1
% Lights	253	3292	0	128	3673	150	129	130	66	475	129	4142
% Buses	0.4	0.6	0	0.5	1.3	3.7	2.2	0	2.1	3	0.5	0
% Trucks	0	0.5	0	0	0.4	0.7	0.7	0	0.4	0.7	0.6	0

Start Time	EL CAMINO REAL			SANTA CRUZ AVE			EL CAMINO REAL			SANTA CRUZ AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:15 PM	26	291	0	317	9	12	12	33	33	20	404	0
04:30 PM	19	288	0	317	17	9	8	8	34	13	340	0
04:45 PM	21	280	0	301	9	18	8	35	4	309	0	313
05:00 PM	18	321	0	339	16	8	12	32	14	357	0	371
Total Volume	84	1190	0	1274	51	47	40	138	51	1410	0	1461
% App. Total	6.6	93.4	0	94.0	3.7	34.1	29	3.5	96.5	40.7	15.4	44
PHF	808	.927	.000	.750	.653	.833	.958	.638	.873	.000	.861	.912



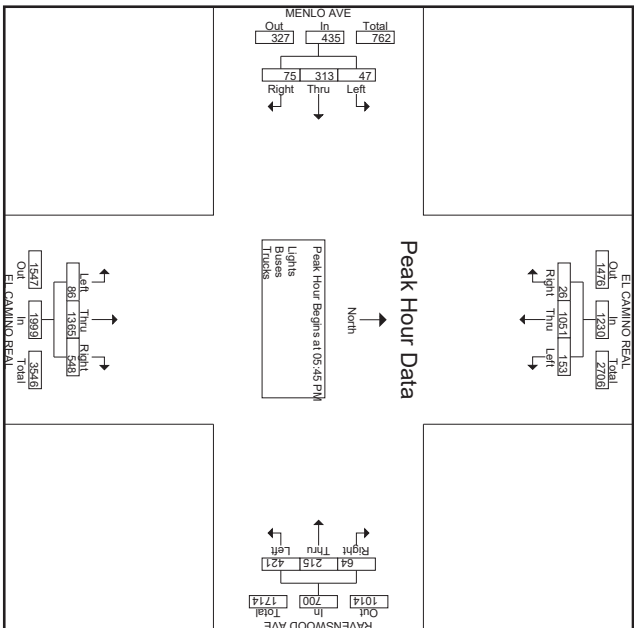
Start Time	EL CAMINO REAL			RAVENSWOOD AVE			EL CAMINO REAL			MENLO AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	194	18	2	217	2	26	82	0	115	41	84
07:15 AM	5	305	20	1	331	4	31	88	3	126	42	134
07:30 AM	1	381	32	8	422	16	62	89	3	150	84	180
07:45 AM	0	382	32	12	406	11	65	113	6	195	84	191
Total	9	1242	102	23	1376	38	164	372	12	586	251	589
08:00 AM	5	359	33	10	407	7	56	112	2	177	100	180
08:15 AM	4	342	22	15	369	5	51	107	6	169	117	222
08:30 AM	6	330	33	11	375	8	58	121	4	177	108	217
08:45 AM	6	322	21	13	362	9	56	121	14	208	108	198
Total	22	1333	109	49	1513	29	209	467	26	731	433	815
09:00 AM	7	331	20	8	366	11	53	108	4	176	72	166
09:15 AM	4	342	26	9	381	16	41	101	5	160	92	181
09:30 AM	8	295	30	5	336	16	39	99	6	159	101	182
09:45 AM	4	285	43	8	340	11	45	81	0	137	76	214
Total	23	1291	119	30	1423	56	178	389	9	632	341	783
Grand Total	54	3826	330	102	4312	123	551	1228	47	1949	1025	2187
Approach %	1.3	88.7	7.7	2.4	1.4	6.3	28.3	63	2.4	18.2	9.6	20.4
% Lights	49	371	325	102	4187	115	541	1202	47	1905	1005	2123
% Buses	1.9	0.7	0.3	0	0.7	0.8	0.2	0.5	0	0.4	0.2	0.8
% Trucks	4	87	4	0	95	7	9	20	0	36	18	48
Total Volume	16	1373	120	33	1509	31	216	453	700	409	810	91
% App. Total	1.1	91	8	0	950	4.4	301.9	64.7	31.2	61.8	6.9	1310
PHF	400	.948	.909		.950	.705	.831	.936		.926	.874	.912

Start Time	EL CAMINO REAL			RAVENSWOOD AVE			EL CAMINO REAL			MENLO AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	0	362	32	394	11	65	113	189	84	191	23	298
08:00 AM	5	359	33	397	7	56	112	175	100	180	16	296
08:15 AM	1	322	22	354	5	51	107	163	117	222	29	368
08:30 AM	1	330	33	364	8	54	121	173	108	217	23	348
Total Volume	16	1373	120	1509	31	216	453	700	409	810	91	1310
% App. Total	1.1	91	8	950	4.4	301.9	64.7	31.2	61.8	6.9	12.3	83
PHF	400	.948	.909		.950	.705	.831	.936		.926	.874	.912



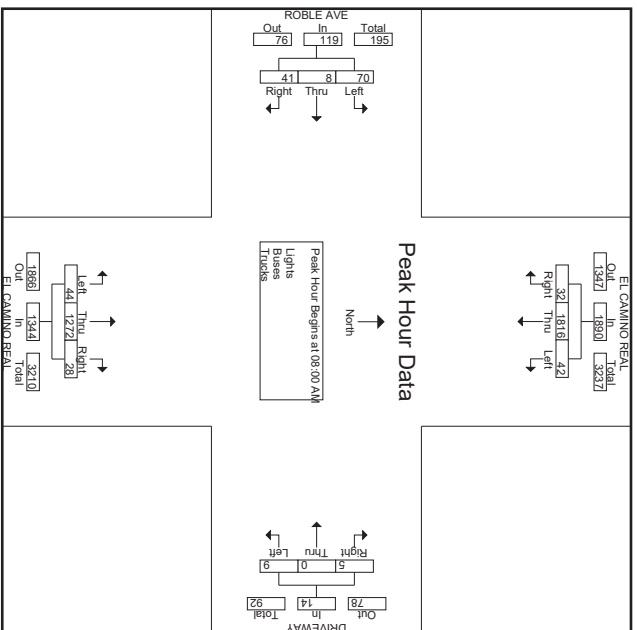
Start Time	EL CAMINO REAL			RAVENSWOOD AVE			EL CAMINO REAL			MENLO AVE											
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left									
04:00 PM	10	241	46	8	305	10	45	62	2	0	495	18	65	7	101	1026					
04:15 PM	9	289	28	15	321	16	61	89	4	170	158	34	30	0	522	21	69	21	12	123	1136
04:30 PM	3	290	38	4	335	15	57	94	3	169	149	346	24	0	519	23	56	8	5	92	1115
04:45 PM	2	270	38	13	323	13	55	96	9	173	122	283	28	0	433	19	83	12	19	133	1062
Total	24	1070	150	40	1284	54	218	341	24	637	557	1303	109	0	1969	81	273	52	43	449	4339
05:00 PM	0	283	42	2	307	22	69	95	3	188	142	309	25	0	476	22	82	10	1	115	1087
05:15 PM	2	310	41	7	359	21	60	95	10	187	118	324	21	0	463	23	46	12	4	85	1083
05:30 PM	9	232	39	7	324	15	54	95	3	197	97	278	27	0	480	22	71	14	0	107	1030
05:45 PM	3	283	37	0	352	22	59	126	3	230	115	327	18	0	460	19	77	18	0	115	1137
Total	7	1132	159	24	1322	80	292	418	19	802	472	1238	91	0	1801	86	276	54	6	422	4347
06:00 PM	6	263	44	1	314	19	35	89	10	157	149	337	26	0	512	17	94	6	5	122	1105
06:15 PM	8	272	43	3	326	10	45	113	6	174	136	331	23	0	491	22	79	14	2	117	1108
06:30 PM	9	232	29	4	275	13	56	89	8	166	148	370	19	0	537	17	63	9	2	91	1069
06:45 PM	19	175	47	3	244	17	46	79	7	149	119	337	27	0	483	14	61	9	0	84	980
Total	42	943	163	11	1159	59	182	374	31	646	552	1375	95	1	2023	70	297	38	9	414	4242
Grand Total	73	3145	472	75	3765	193	692	1126	74	2085	1581	3916	295	1	5793	237	846	144	58	1285	12928
Approach %	1.9	83.5	12.5	2	2	9.3	33.2	54	3.5	27.3	67.6	5.1	0	44.8	18.4	65.8	11.2	4.5	0.4	9.9	128.0
% Lights	73	3110	470	75	3728	193	692	1122	74	2081	1583	3898	293	1	5725	236	839	144	58	1276	1281.0
% Buses	0	19	0	0	19	0	0	2	0	2	6	25	0	0	31	0	4	0	0	4	56
% Trucks	0	16	2	0	18	0	0	2	0	2	12	23	2	0	37	1	4	0	0	5	62
% Trucks	0	0.5	0.4	0	0.5	0	0	0.2	0	0.1	0.8	0.6	0.7	0	0.6	0.4	0.5	0	0	0.4	0.5

Start Time	EL CAMINO REAL			RAVENSWOOD AVE			EL CAMINO REAL			MENLO AVE							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left					
05:45 PM	3	283	37	323	22	79	126	227	115	327	18	460	19	77	18	114	1124
06:00 PM	6	263	44	313	19	35	93	147	149	337	26	512	17	94	6	117	1089
06:15 PM	8	272	43	323	10	45	113	168	136	331	23	490	22	79	14	115	1096
06:30 PM	9	233	29	271	13	56	89	158	148	370	19	537	17	63	9	89	1055
Total Volume	26	1051	153	1230	64	215	427	700	274	683	4.3	1999	75	313	47	435	4364
% App. Total	2.1	85.4	12.4	9.1	30.7	60.1	77.1	91.9	92.2	82.7	93.1	85.2	83.2	85.3	92.9	97.1	
PHF	.172	.928	.869	.952	.172	.880	.835	.771	.919	.922	.827	.931	.852	.832	.853	.929	.971



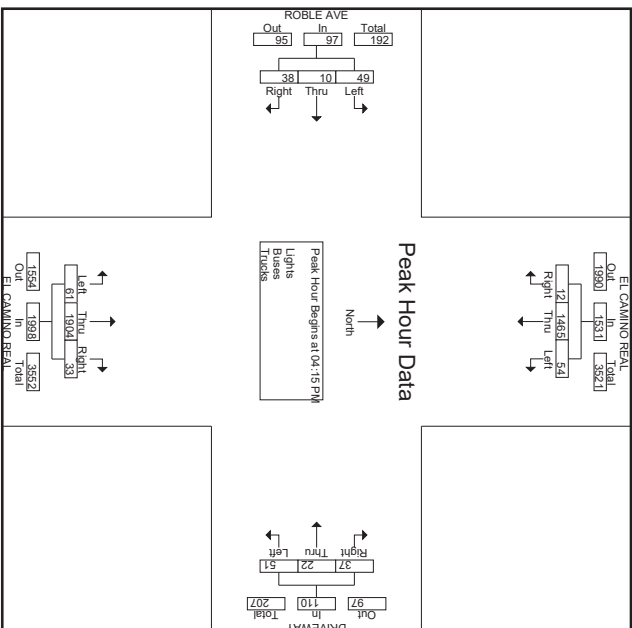
Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				ROBLE AVE										
	Southbound		Northbound		Westbound		Eastbound		Southbound		Northbound		Eastbound		Westbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs							
07:00 AM	1	274	3	0	278	0	0	0	2	2	132	3	1	138	7	1	6	4	18	436			
07:15 AM	2	370	4	0	376	0	0	0	0	2	177	9	4	189	6	0	4	3	13	578			
07:30 AM	6	459	6	0	471	0	0	0	1	5	279	9	4	282	9	1	8	5	23	792			
07:45 AM	4	451	9	0	464	0	0	2	2	4	284	11	2	284	3	1	16	0	28	778			
Total	13	1584	22	0	1589	0	0	5	7	12	10	853	29	11	903	31	3	34	12	80	2584		
08:00 AM	8	484	7	0	499	1	0	1	1	3	289	14	7	315	7	0	13	7	27	844			
08:15 AM	8	433	11	0	452	3	0	1	3	7	342	5	5	351	9	1	26	3	39	859			
08:30 AM	8	444	12	0	465	0	0	1	2	4	313	9	6	328	13	5	20	5	43	850			
08:45 AM	8	378	12	0	405	0	0	6	10	16	328	16	6	356	10	2	11	10	53	850			
Total	32	1616	42	0	1691	5	0	9	16	30	28	1272	44	24	1368	41	8	70	29	144	3433		
09:00 AM	5	458	13	0	476	3	4	5	1	13	281	14	5	306	11	1	11	3	26	821			
09:15 AM	8	431	10	0	449	3	0	7	5	17	291	14	6	315	12	2	8	7	29	810			
09:30 AM	8	443	16	0	467	3	8	6	3	5	303	8	4	320	7	4	14	4	4	28	838		
09:45 AM	8	378	12	0	396	3	1	5	2	11	305	16	7	336	7	4	14	14	21	37	780		
Total	29	1708	51	0	1788	17	8	25	14	64	23	1180	52	22	1277	37	10	47	26	120	3249		
Grand Total	74	8078	115	1	8266	22	8	39	37	106	61	3305	125	57	3548	109	21	151	63	344	9286		
Approach %	14	96.4	2.2	0	20.8	7.5	3.6	34.9	0.2	1.1	1.7	93.2	3.5	1.6	31.7	6.1	4.9	18.3	1.2	0.2	1.6	0.7	3.7
% Lights	73	494	114	1	5130	21	8	36	37	102	57	3212	123	56	3448	109	19	149	63	340	9020		
% Buses	98.6	97.3	99.1	100	97.4	95.5	100	92.3	100	96.2	93.4	97.2	98.4	98.2	97.2	100	90.5	98.7	100	98.8	97.3		
% Trucks	0	29	0	0	29	0	0	0	0	0	23	0	0	23	0	2	0	0	0	2	5.4		
% App. Total	1.7	96.1	2.2	0	35.7	5	0	64.3	0	64.3	3.3	2.1	94.6	3.3	3.3	34.5	6.7	58.8	1.1	11.9	3367		
PHF	1.00	.938	.875		.947	.417	.000	.375		.583	.778	.930	.688	.944	.683	.400	.673		.744	.986			

Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				ROBLE AVE								
	Southbound		Northbound		Westbound		Eastbound		Southbound		Northbound		Eastbound		Westbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
08:00 AM	8	484	7	0	499	1	0	1	1	2	289	14	7	308	7	0	13	7	20	829	
08:15 AM	8	433	11	0	452	3	0	1	4	9	342	5	5	356	9	1	26	3	36	848	
08:30 AM	8	444	12	0	464	1	0	1	2	8	313	9	6	330	15	5	20	5	40	836	
08:45 AM	8	455	12	0	475	0	0	6	6	6	328	16	4	350	10	2	11	7	23	854	
Total Volume	32	1816	42	0	1890	5	0	64.3	0	64.3	3.3	2.1	94.6	3.3	3.3	34.5	6.7	58.8	1.1	11.9	3367
% App. Total	1.7	96.1	2.2	0	35.7	5	0	64.3	0	64.3	3.3	2.1	94.6	3.3	3.3	34.5	6.7	58.8	1.1	11.9	3367
PHF	1.00	.938	.875		.947	.417	.000	.375		.583	.778	.930	.688	.944	.683	.400	.673		.744	.986	



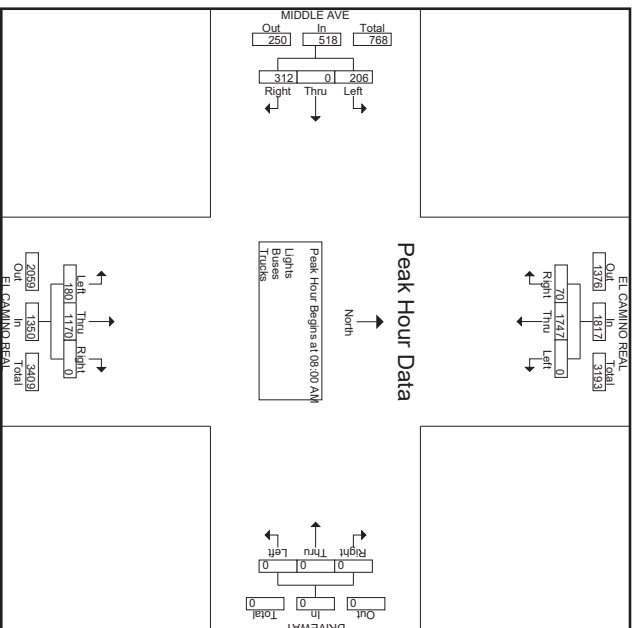
Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				ROBLE AVE				
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	
04:00 PM	4	301	12	0	317	12	0	422	5	6	17	5	33	6	468	9	13
04:15 PM	3	372	9	0	384	12	2	425	10	7	15	6	40	5	409	11	5
04:30 PM	1	361	13	0	375	14	4	360	4	3	8	5	20	7	411	10	4
04:45 PM	3	371	22	0	396	16	6	298	4	4	12	7	27	5	467	13	4
Total	11	1405	56	0	1472	38	19	1471	34	17	51	27	84	28	1872	43	20
05:00 PM	5	361	10	1	377	12	7	422	12	7	15	6	40	5	409	11	5
05:15 PM	5	397	20	0	425	16	12	425	10	7	15	6	40	5	409	11	5
05:30 PM	2	352	28	4	429	14	7	360	4	3	8	5	20	7	411	10	4
05:45 PM	22	1506	86	0	1635	47	32	1471	34	17	51	27	84	28	1872	43	20
Total	27	1922	86	0	2021	27	21	2021	30	17	29	27	119	30	1871	87	33
Grand Total	60	4235	220	6	4521	112	72	137	62	383	94	5528	203	90	5915	60	32
Approach %	1.3	93.7	4.9	0.1	29.2	18.8	35.8	16.2	1.6	93.5	3.4	1.5	21.1	11.3	50.7	16.9	2.6
Total %	0.5	38.1	2	0.1	40.7	1	0.6	1.2	0.6	3.4	0.8	49.8	1.8	0.8	53.3	0.5	0.3
% Lights	60	4189	219	6	4474	111	72	136	62	381	94	5469	203	90	5547	60	32
% Buses	100	98.9	99.5	100	99.9	99.1	100	99.3	100	99.5	100	98.8	100	100	98.9	100	100
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0.5	0	0	0	0.5	0	0	0

Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				ROBLE AVE				
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	Right	Left	Thru	Perfs	
04:15 PM	3	372	9	0	384	12	0	422	8	12	32	9	515	15	539	7	3
04:30 PM	1	361	13	0	375	14	4	360	4	3	8	5	497	19	524	8	18
04:45 PM	3	371	22	0	396	16	6	298	4	4	12	7	27	5	468	9	483
05:00 PM	5	361	10	1	377	12	7	422	10	7	15	6	40	5	409	11	5
Total Volume	12	1485	54	1	1531	37	22	1471	34	17	51	27	84	28	1872	43	20
% App. Total	0.8	95.7	3.5	0.0	33.6	2.0	46.4	1.7	95.3	3.1	1.7	95.3	3.1	1.7	95.3	3.1	1.7
PHF	0.00	.985	.614	0.00	.967	.578	.888	.750	0.899	.924	.803	.927	.679	.833	.765	.735	.956

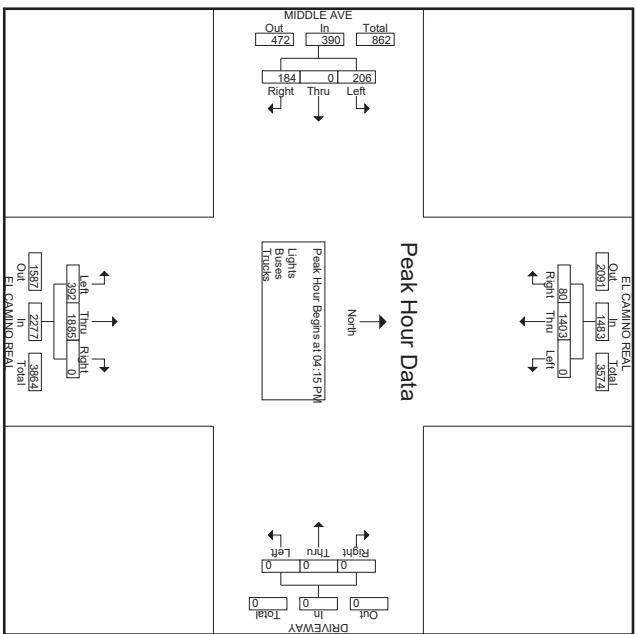


Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				MIDDLE AVE				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
07:00 AM	15	254	0	0	269	0	0	0	0	120	29	0	149	29	0	20	2
07:15 AM	14	327	0	0	341	0	0	0	0	164	35	0	199	43	0	23	3
07:30 AM	20	439	0	3	462	0	0	0	1	241	35	0	276	65	0	38	2
07:45 AM	31	433	0	0	464	0	0	2	2	293	61	0	293	82	0	41	7
Total	80	1483	0	3	1536	0	0	3	3	757	160	0	917	219	0	122	14
08:00 AM	17	456	0	3	476	0	0	0	2	271	44	0	315	85	0	50	3
08:15 AM	17	425	0	11	453	0	0	0	3	287	49	0	336	61	0	77	0
08:30 AM	19	428	0	0	447	0	0	0	2	288	34	0	322	80	0	43	1
08:45 AM	17	438	0	1	456	0	0	0	5	324	53	0	377	86	0	36	5
Total	70	1747	0	15	1852	0	0	0	12	1170	180	0	1350	312	0	206	5
09:00 AM	20	415	0	1	436	0	0	0	4	272	53	0	325	61	0	42	0
09:15 AM	21	415	0	0	436	0	0	0	1	264	43	0	327	69	0	39	5
09:30 AM	16	398	0	5	419	0	0	0	2	285	39	0	324	82	0	50	5
09:45 AM	23	390	0	3	376	0	0	0	1	294	47	0	341	57	0	51	3
Total	80	1578	0	9	1667	0	0	0	8	1135	182	0	1317	248	0	182	13
Grand Total	230	4778	0	27	5035	0	0	0	23	3092	522	0	3564	779	0	510	32
Approch %	4.6	94.9	0	0.5	0	0	0	0	100	0	85.4	14.6	0	59	0	38.6	2.4
Total %	2.3	48	0	0.3	50.5	0	0	0	0.2	30.7	5.2	0	36	7.8	0	5.1	0.3
% Lights	217	4645	0	27	4899	0	0	0	23	2973	509	0	3482	771	0	500	32
% Buses	94.3	97.2	0	100	97.1	0	0	0	100	100	97.2	0	97.2	99	0	98	100
% Trucks	0.4	0.7	0	0	0.7	0	0	0	0	0.8	0.4	0	0.7	0.1	0	0.2	0
% App. Total	3.9	96.1	0	0	0	0	0	0	0	86.7	13.3	0	80.2	0	0	39.8	0
PHF	92.1	.958	.000	.960	.000	.000	.000	.000	.000	.903	.849	.895	.907	.000	.869	.938	.966

Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				MIDDLE AVE				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
08:00 AM	17	456	0	0	473	0	0	0	0	271	44	0	315	85	0	50	135
08:15 AM	17	425	0	0	442	0	0	0	0	287	49	0	336	61	0	77	138
08:30 AM	19	428	0	0	447	0	0	0	0	288	34	0	322	80	0	43	123
08:45 AM	17	438	0	0	455	0	0	0	0	324	53	0	377	86	0	36	122
Total Volume	70	1747	0	0	1817	0	0	0	0	1170	180	0	1350	312	0	206	518
% App. Total	3.9	96.1	0	0	0	0	0	0	0	86.7	13.3	0	80.2	0	0	39.8	3685
PHF	92.1	.958	.000	.960	.000	.000	.000	.000	.000	.903	.849	.895	.907	.000	.869	.938	.966

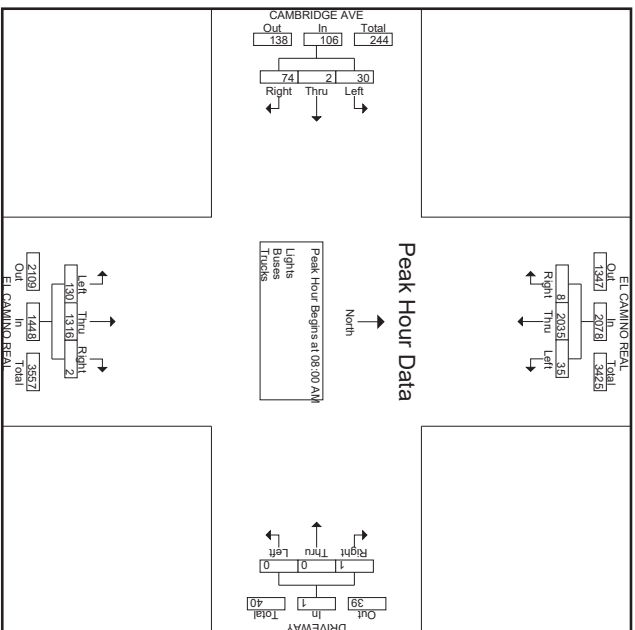


Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				MIDDLE AVE				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	20	290	0	312	0	0	0	0	0	444	86	0	530	49	0	74	124
04:15 PM	16	369	0	385	0	0	0	0	0	504	86	0	590	44	0	51	98
04:30 PM	12	302	0	314	0	0	0	0	0	497	124	0	621	48	0	43	93
04:45 PM	28	383	0	411	0	0	0	0	0	405	86	0	491	50	0	59	2
Total	76	1344	0	1420	0	0	0	0	0	1850	382	0	2232	191	0	227	8
05:00 PM	24	349	0	373	0	0	0	0	0	479	96	0	575	42	0	53	10
05:15 PM	18	317	0	337	0	0	0	0	0	428	99	0	527	49	0	48	3
05:30 PM	31	330	0	361	0	0	0	0	0	428	84	0	512	38	0	46	2
05:45 PM	28	330	0	358	0	0	0	0	0	506	133	0	639	48	0	42	92
Total	101	1326	0	1427	0	0	0	0	0	1838	412	0	2250	195	0	189	17
06:00 PM	25	328	0	353	0	0	0	0	0	447	109	0	556	57	0	47	3
06:15 PM	25	348	0	373	0	0	0	0	0	455	105	0	560	46	0	46	5
06:30 PM	27	276	0	303	0	0	0	0	0	510	102	0	612	55	0	52	4
06:45 PM	25	284	0	309	0	0	0	0	0	407	97	0	504	51	0	44	6
Total	102	1216	0	1318	0	0	0	0	0	1819	413	0	2232	209	0	189	18
Grand Total	279	3886	0	4165	0	0	0	0	0	5807	1207	0	6714	595	0	605	43
Apprch %	6.6	92.6	0	99.2	0	0	0	0	0	82	18	0	47.9	0	0	48.7	3.5
Total %	2.3	31.9	0	34.2	0	0	0	0	0	45.2	9.9	0	55.1	4.9	0	5	0.4
Lights	279	3841	0	4120	0	0	0	0	0	548	1204	0	6653	589	0	587	43
% Lights	100	98.8	0	98.9	0	0	0	0	0	98.9	98.8	0	99.1	99	0	98.7	100
Buses	0	29	0	29	0	0	0	0	0	28	0	0	28	0	0	5	0
% Buses	0	0.7	0	0.7	0	0	0	0	0	0.5	0	0	0.4	0	0	0.8	0
Trucks	0	16	0	16	0	0	0	0	0	30	3	0	33	6	0	3	0
% Trucks	0	0.4	0	0.4	0	0	0	0	0	0.5	0.2	0	0.5	1	0	0.5	0



Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				CAMBRIDGE AVE								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	3	287	3	1	294	0	0	0	1	0	165	17	0	182	2	0	2	1	5	482	
07:15 AM	3	386	6	1	376	0	0	0	0	0	207	28	0	235	4	0	4	3	2	10	621
07:30 AM	0	511	14	1	526	0	0	0	0	0	284	31	0	315	13	0	4	3	20	861	
07:45 AM	2	541	7	1	551	0	1	0	2	4	0	298	28	0	326	15	0	1	5	21	901
Total	8	1705	30	4	1747	1	1	0	2	4	0	954	104	0	1058	34	0	11	11	56	2855
08:00 AM	3	518	10	1	532	0	0	0	1	0	313	36	0	349	13	0	5	2	2	20	902
08:15 AM	0	500	9	0	509	0	0	0	3	1	322	32	0	355	19	2	6	1	1	28	895
08:30 AM	2	512	10	2	526	0	0	0	5	3	321	30	0	351	19	0	3	2	24	906	
08:45 AM	3	505	6	2	518	1	0	0	2	1	360	32	0	393	23	0	16	1	1	20	892
Total	8	2035	35	5	2083	1	0	0	11	12	2	1316	130	0	1448	74	2	30	6	112	3655
09:00 AM	10	488	5	3	506	0	0	0	0	0	308	25	0	333	13	2	5	0	2	20	869
09:15 AM	4	460	8	0	472	0	0	0	0	0	319	22	0	340	12	0	3	0	1	15	836
09:30 AM	0	402	15	0	417	0	0	0	1	1	0	313	32	0	347	10	0	11	0	21	786
09:45 AM	0	394	8	1	403	2	0	0	3	5	1	309	19	0	329	15	0	4	1	20	757
Total	14	1744	36	4	1798	2	0	0	4	6	3	1249	106	0	1358	50	2	23	1	78	3238
Grand Total	30	5484	101	13	5628	4	1	0	17	22	5	3519	340	0	3864	158	4	64	18	244	9758
Approch %	0.5	97.4	1.8	0.2	18.2	4.5	0	0	77.3	0.1	91.1	8.8	0	39.6	64.8	1.6	0	0.7	0.2	2.5	
Total %	0.3	56.2	1	0.1	57.7	0	0	0	0.2	0.2	0.1	36.1	3.5	0	39.6	1.6	0	0.7	0.2	2.5	
% Lights	27	5360	99	11	5497	3	1	0	17	21	4	3423	321	0	3748	156	4	63	18	241	9507
% Buses	0	41	0	0	41	0	0	0	0	0	0	28	16	0	44	0	0	0	0	0	85
% Trucks	3	83	2	2	90	1	0	0	1	1	1	88	3	0	72	2	0	1	0	3	166
% Trucks	10	1.5	2	15.4	1.6	25	0	0	4.5	20	1.9	0.9	0	1.9	1.3	0	1.6	0	1.2	1.7	

Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				CAMBRIDGE AVE							
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs				
08:00 AM	3	518	10	1	531	0	0	0	0	0	313	36	0	349	13	0	5	2	18	888
08:15 AM	0	500	9	0	509	0	0	0	0	0	322	32	0	355	19	2	6	1	27	891
08:30 AM	2	512	10	2	524	0	0	0	0	0	321	30	0	351	19	0	3	2	22	897
08:45 AM	3	505	6	1	514	1	0	0	1	1	360	32	0	393	23	0	16	1	39	947
Total Volume	8	2035	35	5	2078	1	0	0	1	2	1316	130	0	1448	74	2	30	30	106	3633
% Appr. Total	0.4	97.9	1.7	0	100	0	0	0	0	0	0.1	90.9	9	0	89.8	1.9	28.3	0	28.3	67.9
PHF	0.67	0.92	0.75	0.97	0.78	0.250	0.000	0.000	0.500	0.914	0.903	0.921	0.804	0.250	0.469	0.679	0.959			



Traffic Data Service

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

File Name : 41PM.FINAL
Site Code : 00000041
Start Date : 10/18/2016
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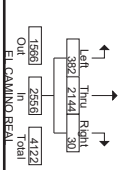
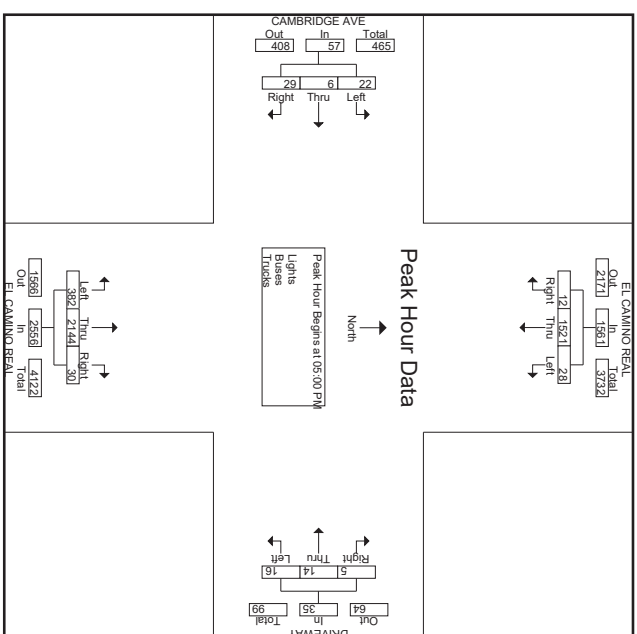
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File Name : 41PM.FINAL
Site Code : 00000041
Start Date : 10/18/2016
Page No : 2

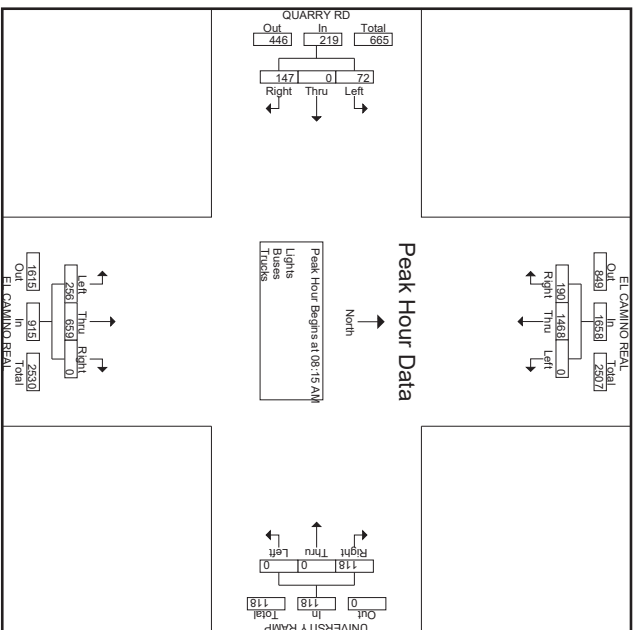
Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				CAMBRIDGE AVE								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	4	314	7	0	325	3	0	2	1	6	6	556	46	0	608	10	1	4	3	18	957
04:15 PM	2	374	10	1	387	1	0	1	4	6	1	576	42	0	619	10	1	5	3	19	1031
04:30 PM	1	351	3	1	356	0	0	2	2	2	595	50	0	647	9	1	6	3	6	17	1024
04:45 PM	3	389	8	0	400	0	1	6	4	14	4	554	70	0	628	7	1	3	6	17	1056
Total	10	1428	28	2	1468	4	1	9	11	25	13	2281	208	0	2502	36	4	18	15	73	4068
05:00 PM	2	357	8	14	381	3	1	7	7	11	7	551	91	1	650	9	2	6	5	22	1064
05:15 PM	2	400	4	0	408	0	5	4	3	12	8	515	94	0	617	4	1	4	1	10	1045
05:30 PM	3	380	5	0	388	1	1	2	1	17	12	510	109	0	631	8	0	7	4	19	1049
05:45 PM	3	384	11	3	403	1	1	3	2	2	3	588	88	1	660	8	3	5	7	22	1092
Total	12	1521	28	17	1578	5	14	16	6	41	30	2144	382	2	2398	29	6	22	16	73	4250
06:00 PM	6	383	2	2	397	4	0	3	0	7	8	540	72	0	620	15	0	6	8	26	1047
06:15 PM	2	380	7	5	374	1	2	0	4	7	4	544	67	1	660	12	0	6	8	28	1016
06:30 PM	4	332	1	2	339	0	0	2	2	5	3	616	47	1	667	9	0	3	3	15	1026
06:45 PM	8	341	9	1	329	0	0	2	2	2	1	503	35	0	539	4	0	7	3	14	884
Total	20	1386	23	10	1439	5	3	5	8	21	16	2203	215	1	2435	40	0	18	20	78	3973
Grand Total	42	4435	79	29	4485	14	18	30	25	87	59	6828	805	3	7495	105	10	58	51	224	12291
Approch %	0.9	96.7	1.8	0.6	36.5	0.1	0.1	0.2	0.2	0.7	0.8	88.4	10.7	0	61	0.9	0.1	0.5	0.4	1.8	
Total %	0.3	35.3	0.6	0.2	36.5	0.1	0.1	0.2	0.2	0.7	0.5	53.9	6.5	0	61	0.9	0.1	0.5	0.4	1.8	
% Lights	41	4287	78	29	4435	13	18	30	25	86	59	6866	802	1	7428	105	10	57	51	223	12172
% Buses	0	29	0	0	29	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	60
% Trucks	1	19	1	0	21	1	0	0	0	1	0	31	3	2	36	0	0	1	1	0	59
% Trucks	2.4	0.4	1.3	0	0.5	7.1	0	0	0	1.1	0	0.5	0.4	68.7	0.5	0	0	1.7	0	0.4	0.5

Start Time	EL CAMINO REAL				DRIVEWAY				EL CAMINO REAL				CAMBRIDGE AVE				
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound		
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
05:00 PM	2	357	8	367	3	1	7	11	7	551	91	649	9	2	6	17	1044
05:15 PM	2	400	4	406	0	5	4	9	8	515	94	617	4	1	4	9	1041
05:30 PM	3	380	5	388	1	7	2	10	12	510	109	631	8	0	7	15	1044
05:45 PM	5	384	11	400	1	14	3	5	3	588	88	659	8	3	5	16	1080
Total Volume	12	1521	28	1561	5	14	16	35	30	2144	382	2596	29	6	22	57	4209
% App. Total	0.8	97.4	1.8	41.3	4.3	40	45.7	79.5	1.2	83.9	14.9	50.9	10.5	38.6	5.7	42.09	
PHF	0.00	.951	.636	.961	.417	.500	.571	.795	.625	.944	.876	.970	.806	.500	.786	.838	.974



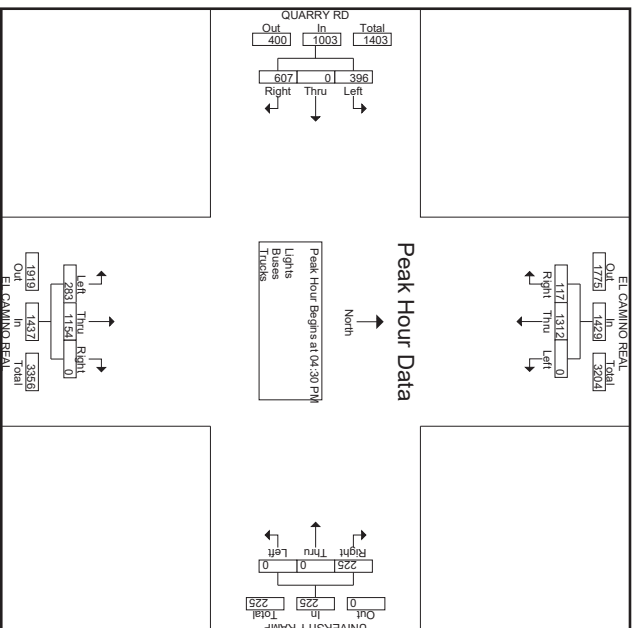
Start Time	EL CAMINO REAL				UNIVERSITY RAMP				EL CAMINO REAL				QUARRY RD							
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs				
07:00 AM	50	162	0	14	226	20	0	0	20	0	88	54	0	142	11	0	12	1	24	412
07:15 AM	57	228	0	19	304	29	0	0	29	0	110	59	0	169	35	0	24	2	61	563
07:30 AM	47	331	0	26	404	28	0	0	28	0	118	69	0	187	29	0	24	4	57	676
07:45 AM	51	376	0	32	459	36	0	0	36	0	144	59	0	203	45	0	21	5	71	769
Total	205	1097	0	91	1393	113	0	0	113	0	460	241	0	701	120	0	81	12	213	2420
08:00 AM	40	336	0	11	387	31	0	0	31	0	129	50	0	179	21	0	17	2	40	637
08:15 AM	44	387	0	10	441	26	0	0	26	0	174	69	0	243	38	0	22	2	62	772
08:30 AM	46	382	0	11	451	26	0	0	26	0	140	54	0	194	30	0	16	2	58	729
08:45 AM	62	337	0	10	409	35	0	0	35	0	170	67	0	237	33	0	13	0	46	722
Total	194	1482	0	42	1686	118	0	0	118	0	613	240	0	853	132	0	68	0	206	2865
09:00 AM	36	352	0	3	391	31	0	0	31	0	175	66	0	241	36	0	21	2	59	722
09:15 AM	59	323	0	5	379	30	0	0	30	0	165	58	0	224	30	0	28	4	62	696
09:30 AM	39	320	0	5	364	29	0	0	29	0	175	58	0	233	31	0	28	3	62	688
09:45 AM	48	326	0	2	376	29	0	0	29	0	178	62	0	238	31	0	28	4	63	706
Total	176	1319	0	15	1510	119	0	0	119	0	691	244	1	936	128	0	105	13	246	2811
Grand Total	575	3968	0	146	4591	350	0	0	350	0	1754	725	1	2490	380	0	254	31	665	8096
Approch %	12.5	84.3	0	3.2	100	0	0	0	100	0	70.8	29.1	0	57.1	0	0	38.2	4.7	8.2	77.6
Total %	7.1	47.8	0	1.8	56.7	4.3	0	0	4.3	0	21.8	9	0	30.8	4.7	0	3.1	0.4	8.2	77.6
% Lights	556	3741	0	148	4445	315	0	0	315	0	1700	710	1	2411	341	0	224	30	605	91
% Buses	96.7	96.7	0	100	96.8	90	0	0	90	0	96.4	97.9	100	96.8	89.7	0	92.1	96.8	91	96
% Trucks	1.7	1.3	0	0	1.3	4	0	0	4	0	0.3	0.3	0	0.3	6.6	0	1.2	0	2.8	1.3
% App. Total	11.5	88.5	0	0	100	0	0	0	100	0	72	28	0	67.1	0	0	32.9	0	2910	2910

Start Time	EL CAMINO REAL				UNIVERSITY RAMP				EL CAMINO REAL				QUARRY RD						
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs			
08:15 AM	44	387	0	431	26	0	0	0	26	0	174	69	243	38	0	22	60	760	
08:30 AM	48	392	0	440	26	0	0	0	26	0	140	54	194	40	0	16	56	716	
08:45 AM	62	337	0	389	35	0	0	0	35	0	170	67	237	33	0	13	46	717	
09:00 AM	36	352	0	388	31	0	0	0	31	0	175	66	241	36	0	21	57	717	
Total Volume	190	1468	0	1658	118	0	0	0	118	0	659	256	915	147	0	72	219	2910	
% App. Total	11.5	88.5	0	100	0	0	0	0	100	0	72	28	0	67.1	0	0	32.9	0	2910
PHF	.766	.936	.000	.942	.843	.000	.000	.000	.843	.000	.941	.928	.941	.919	.000	.816	.913	.957	



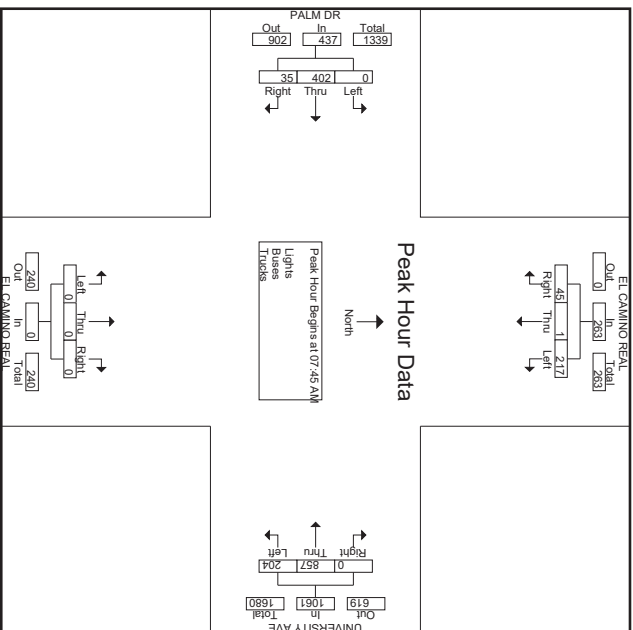
Start Time	EL CAMINO REAL Southbound			UNIVERSITY RAMP Westbound			EL CAMINO REAL Northbound			QUARRY RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	30	294	0	17	341	0	0	0	74	0	255	58
04:15 PM	44	293	0	18	355	0	0	0	57	0	249	72
04:30 PM	34	314	0	12	360	0	0	0	52	0	293	55
04:45 PM	22	285	0	3	310	0	0	0	67	0	308	70
Total	130	1186	0	50	1366	230	0	0	230	0	1105	255
05:00 PM	31	320	0	6	357	0	0	0	50	0	280	88
05:15 PM	30	393	0	5	429	0	0	0	56	0	273	70
05:30 PM	29	318	0	5	352	0	0	0	56	0	261	90
05:45 PM	30	317	0	14	361	0	0	0	41	0	254	65
Total	120	1346	0	31	1499	203	0	0	203	0	1068	313
06:00 PM	136	1910	0	73	1519	289	0	0	289	0	916	409
Grand Total	386	3944	0	154	4394	1722	0	0	722	0	3098	977
Approach %	8.8	8.2	0	3.5	100	0	0	0	0	0	26.1	24
Total %	3.3	3.2	0	1.3	37	6.1	0	0	6.1	0	8.3	0.1
Lights	379	3793	0	154	4326	700	0	0	700	0	3070	974
% Lights	98.2	98.7	0	100	98.7	97	0	0	97	0	98.4	99.7
Buses	4	38	0	0	42	18	0	0	18	0	3	1
% Buses	1	0	0	0	1	2.5	0	0	2.5	0	0.1	0.1
Trucks	3	13	0	0	16	4	0	0	4	0	16	2
% Trucks	0.8	0.3	0	0	0.4	0.6	0	0	0.6	0	0.5	0.2

Start Time	EL CAMINO REAL Southbound			UNIVERSITY RAMP Westbound			EL CAMINO REAL Northbound			QUARRY RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:30 PM	34	314	0	348	52	0	0	293	55	348	165	0
04:45 PM	22	285	0	307	67	0	0	308	70	378	124	0
05:00 PM	31	320	0	351	50	0	0	280	88	368	168	0
05:15 PM	30	393	0	423	56	0	0	273	70	343	150	0
Total Volume	117	1312	0	1429	225	0	0	1154	293	1437	607	0
% App. Total	8.2	91.8	0	94.5	100	0	0	80.3	19.7	80.5	0	39.5
PHF	.860	.935	.000	.945	.940	.000	.000	.937	.804	.950	.903	.000



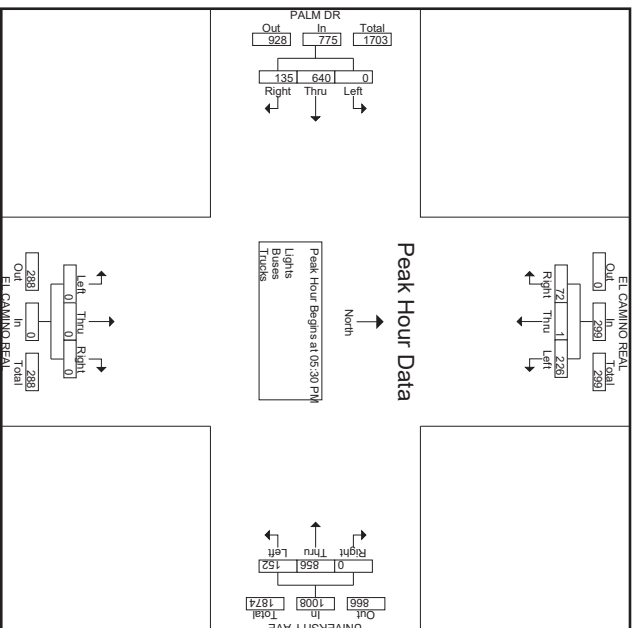
Groups Printed- Lights- Buses- Trucks

Start Time	EL CAMINO REAL			UNIVERSITY AVE			EL CAMINO REAL			PALM DR		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	0	21	24	48	0	164	17	1	182	0	0
07:15 AM	13	0	34	64	111	0	172	36	0	208	0	0
07:30 AM	12	0	43	63	118	0	188	37	0	225	0	0
07:45 AM	12	0	66	61	139	0	227	65	1	292	0	0
Total	40	0	164	212	416	0	751	155	1	907	0	0
08:00 AM	14	0	40	61	115	0	186	51	0	237	0	0
08:15 AM	11	0	47	79	138	0	232	38	0	270	0	0
08:30 AM	13	0	64	101	173	0	212	50	0	262	0	0
08:45 AM	14	0	51	68	136	0	207	48	0	255	0	0
Total	50	0	202	309	562	0	837	185	0	1022	0	0
09:00 AM	14	0	51	51	116	0	188	29	0	197	0	0
09:15 AM	16	0	57	77	150	0	175	40	0	215	0	0
09:30 AM	13	0	52	65	130	0	181	43	0	224	0	0
09:45 AM	14	0	70	56	140	0	171	44	0	215	0	0
Total	57	0	230	249	536	0	655	156	0	851	0	0
Grand Total	147	1	596	770	1514	0	2283	496	1	2780	0	0
Approx %	9.7	0.1	39.4	50.9	28	0	82.1	17.8	0	47.8	0	0
Total %	2.5	0	10.2	13.2	28	0	38.2	8.5	0	5.2	0	0
% Lights	146	1	518	770	1435	0	2130	410	1	2541	0	0
% Buses	99.3	100	86.9	100	94.8	0	93.3	82.7	100	91.4	0	0
% Trucks	0	0	60	0	60	0	111	65	0	176	0	0
% App. Total	17.1	0.4	82.5	0	80.8	19.2	0	0	0	0	0	0
PHF	80.4	250	82.2	84.3	90.0	92.3	78.5	90.8	100.0	90.0	0.000	0.000



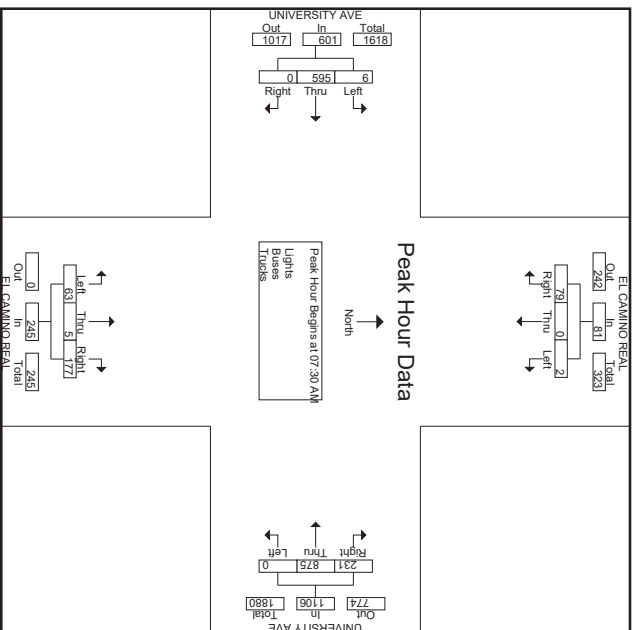
Groups Printed- Lights- Buses- Trucks

Start Time	EL CAMINO REAL			UNIVERSITY AVE			EL CAMINO REAL			PALM DR		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	12	0	76	29	117	0	134	37	0	171	0	0
04:15 PM	10	0	63	39	112	0	176	36	0	212	0	0
04:30 PM	19	0	67	44	130	0	147	45	0	192	0	0
04:45 PM	9	0	75	62	146	0	147	35	0	182	0	0
Total	50	0	281	174	505	0	604	153	0	757	0	0
05:00 PM	18	0	70	74	162	0	152	47	0	199	0	0
05:15 PM	11	0	60	40	111	0	171	31	0	202	0	0
05:30 PM	12	0	69	66	137	0	169	31	0	220	0	0
05:45 PM	17	0	47	68	132	0	221	36	0	245	0	0
Total	58	0	236	248	542	0	721	145	0	866	0	0
06:00 PM	22	1	57	45	125	0	209	46	0	255	0	0
06:15 PM	21	0	63	38	120	0	249	39	0	288	0	0
06:30 PM	17	0	54	41	112	0	200	30	0	230	0	0
06:45 PM	18	1	58	38	114	0	158	36	0	194	0	0
Total	78	1	232	160	471	0	816	151	0	967	0	0
Grand Total	186	1	749	582	1518	0	2141	449	0	2590	0	0
Approx %	12.3	0.1	49.3	38.3	0	0	82.7	17.3	0	0	0	0
Total %	2.5	0	10.1	7.9	20.5	0	29	6.1	0	35	0	0
% Lights	186	1	691	582	1460	0	2015	386	0	2407	0	0
% Buses	100	100	92.3	100	96.2	0	94.1	96	0	92.7	0	0
% Trucks	0	0	7.5	0	3.7	0	5.6	13.8	0	7	0	0



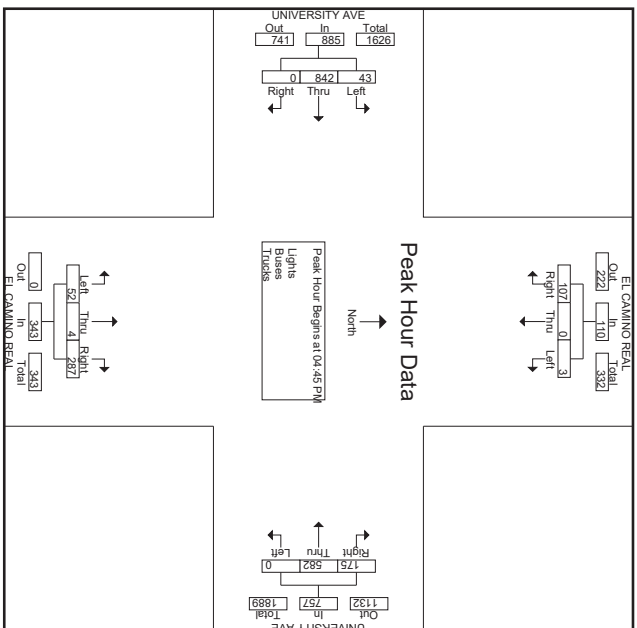
Start Time	EL CAMINO REAL			UNIVERSITY AVE			EL CAMINO REAL			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	14	0	0	35	165	0	200	26	4	5	14	49
07:15 AM	12	0	0	49	61	0	273	26	1	6	28	61
07:30 AM	35	0	0	38	72	0	279	28	1	22	20	71
07:45 AM	18	0	0	24	42	0	287	45	1	10	17	73
Total	79	0	0	132	211	0	1039	125	7	43	79	254
08:00 AM	12	0	1	66	79	0	292	48	2	19	13	82
08:15 AM	14	0	1	86	101	0	249	56	1	12	32	101
08:30 AM	17	0	0	106	123	0	247	54	1	11	20	86
08:45 AM	29	0	0	68	97	0	280	46	1	11	6	84
Total	72	0	2	326	400	0	1068	204	5	53	71	333
09:00 AM	16	0	2	52	70	0	226	59	1	24	20	104
09:15 AM	22	0	0	82	114	0	243	53	0	16	20	89
09:30 AM	16	0	0	72	91	0	198	47	0	13	16	76
09:45 AM	23	0	0	46	71	0	204	52	1	15	10	78
Total	80	0	2	264	346	0	881	211	2	68	66	347
Grand Total	231	0	4	722	957	0	5298	540	14	164	216	934
Approach %	24.1	0	0.4	75.4	20	79.9	0	0.2	57.8	1.5	17.6	23.1
Total %	3.5	0	0.1	11.1	14.7	9.1	36.5	0	0.1	45.7	8.3	0.2
% Lights	71	0	4	722	797	2399	0	5	2896	506	13	159
% Buses	160	0	0	100	722	83.3	94.1	97.6	0	100	96.9	93.7
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	EL CAMINO REAL			UNIVERSITY AVE			EL CAMINO REAL			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	35	0	0	35	52	227	0	279	28	1	22	51
07:45 AM	18	0	1	18	68	219	0	287	45	1	10	56
08:00 AM	12	0	1	13	60	232	0	292	48	2	19	69
08:15 AM	14	0	1	15	51	197	0	248	56	1	12	63
Total Volume	79	0	2	81	231	875	0	1106	177	5	63	245
% App. Total	964	.000	.500	579	949	.000	947	.790	625	.716	.888	.000
PHF	.564	.000	.500	.579	.949	.000	.947	.790	.625	.716	.888	.000



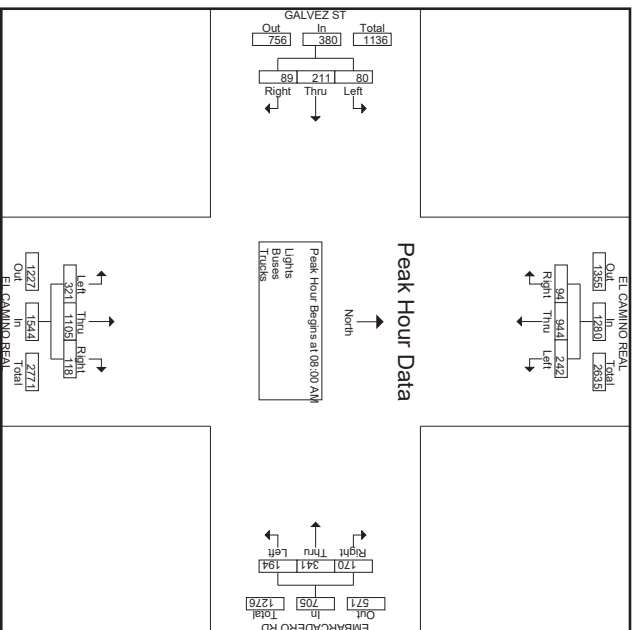
Groups Printed- Lights- Buses- Trucks

Start Time	EL CAMINO REAL			UNIVERSITY AVE			EL CAMINO REAL			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	19	0	0	17	36	133	0	0	167	73	1	16
04:15 PM	31	0	0	27	58	125	0	0	171	63	1	7
04:30 PM	19	0	1	39	59	133	0	0	189	73	4	17
04:45 PM	24	0	2	119	36	61	41	114	165	75	0	18
Total	93	0	2	119	214	177	515	0	692	284	6	58
05:00 PM	28	0	0	42	70	169	0	3	228	88	3	13
05:15 PM	27	0	1	17	45	138	0	1	175	95	1	13
05:30 PM	28	0	1	24	33	42	131	0	193	79	0	8
05:45 PM	31	0	2	110	226	174	588	0	768	280	6	34
Total	106	0	4	81	191	199	634	0	840	287	13	44
Grand Total	313	0	8	310	631	550	1737	0	13	2300	861	25
Approch %	49.6	0	0.1	4.5	9.2	23.9	75.5	0	0.6	58.2	1.7	10.5
Total %	4.6	0	0.1	4.5	9.2	8.2	25.3	0	0.2	33.5	12.5	0.4
% Lights	158	0	8	310	476	524	1722	0	13	2259	846	24
% Buses	155	0	0	155	21	12	0	0	33	13	0	3
% Trucks	49.5	0	0	24.6	3.8	0.7	0	0	1.4	1.5	0	1.9



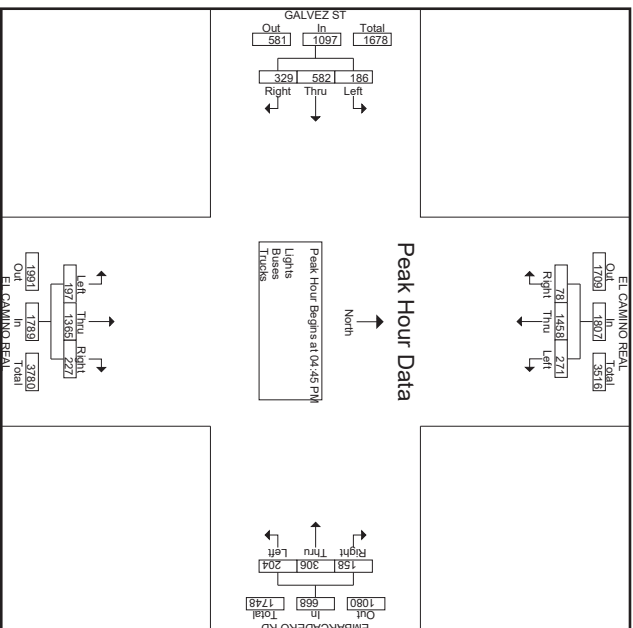
Groups Printed- Lights - Buses - Trucks

Start Time	EL CAMINO REAL Southbound			EMBARCADERO RD Westbound			EL CAMINO REAL Northbound			GALVEZ ST Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	22	93	43	3	161	41	94	38	3	176	15	158
07:15 AM	21	146	44	10	221	32	25	0	142	16	196	67
07:30 AM	30	160	67	7	264	51	78	24	5	158	15	206
07:45 AM	25	221	71	14	331	28	67	49	8	144	22	209
Total	98	620	225	34	977	152	324	136	8	620	68	769
08:00 AM	19	246	72	14	351	33	64	46	1	144	27	283
08:15 AM	27	249	53	15	344	49	97	88	2	208	31	288
08:30 AM	22	211	57	16	306	32	71	38	2	143	29	262
08:45 AM	26	238	60	17	341	56	109	92	2	219	29	262
Total	94	944	242	62	1342	170	341	194	9	714	118	1105
09:00 AM	22	216	62	21	321	50	93	44	2	180	44	256
09:15 AM	24	216	53	19	312	43	95	46	5	189	24	271
09:30 AM	18	216	55	16	305	52	101	45	3	201	35	199
09:45 AM	24	184	53	19	280	54	83	53	3	193	28	252
Total	88	832	223	75	1218	199	372	188	13	772	131	978
Grand Total	280	2386	690	171	3537	521	1037	518	30	2106	317	2852
Apprch %	7.9	67.7	19.5	4.8	24.7	49.2	24.6	1.4	0.3	19.3	7.8	70.4
Total %	2.6	22	6.3	1.6	37.4	4.8	9.5	4.7	0.3	19.3	2.9	26.1
% Lights	95.4	95.2	96.7	99.4	95.5	94.2	96.7	97.1	100	96.2	99.1	96.8
% Buses	3.2	1.8	3	0	2.1	3.3	1.2	0.6	0	1.5	0.3	1.9
% Trucks	4	70	9	1	84	13	22	12	0	47	2	67
% Total	1.4	2.9	1.3	0.6	2.4	2.5	2.1	2.3	0	2.2	0.6	2.3



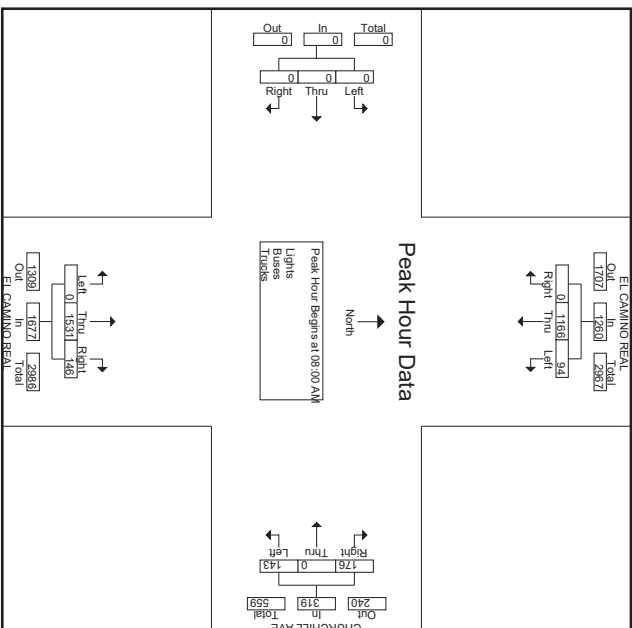
Groups Printed- Lights - Buses - Trucks

Start Time	EL CAMINO REAL Southbound			EMBARCADERO RD Westbound			EL CAMINO REAL Northbound			GALVEZ ST Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	18	324	65	12	419	36	57	57	155	39	304	37
04:15 PM	16	339	70	15	440	33	77	49	12	171	45	293
04:30 PM	17	363	74	19	473	34	75	51	5	165	68	259
04:45 PM	21	380	62	19	462	34	89	47	15	185	45	318
Total	72	1386	271	65	1794	137	298	204	37	676	197	1174
05:00 PM	22	391	73	21	507	43	60	53	6	162	62	333
05:15 PM	16	346	58	17	437	46	60	54	15	175	61	348
05:30 PM	19	361	78	14	472	35	67	50	7	189	69	366
05:45 PM	21	345	67	15	454	42	83	54	3	192	44	335
Total	84	1443	276	67	1870	166	310	211	31	718	226	1362
06:00 PM	38	311	67	36	452	47	95	51	11	204	58	313
06:15 PM	28	317	61	32	438	49	106	50	7	212	58	279
06:30 PM	18	249	65	25	357	54	110	50	6	220	48	243
06:45 PM	11	231	69	43	354	40	92	51	8	191	50	260
Total	95	1188	262	136	1601	190	403	202	32	827	214	1095
Grand Total	251	3887	809	266	5265	493	1011	617	100	2221	637	3651
Approach %	4.8	74.8	15.4	5.1	22.2	45.5	27.8	4.5	14.2	12.7	7.3	12
% Lights	239	3887	788	266	5182	478	1001	613	100	2192	629	3589
% Buses	4.8	0.9	2.2	0	1.2	2.6	0.6	0.2	0	0.9	0.5	1.4
% Trucks	0	0.4	0.4	0	0.4	0.4	0.5	0	0	0.4	0.8	0.3

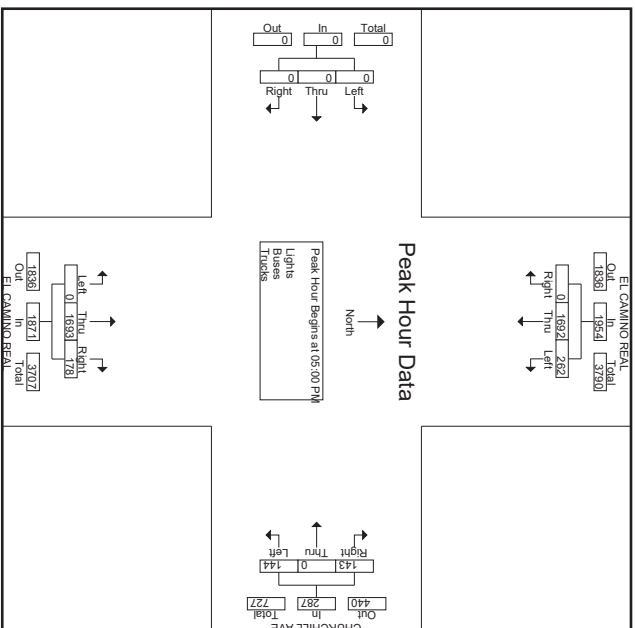


Start Time	EL CAMINO REAL			CHURCHILL AVE			EL CAMINO REAL		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	120	5	0	23	0	12	210	0
07:15 AM	0	165	13	1	179	44	0	19	237
07:30 AM	0	183	11	8	202	42	0	38	2
07:45 AM	0	249	27	6	282	38	0	41	329
Total	0	717	56	15	788	171	0	116	2
08:00 AM	0	311	24	2	337	38	0	30	2
08:15 AM	0	289	30	7	336	46	0	32	0
08:30 AM	0	289	18	3	290	54	0	41	5
08:45 AM	0	275	22	3	312	38	0	40	1
Total	0	1166	72	0	1138	179	0	143	8
09:00 AM	0	253	20	0	273	47	0	40	2
09:15 AM	0	272	21	0	293	54	0	39	1
09:30 AM	0	266	21	0	287	38	0	47	1
09:45 AM	0	275	10	0	285	40	0	44	0
Total	0	1066	72	0	1138	179	0	164	3
Grand Total	0	2949	222	30	3201	526	0	423	13
Approx %	0	92.1	6.9	0.9	94.7	5.4	0	44	1.4
Total %	0	35.4	2.7	0.4	38.4	6.3	0	5.1	0.2
% Lights	0	281	220	29	3060	518	0	412	13
% Buses	0	95.3	98.1	96.7	95.6	98.5	0	97.4	100
% Trucks	0	48	1	0	49	2	0	4	0
% App. Total	0	90	1	1	92	6	0	7	0
% Trucks	0	3.1	0.5	0.3	2.9	1.1	0	1.7	0

Start Time	EL CAMINO REAL			CHURCHILL AVE			EL CAMINO REAL		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	0	311	24	0	337	38	0	30	2
08:15 AM	0	299	30	7	329	46	0	32	0
08:30 AM	0	289	18	287	22	38	0	41	5
08:45 AM	0	287	22	309	38	40	0	40	1
Total Volume	0	1166	72	94	1260	176	0	143	8
% App. Total	0	92.5	7.5	55.2	81.5	6.7	0	44.8	1.3
PHF	0.000	.937	.783	.940	.815	.000	0.872	.839	.702

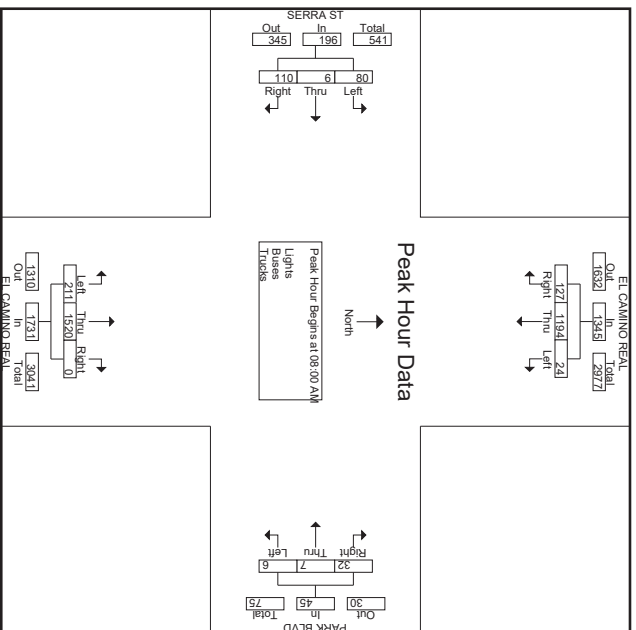


Start Time	EL CAMINO REAL				CHURCHILL AVE				EL CAMINO REAL			
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
04:00 PM	0	414	56	9	479	0	33	1	83	55	337	0
04:15 PM	0	405	53	2	460	39	0	38	2	79	53	346
04:30 PM	0	431	76	3	510	31	0	41	4	76	43	344
04:45 PM	0	392	96	3	481	39	0	46	1	86	46	378
Total	0	1642	271	17	1930	158	0	158	8	324	197	1405
05:00 PM	0	486	80	0	546	24	0	37	1	62	48	442
05:15 PM	0	399	80	3	482	37	0	37	3	74	42	415
05:30 PM	0	401	67	2	473	38	0	26	2	66	46	423
05:45 PM	0	401	55	2	458	44	0	47	1	81	42	411
Total	0	1692	262	5	1959	143	0	144	7	294	178	1693
06:00 PM	0	386	56	0	422	56	0	36	2	94	44	389
06:15 PM	0	379	66	0	445	34	0	37	3	71	54	387
06:30 PM	0	335	46	2	383	44	0	33	1	78	46	350
06:45 PM	0	314	46	2	362	39	0	42	0	81	42	335
Total	0	1394	214	4	1612	170	0	148	6	324	186	1440
Grand Total	0	4278	747	26	5501	471	0	450	21	942	561	4536
Approach %	0	859	13.6	0.5	4.1	0	0	478	2.2	10.9	88.2	0.1
% Trucks	0	40.8	6.4	0.2	47.5	4.1	0	3.9	0.2	8.1	4.8	39.2
% Lights	0	4669	743	25	5437	470	0	443	21	934	552	4467
% Buses	0	98.8	99.5	96.2	98.8	99.8	0	98.4	100	99.2	98.4	98.4
% Trucks	0	0.2	0.1	0.1	0.2	0.2	0	0.4	0.9	1.1	0	1.1
% Buses	0	32	1	1	34	0	0	4	0	4	5	51
% Trucks	0	0.27	0.3	0	0.30	1	0	0.3	0	4	0.20	0
% Trucks	0	0.6	0.4	0	0.5	0.2	0	0.7	0	0.4	0.7	0.4



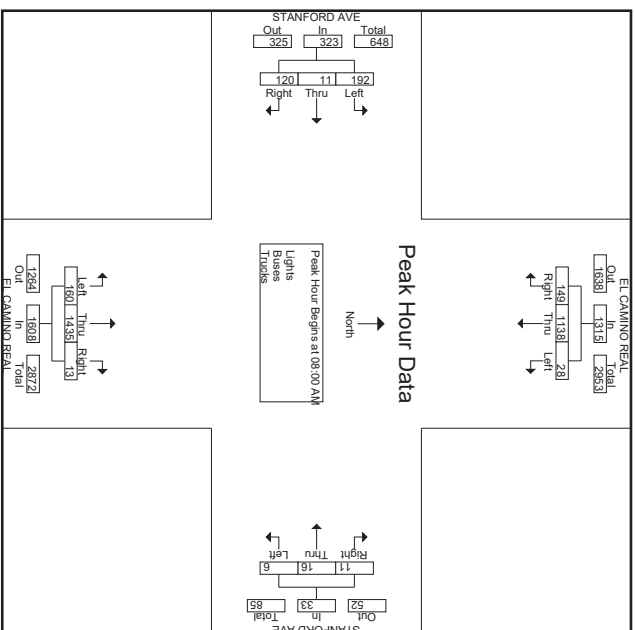
Start Time	EL CAMINO REAL Southbound				PARK BLVD Westbound				EL CAMINO REAL Northbound				SERRA ST Eastbound							
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks				
07:00 AM	11	136	2	1	150	2	2	0	7	216	18	1	238	10	0	6	3	19	414	
07:15 AM	23	183	2	16	224	1	2	0	4	230	21	2	257	16	1	14	3	34	518	
07:30 AM	25	201	2	2	230	0	3	1	0	3	228	33	4	268	23	0	19	5	47	
07:45 AM	33	282	3	2	320	5	3	2	0	1	305	54	1	351	22	0	17	12	51	
Total	92	802	9	21	924	9	10	5	0	24	11	979	126	8	1124	71	1	56	23	151
08:00 AM	32	306	7	4	349	12	1	2	0	407	50	7	484	23	0	21	4	48	876	
08:15 AM	34	309	5	10	358	3	3	0	0	329	41	6	376	22	1	21	7	51	790	
08:30 AM	31	280	4	11	326	8	2	0	13	0	354	55	4	410	22	2	19	4	67	
08:45 AM	30	289	6	9	346	2	1	0	12	0	430	65	4	489	23	3	19	4	86	
Total	127	1184	24	34	1379	32	7	6	0	451	0	1520	211	18	1749	110	6	80	19	215
09:00 AM	32	271	6	7	316	3	2	0	0	1	303	35	6	345	18	2	33	5	59	
09:15 AM	33	275	8	7	323	3	2	0	0	0	309	41	4	360	23	4	28	2	57	
09:30 AM	28	294	8	6	338	7	0	0	0	0	247	31	6	284	28	2	27	7	64	
09:45 AM	27	287	6	3	323	7	0	0	0	0	290	38	1	329	37	2	17	8	64	
Total	120	1127	28	25	1300	26	4	4	0	34	1	149	151	17	1318	106	10	105	22	243
Grand Total	339	3123	61	80	3603	67	21	15	0	103	12	3648	488	43	4191	287	17	241	64	609
Approach %	9.4	86.7	1.7	2.2	8.6	20.4	14.6	0	0	0.3	87	11.6	1	47.1	2.8	39.6	10.5	7.2	81.2	
% Lights	334	2975	59	79	3447	65	21	14	0	100	10	3821	466	39	4036	270	17	238	64	589
% Buses	98.5	95.3	96.7	98.8	95.7	97	100	93.3	0	97.1	83.3	98.5	95.5	90.7	96.3	94.1	100	98.8	100	96.7
% Trucks	1.2	3.1	1.6	1.2	2.9	1.5	0	6.7	0	1.9	16.7	2.1	3.5	9.3	2.4	5.6	0	0.8	0	3

Start Time	EL CAMINO REAL Southbound				PARK BLVD Westbound				EL CAMINO REAL Northbound				SERRA ST Eastbound					
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks		
08:00 AM	32	306	7	345	12	1	2	0	407	50	457	23	0	21	44	861		
08:15 AM	34	309	5	348	3	2	0	0	329	41	370	22	1	21	44	767		
08:30 AM	31	280	4	315	8	2	3	1	0	354	55	4	409	42	2	19	63	800
08:45 AM	30	299	8	337	9	2	1	1	0	430	65	23	3	19	45	889		
Total Volume	127	1194	24	1345	32	7	6	4	5	0	1520	211	17	731	110	80	196	3317
% App. Total	9.4	88.8	1.8	71.1	15.6	13.3	0	87.8	12.2	87.4	81.2	87.4	65.5	50.0	95.2	77.8	93.3	



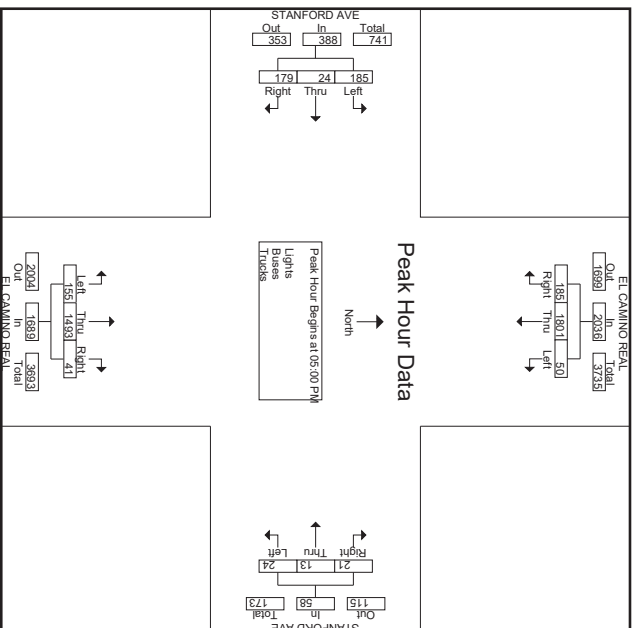
Groups Printed- Lights- Buses- Trucks

Start Time	EL CAMINO REAL				STANFORD AVE				EL CAMINO REAL				STANFORD AVE								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound						
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	20	119	4	2	145	4	1	2	8	4	217	16	4	241	17	1	20	4	42	436	
07:15 AM	25	170	7	2	204	1	2	1	6	3	231	10	1	245	21	0	25	2	48	503	
07:30 AM	26	198	0	5	229	2	5	1	10	4	246	32	2	284	22	2	32	0	56	579	
07:45 AM	41	248	4	2	295	2	8	4	3	0	262	45	3	330	39	2	58	4	103	745	
Total	112	735	15	11	873	6	19	7	9	41	11	976	103	10	1100	99	5	135	10	2263	
08:00 AM	37	275	8	3	323	5	8	0	10	2	377	47	4	430	31	2	60	1	94	857	
08:15 AM	46	297	8	3	356	2	3	0	5	1	301	35	6	343	38	4	47	0	89	786	
08:30 AM	33	272	10	4	319	1	3	0	10	4	358	36	16	412	28	2	43	0	73	809	
08:45 AM	33	284	4	3	354	1	6	0	6	6	401	42	7	456	23	4	42	1	62	869	
Total	149	1138	28	17	1272	11	16	0	33	13	1453	160	33	1641	120	11	192	2	323	3331	
09:00 AM	29	260	5	6	300	3	3	1	0	2	300	34	5	341	28	6	52	1	87	735	
09:15 AM	23	270	12	4	309	1	5	5	0	1	305	42	2	354	20	1	31	4	53	727	
09:30 AM	25	291	6	5	329	2	1	2	0	5	238	24	4	272	28	2	34	4	68	674	
09:45 AM	24	298	8	4	334	3	1	2	0	6	288	26	4	323	40	7	20	4	71	734	
Total	101	1119	33	19	1272	9	10	10	0	29	20	1129	126	15	1290	116	16	137	10	279	2870
Grand Total	362	2982	76	47	3477	26	45	23	9	103	44	3540	389	58	4031	335	32	484	22	853	8464
Approx %	10.4	86.1	2.2	1.4	25.2	43.7	22.3	8.7	1.1	1.1	87.8	9.7	1.4	39.3	3.8	54.4	2.6	0.4	5.5	0.3	10.1
% Lights	98.1	94.3	98.7	93.6	94.8	100	100	100	100	97.7	96	99.7	98.3	96.5	98.8	100	97.8	100	98.4	96	81.25
% Buses	2	56	0	0	58	0	0	0	0	0	47	0	1	48	0	0	4	0	4	110	
% Trucks	5	115	1	3	124	0	0	0	0	1	93	1	0	95	4	0	6	0	10	229	
% Trucks	1.4	3.8	1.3	6.4	3.6	0	0	0	0	2.3	2.6	0.3	0	2.4	1.2	0	1.3	0	1.2	2.7	

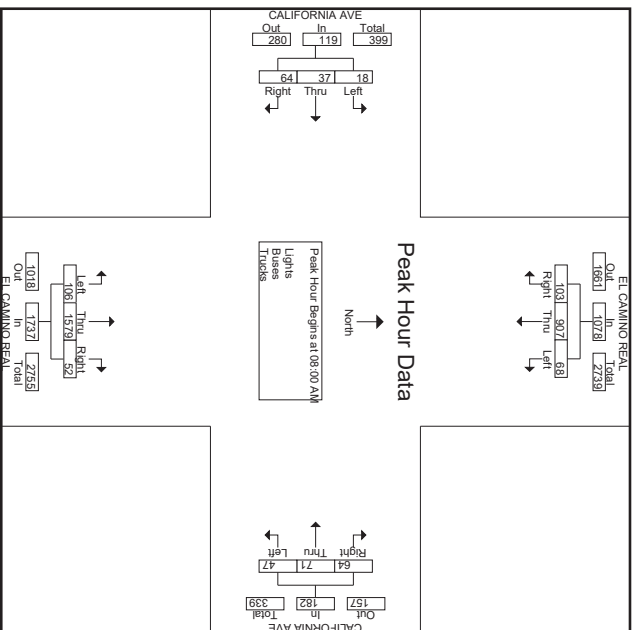


Start Time	EL CAMINO REAL				STANFORD AVE				EL CAMINO REAL				STANFORD AVE			
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris
04:00 PM	38	436	10	3	487	5	3	5	6	19	9	321	38	6	374	39
04:15 PM	41	445	9	4	499	6	4	6	6	22	12	309	32	3	356	53
04:30 PM	40	467	8	6	521	6	4	5	7	7	7	318	25	4	354	62
04:45 PM	38	433	10	4	485	7	0	8	4	19	7	325	17	7	355	39
Total	157	1781	37	17	1992	24	11	24	23	82	35	1273	112	20	1440	193
05:00 PM	39	437	7	1	484	6	1	4	0	11	6	364	44	1	415	54
05:15 PM	41	465	13	7	526	7	1	3	4	15	11	383	32	5	431	43
05:30 PM	41	448	14	6	509	5	3	3	2	21	8	388	43	3	422	38
05:45 PM	64	481	16	17	549	3	8	2	2	20	16	378	36	10	440	44
Total	193	1801	50	31	2067	21	13	24	9	67	41	1483	155	19	1708	179
06:00 PM	31	409	16	4	460	5	6	2	2	22	8	347	31	5	391	58
06:15 PM	27	437	20	2	488	6	6	0	4	22	6	382	31	0	408	48
06:30 PM	32	381	10	6	409	4	6	8	4	22	8	328	32	4	372	59
06:45 PM	29	328	10	5	372	4	2	3	3	12	6	292	28	2	328	50
Total	119	1335	56	17	1727	18	20	22	20	80	28	1329	122	20	1459	189
Grand Total	461	5117	143	65	5786	63	44	70	52	229	104	4095	389	59	4647	561
Approach %	8	88.4	2.5	1.1	27.5	19.2	3.06	2.27	0.5	0.4	0.8	0.4	1.9	0.9	34.5	3.3
% Lights	457	5045	143	65	5710	63	44	68	52	227	102	4019	385	59	4565	555
% Buses	0.7	0.8	0	0	0.7	0	0	0	0	0	1.5	0.8	0	1.4	0.4	0.2
% Trucks	1	32	0	0	33	0	0	2	0	2	2	14	1	0	17	4
% Trucks	0.2	0.6	0	0	0.6	0	0	2.9	0	0.9	1.9	0.3	0.3	0	0.4	0.7

Start Time	EL CAMINO REAL				STANFORD AVE				EL CAMINO REAL				STANFORD AVE			
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris
05:00 PM	39	437	7	1	483	6	1	4	0	11	6	364	44	1	414	54
05:15 PM	41	465	13	7	519	7	1	3	3	11	11	383	32	4	426	43
05:30 PM	41	448	14	5	503	3	6	9	8	18	8	368	43	3	419	38
05:45 PM	64	451	16	17	531	5	8	2	2	20	16	378	36	10	430	44
Total Volume	185	1801	50	20	2036	21	13	24	24	58	41	1493	155	16	1689	179
% App. Total	9.1	88.5	2.5	1.1	36.2	22.4	41.4	4.4	9.2	2.4	88.4	9.2	46.1	6.2	47.7	8.8
PHF	.723	.968	.781	.959	.750	.542	.657	.806	.641	.975	.841	.992	.829	.657	.841	.898

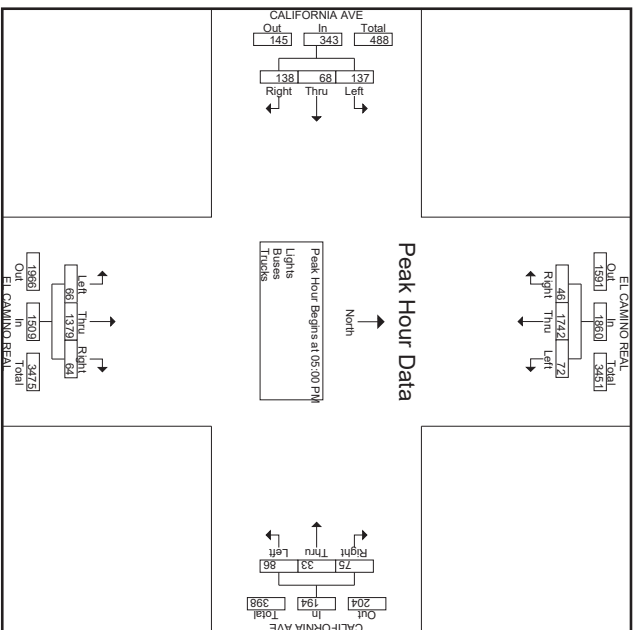


Start Time	EL CAMINO REAL				CALIFORNIA AVE				EL CAMINO REAL				CALIFORNIA AVE									
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound		Westbound							
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs						
07:00 AM	8	102	4	4	118	3	5	3	4	15	14	234	9	8	265	2	0	5	0	7	405	
07:15 AM	13	144	8	8	173	5	5	3	26	18	255	20	5	298	9	6	5	7	4	27	524	
07:30 AM	9	178	8	7	202	12	9	10	7	38	17	297	16	10	340	11	3	8	4	26	606	
07:45 AM	20	224	15	3	262	12	21	3	45	11	376	15	12	414	15	5	3	4	4	27	748	
Total	50	648	35	22	755	42	43	21	18	124	60	1162	60	35	1317	37	14	21	15	87	2283	
08:00 AM	24	248	9	2	283	13	17	11	4	45	18	464	12	16	510	12	6	7	5	30	888	
08:15 AM	31	223	21	11	286	16	17	10	0	41	16	352	22	415	19	10	4	4	5	37	779	
08:30 AM	22	203	20	15	280	20	21	17	2	60	9	372	36	74	451	17	8	4	4	33	784	
08:45 AM	26	233	18	12	289	17	16	9	3	45	9	391	33	25	458	17	13	3	1	33	826	
Total	103	907	68	40	1118	64	71	47	9	191	52	1579	106	77	1814	64	37	18	15	134	3257	
09:00 AM	23	236	16	8	283	17	11	17	3	48	17	329	37	17	400	9	4	11	5	29	760	
09:15 AM	24	224	16	18	282	6	10	13	1	36	16	355	34	17	422	18	7	13	4	38	772	
09:30 AM	24	249	17	19	305	13	12	18	2	45	19	267	22	34	342	11	7	8	4	30	776	
09:45 AM	19	281	17	7	304	16	19	13	4	52	18	338	24	16	396	16	6	10	1	33	785	
Total	90	970	66	52	1178	52	52	61	10	175	70	1398	117	84	1560	52	22	42	14	130	3043	
Grand Total	243	2925	189	114	3051	158	166	129	37	490	182	4030	283	196	4691	153	73	81	44	351	8583	
Apprch %	8	828	5	3	37	322	33	26	7	6	42	39	85	9	4	43	6	20	8	12	5	41
Total %	2.8	29.4	2	1.3	35.5	1.8	1.9	1.5	0.4	5.7	2.1	47	3.3	2.3	54.7	1.8	0.9	0.9	0.5	4.1		
% Lights	234	2361	163	114	2892	147	153	118	37	455	175	3892	275	195	4537	146	70	70	44	330	8214	
% Buses	96.3	94.3	96.4	100	94.8	93	92.2	91.5	100	92.9	96.2	96.6	97.2	98.5	96.7	95.4	95.9	86.4	100	94	95.7	
% Trucks	2.1	1.9	0	0	1.7	0.6	3.6	0.8	0	1.6	0.5	1.2	0.4	0	1.1	0.7	2.7	6.2	0	2.3	1.4	
% Appr. Total	9.6	84.1	6.3	35.2	80.0	84.5	69.1	78.4	72.2	85.1	73.6	87.9	88.9	71.2	64.3	90.2	92.6					



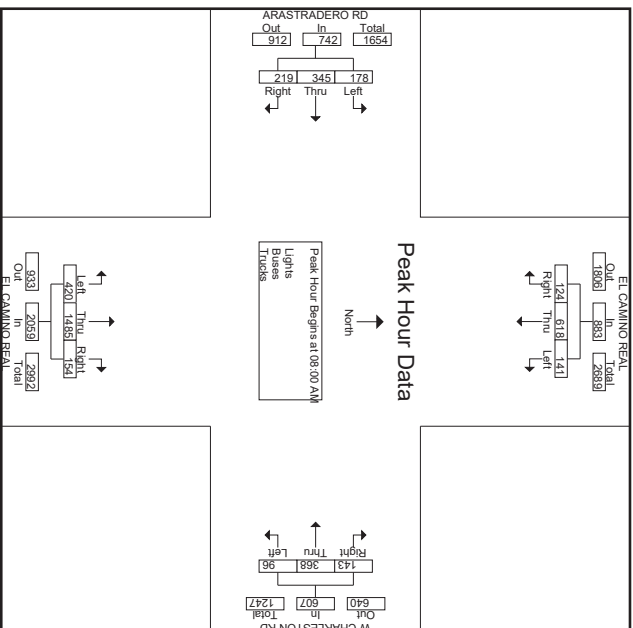
Start Time	EL CAMINO REAL			CALIFORNIA AVE			EL CAMINO REAL			CALIFORNIA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	8	469	21	17	515	14	11	27	3	60	19	287
04:15 PM	24	447	15	14	500	14	11	27	5	23	27	285
04:30 PM	13	443	8	16	480	18	4	26	8	56	14	297
04:45 PM	13	429	15	3	462	15	8	16	7	46	19	319
Total	58	1788	59	52	1957	66	34	88	28	216	79	1188
05:00 PM	12	436	16	6	470	13	10	33	4	75	20	340
05:15 PM	5	477	15	13	463	13	10	18	5	43	13	333
05:30 PM	11	420	20	3	559	19	5	23	5	49	13	350
05:45 PM	4	389	17	12	407	16	7	18	1	42	15	356
Total	46	1742	72	39	1899	75	33	86	15	209	64	1379
06:00 PM	11	413	14	13	451	17	7	22	3	40	13	322
06:15 PM	5	477	22	13	517	20	5	19	2	46	22	315
06:30 PM	9	389	20	16	434	14	5	11	9	39	23	319
06:45 PM	4	389	17	18	398	13	3	20	6	42	23	278
Total	29	1888	73	60	1800	64	20	72	20	176	81	1222
Grand Total	133	5168	204	151	5656	205	87	246	63	601	224	3799
Approach %	2.4	91.4	3.6	2.7	34.1	14.5	4.0	10.5	5.2	5.8	8.4	4.7
Total %	1.1	44.5	1.8	1.3	48.7	1.8	0.7	2.1	0.5	5.2	1.9	32.7
Lights	126	8997	202	151	5576	204	84	239	63	590	223	3727
% Lights	94.7	98.6	99	100	98.6	99.5	96.6	97.2	100	98.2	99.6	98.1
Buses	5	40	1	0	46	0	2	6	0	8	0	54
% Buses	3.8	0.8	0.5	0	0.8	0	2.3	2.4	0	1.3	0	1.4
Trucks	2	31	1	0	34	1	1	1	0	3	1	18
% Trucks	1.5	0.6	0.5	0	0.6	0.5	1.1	0.4	0	0.4	0.5	0

Start Time	EL CAMINO REAL			CALIFORNIA AVE			EL CAMINO REAL			CALIFORNIA AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:00 PM	12	436	16	6	470	13	10	33	4	75	20	340
05:15 PM	8	427	15	13	450	13	10	15	5	43	13	333
05:30 PM	11	420	20	3	451	16	5	23	5	49	13	350
05:45 PM	4	389	17	12	407	16	7	18	1	42	15	356
Total	46	1742	72	39	1899	75	33	86	15	209	64	1379
% Appr. Total	2.5	93.7	3.9	2.8	38.7	1.7	4.4	3.3	33	88	19.4	4.2
PHF	.767	.949	.857	.939	.694	.750	.652	.693	.800	.968	.823	.965



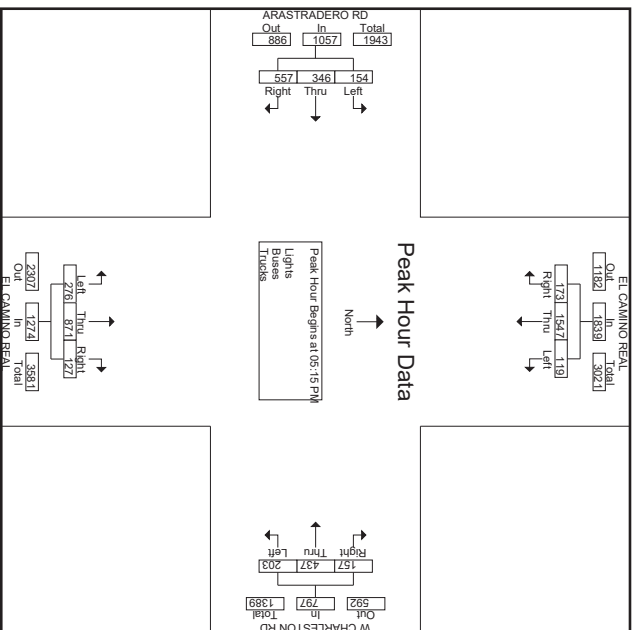
Groups Printed- Lights - Buses - Trucks

Start Time	EL CAMINO REAL Southbound			W CHARLESTON RD Westbound			EL CAMINO REAL Northbound			ARASTRADERO RD Eastbound			Int. Total								
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left									
07:00 AM	12	64	7	3	86	24	52	11	3	90	28	170	66	1	265	22	23	15	7	67	508
07:15 AM	22	69	17	7	115	21	69	13	7	130	15	247	86	4	352	21	30	15	7	73	670
07:30 AM	25	89	21	5	140	42	108	18	6	174	35	325	91	9	460	32	60	23	6	121	895
07:45 AM	26	123	30	7	186	34	97	17	8	196	50	351	120	34	555	39	70	53	10	172	1069
Total	85	345	75	22	527	121	346	59	24	590	128	1093	363	48	1632	114	183	106	30	433	3142
08:00 AM	44	128	37	0	209	25	97	18	9	149	27	368	109	14	518	50	74	50	8	182	1058
08:15 AM	33	173	41	14	261	31	107	31	4	143	42	376	76	11	505	77	106	56	17	256	1165
08:30 AM	19	165	31	5	220	44	93	29	5	171	47	411	117	7	483	62	72	37	3	144	1112
08:45 AM	24	182	32	2	214	43	101	18	4	166	38	330	118	7	483	60	53	35	6	194	1067
Total	126	618	141	21	904	143	388	96	22	629	154	1489	420	34	2093	219	345	178	34	776	4402
09:00 AM	29	119	29	9	166	40	78	37	4	150	25	296	106	8	435	49	70	41	4	164	944
09:15 AM	25	155	25	7	212	35	99	17	2	153	37	329	127	4	487	52	69	45	2	165	1017
09:30 AM	13	140	31	10	194	34	116	20	5	175	30	234	97	4	365	47	72	48	2	169	903
09:45 AM	35	153	28	5	221	36	101	17	8	162	22	237	82	1	342	46	56	50	2	156	881
Total	102	567	113	31	813	145	384	91	19	649	114	1096	406	13	1629	194	286	184	10	654	3745
Grand Total	311	1590	329	74	2244	409	1108	246	65	1828	396	3674	1189	95	5354	527	794	488	74	1863	11289
Apprch %	13.9	68.2	14.7	3.3	22.4	60.6	13.5	3.6	1.8	7.4	68.6	22.2	1.8	4.7	25.3	42.6	25.1	4	4	16.5	109.6
% Lights	302	1434	319	74	2129	395	1077	245	65	1782	391	3579	1171	94	5235	506	776	458	74	1814	10360
% Buses	97.1	93.7	97	100	94.9	96.6	97.2	99.6	100	97.5	98.7	97.4	98.5	98.9	97.8	96	97.7	97.9	100	97.4	97.1
% Trucks	1.3	1.8	1.2	0	1.6	0.7	0.8	0	0	0.7	0	0.8	0.5	0	0.7	2.7	0.9	0.6	0	1.3	1.9



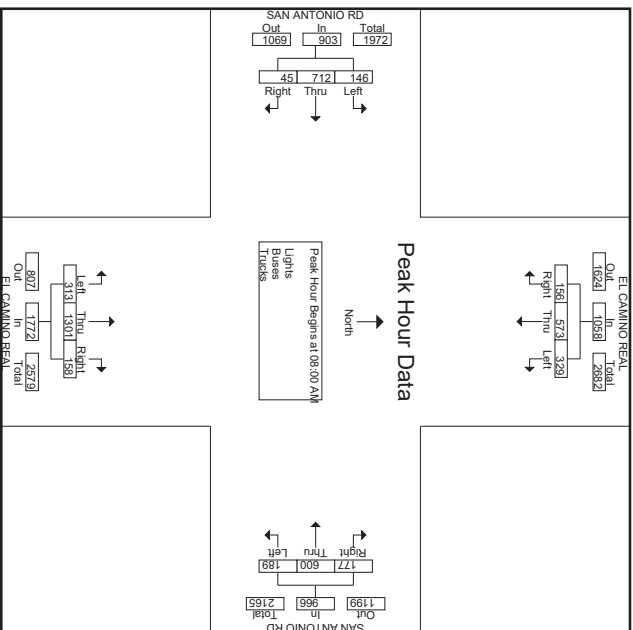
Groups Printed- Lights - Buses - Trucks

Start Time	EL CAMINO REAL Southbound				W CHARLESTON RD Westbound				EL CAMINO REAL Northbound				ARASTRADERO RD Eastbound								
	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris	Right	Thru	Left	Peris					
04:00 PM	32	324	41	7	404	33	60	29	3	125	25	190	64	9	288	69	122	36	7	234	1051
04:15 PM	43	351	42	2	438	34	75	35	6	150	40	235	53	3	335	91	99	39	3	232	1155
04:30 PM	47	375	31	1	454	31	80	34	3	126	31	206	74	10	321	100	84	42	5	231	1132
04:45 PM	39	426	36	2	503	36	77	25	1	139	33	261	53	13	304	131	80	31	9	251	1253
Total	161	1476	150	12	1799	134	270	123	13	540	129	892	244	39	1304	391	385	148	24	948	4591
05:00 PM	39	367	40	2	448	37	78	49	2	166	33	204	83	10	330	159	88	46	4	297	1241
05:15 PM	42	432	27	2	503	35	79	49	4	158	34	224	54	9	321	132	84	38	4	258	1240
05:30 PM	35	381	30	2	453	39	126	49	1	215	27	205	73	10	315	159	86	32	3	280	1265
05:45 PM	47	368	24	1	440	42	126	53	3	226	44	232	67	0	343	148	82	38	3	268	1277
Total	163	1586	121	7	1849	153	411	191	10	785	138	859	277	29	1309	599	340	154	14	1103	5028
06:00 PM	49	356	38	0	443	41	104	61	4	210	22	210	82	9	323	121	94	46	5	286	1242
06:15 PM	26	352	19	2	399	33	71	36	4	144	26	248	52	4	337	116	83	45	4	248	1128
06:30 PM	38	306	20	0	367	41	80	36	8	165	32	207	62	7	310	98	84	48	3	233	1075
06:45 PM	48	271	30	2	351	36	74	24	2	136	24	169	67	3	263	100	81	27	6	214	964
Total	161	1288	107	4	1560	151	329	157	18	655	104	834	271	24	1233	435	342	166	18	961	4409
Grand Total	485	4322	378	23	5208	438	1010	471	41	1960	371	2591	792	92	3846	1421	1067	488	56	3012	14026
Apprch %	9.3	83	7.3	0.4	22.3	51.5	24	2.1	14	2.6	18.5	5.6	0.7	27.4	10.1	7.6	3.3	0.4	2.1	5	21.5
Total %	3.5	30.8	2.7	0.2	37.1	3.1	7.2	3.4	0.3	14	2.6	18.5	5.6	0.7	27.4	10.1	7.6	3.3	0.4	2.1	5
% Lights	482	4279	376	23	5160	433	980	470	41	1934	371	2550	782	92	3795	1415	1052	462	56	2985	13974
% Buses	99.4	99	99.5	100	99.1	98.9	98	99.8	100	98.7	100	98.4	98.7	100	98.7	99.6	98.6	98.7	100	99.1	98.9
% Trucks	0	10	2	0	12	3	7	1	0	11	4	0	0	0	15	3	5	3	0	11	49



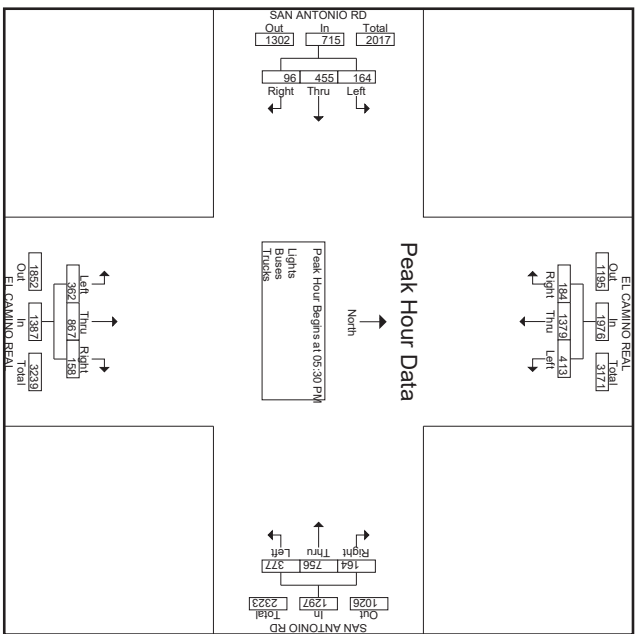
Start Time	EL CAMINO REAL				SAN ANTONIO RD				EL CAMINO REAL				SAN ANTONIO RD										
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound										
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks							
07:00 AM	16	65	24	2	107	25	79	29	4	131	16	187	38	1	242	6	55	11	3	75	555		
07:15 AM	16	51	36	4	107	25	99	19	5	148	20	246	51	5	322	10	78	21	8	117	694		
07:30 AM	36	97	32	7	172	37	138	30	3	208	38	296	62	2	398	6	122	29	9	166	944		
07:45 AM	59	128	48	16	251	42	183	34	8	267	36	298	81	2	417	31	170	36	0	215	1150		
Total	127	341	140	29	637	129	493	112	20	754	110	1027	232	10	1379	31	425	97	20	573	3343		
08:00 AM	34	127	83	4	228	46	171	55	4	276	42	329	81	2	456	13	194	36	4	247	1207		
08:15 AM	36	150	64	5	289	55	151	39	3	248	38	324	92	2	456	9	185	32	3	229	1222		
08:30 AM	43	158	80	2	293	43	143	52	9	247	28	303	67	3	411	16	175	32	7	212	1009		
08:45 AM	25	139	55	5	292	33	135	43	4	215	40	345	73	6	484	7	158	36	5	206	1191		
Total	156	573	329	14	1072	177	600	189	20	966	158	1301	313	15	1787	49	712	146	19	922	4767		
09:00 AM	29	125	55	4	213	39	98	51	5	193	37	316	72	6	431	21	153	49	8	231	1088		
09:15 AM	36	150	64	5	255	22	110	50	17	198	22	256	62	6	346	20	148	36	7	212	1009		
09:30 AM	41	131	63	3	238	32	118	53	7	216	38	238	61	3	340	14	131	36	11	165	989		
09:45 AM	22	137	62	7	228	31	116	46	6	189	34	241	56	2	333	14	131	36	5	188	946		
Total	128	543	244	19	934	130	442	200	32	804	131	1651	251	17	1450	79	659	155	31	824	4012		
Grand Total	411	1467	713	62	2643	436	1535	501	72	2544	389	3379	796	42	4616	155	1696	398	70	2319	12122		
Approx %	15.6	55.1	27	2.3	17.1	60.3	19.7	2.8	0.9	8.6	7.2	17.2	0.9	3.3	27.9	6.6	0.3	3.8	1.3	14	3.3	0.6	19.1
% Lights	401	1371	667	62	2521	401	1467	469	71	2428	359	3304	760	37	4460	141	1665	386	70	2262	11671		
% Buses	0.2	2.2	1.5	0	1.7	1.1	0	0.3	0.3	5	0.9	1.4	0	1.3	3.2	0.2	0.3	0	0	0.4	1		
% Trucks	9	54	15	0	78	30	48	29	1	108	20	44	25	5	94	9	28	11	0	48	328		
% Trucks	2.2	3.7	2.1	0	3	6.9	3.1	5.8	1.4	4.2	5	1.3	3.1	11.9	2	5.8	1.7	2.8	0	2.1	2.7		

Start Time	EL CAMINO REAL				SAN ANTONIO RD				EL CAMINO REAL				SAN ANTONIO RD			
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound			
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
08:00 AM	34	127	63	224	46	171	55	272	42	329	81	452	13	194	36	243
08:15 AM	54	149	83	286	55	151	39	245	38	324	92	454	9	185	32	226
08:30 AM	43	158	90	291	43	143	52	238	38	303	67	408	16	175	42	233
08:45 AM	25	139	55	257	33	135	43	211	40	345	73	458	7	158	36	201
Total Volume	156	573	329	1058	177	600	189	966	158	1301	313	1772	45	712	146	903
% App. Total	14.7	54.2	31.1	19.6	18.3	62.1	19.6	8.9	73.4	17.7	13.3	16.2	5	78.8	16.2	26.9
PHF	1.72	0.97	0.894	0.909	0.805	0.877	0.859	0.888	0.940	0.943	0.851	0.967	0.703	0.918	0.869	0.929



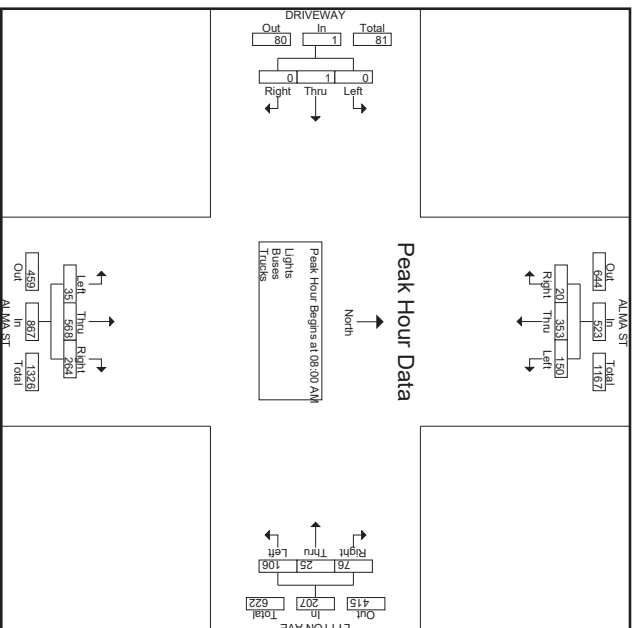
Groups Printed- Lights- Buses- Trucks

Start Time	EL CAMINO REAL			SAN ANTONIO RD			EL CAMINO REAL			SAN ANTONIO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	48	253	107	5	413	32	133	72	3	240	33	207
04:15 PM	43	293	90	12	438	31	158	86	9	284	33	220
04:30 PM	64	335	94	4	487	30	156	61	5	272	34	209
04:45 PM	58	345	107	6	516	24	140	88	10	262	27	194
Total	213	1226	388	27	1854	117	567	327	27	1058	127	830
05:00 PM	52	382	95	9	518	28	153	94	13	278	46	190
05:15 PM	44	388	97	3	526	30	165	75	13	283	36	197
05:30 PM	54	381	97	0	532	35	199	100	13	348	36	228
05:45 PM	47	383	105	4	519	36	156	97	13	292	38	195
Total	197	1484	388	16	2095	129	673	346	52	1200	156	807
06:00 PM	45	333	119	12	509	49	213	94	12	368	39	216
06:15 PM	38	392	92	6	438	44	198	86	17	344	45	231
06:30 PM	29	272	86	14	400	45	120	85	17	267	36	208
06:45 PM	25	286	85	7	383	37	165	66	13	281	29	194
Total	137	1172	382	39	1730	175	686	341	58	1280	149	847
Grand Total	547	3882	1158	82	5679	421	1946	1014	137	3518	432	2484
Approach %	9.6	68.5	20.4	1.4	36.5	2.7	12.5	6.5	0.9	22.6	2.8	15.9
Total %	3.5	25	7.4	0.5	36.5	4.4	19.1	10.0	1.3	35.0	4.0	24.7
% Lights	54.5	38.3	11.2	82	56.2	41.4	98.1	99.7	100	99.5	94.4	98.5
% Buses	0	29	6	0	35	4	0	0	0	4	20	30
% Trucks	2	10	0	0	22	3	5	4	0	12	4	7
% Trucks	0.4	0.3	0.9	0	0.4	0.7	0.3	0.4	0	0.3	0.9	0.3



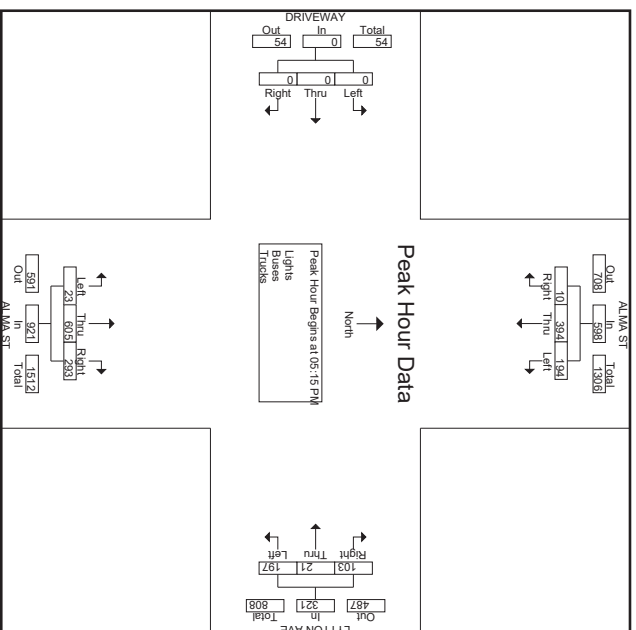
Start Time	ALMA ST Southbound			LYTTON AVE Westbound			ALMA ST Northbound			DRIVEWAY Eastbound			In Total										
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left											
07:00 AM	6	60	18	9	93	12	19	2	45	26	57	10	11	104	0	0	0	0	0	0	0	242	
07:15 AM	10	87	18	6	121	8	14	3	38	37	104	14	17	172	0	0	0	0	0	0	0	331	
07:30 AM	3	92	24	18	138	10	9	25	51	41	110	12	29	192	0	0	0	0	0	0	0	389	
07:45 AM	5	92	31	18	146	13	8	19	49	41	134	12	27	214	0	0	0	0	0	0	1	410	
Total	24	331	91	52	498	43	42	77	21	183	145	405	48	84	652	0	0	0	0	0	0	9	1372
08:00 AM	9	100	33	29	168	15	10	21	6	52	66	141	11	32	250	0	0	0	0	0	0	6	476
08:15 AM	9	86	34	35	162	18	8	33	1	55	61	147	7	28	243	0	0	0	0	0	0	6	466
08:30 AM	2	78	43	35	181	21	21	4	67	65	124	10	24	253	0	0	0	0	0	0	1	502	
08:45 AM	2	89	40	28	193	19	19	11	52	44	124	7	25	260	0	0	0	0	0	0	1	480	
Total	20	353	150	147	670	76	25	106	25	232	264	568	35	139	1006	0	0	0	0	0	0	19	1924
09:00 AM	4	84	41	29	158	13	4	18	10	45	84	130	6	14	234	0	1	0	0	0	5	6	444
09:15 AM	0	81	39	33	153	11	3	29	10	53	72	120	4	25	221	0	1	0	0	0	3	4	431
09:30 AM	1	72	29	25	127	25	5	29	3	62	62	118	1	25	206	0	0	0	0	0	0	4	400
09:45 AM	2	69	45	11	127	19	1	27	5	52	44	124	1	20	189	0	0	0	0	0	0	1	389
Total	7	306	154	98	565	68	13	103	28	212	282	492	12	84	850	0	3	0	0	0	13	16	1643
Grand Total	51	990	395	297	1733	187	80	286	74	627	671	1465	95	307	2538	0	4	0	0	0	37	41	4939
Approach %	2.9	57.1	22.8	17.1	29.8	12.8	4.5	11.8	3.8	16.5	5.8	1.5	12.7	13.6	29.7	1.9	6.2	5.1	0	0.1	0	0.7	0.8
Total %	1	20	8	6	35.1	3.8	1.6	5.8	1.5	12.7	13.6	29.7	1.9	6.2	5.1	0	0.4	0	0	0	0.37	41	4789
% Lights	38	97.1	38.9	29.7	16.94	17.7	5.4	28.0	7.4	5.65	6.30	14.3	8.9	30.7	24.69	0	4	0	0	0	0	41	4789
% Buses	74.5	98.1	98.2	100	97.7	94.7	67.5	97.9	100	93.3	93.9	98.5	93.7	100	97.3	0	100	0	0	0	0	100	97
% Trucks	21.6	0	0.3	0	0.27	1.6	32.5	0	0	4.6	4.5	0.1	3.2	0	1.4	0	0	0	0	0	0	0	0

Start Time	ALMA ST Southbound			LYTTON AVE Westbound			ALMA ST Northbound			DRIVEWAY Eastbound			In Total									
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left										
08:00 AM	6	100	33	199	15	10	21	46	66	141	11	218	0	0	0	0	0	0	0	0	0	403
08:15 AM	7	86	34	127	18	3	33	61	61	147	7	215	0	0	0	0	0	0	0	0	0	386
08:30 AM	5	78	43	126	21	8	34	63	65	124	10	199	0	0	0	0	0	0	0	0	0	388
08:45 AM	2	89	40	131	22	4	18	72	72	156	7	235	0	1	0	0	0	0	0	0	1	411
Total	20	353	150	523	76	25	105	207	264	568	35	867	0	100	0	0	0	0	0	0	1	1588
% App. Total	3.8	67.5	28.7	36.7	12.1	5.1	2.2	30.4	63.5	4	4	4	0	100	0	0	0	0	0	0	0	250
PHF	.714	.883	.872	.941	.864	.625	.779	.821	.917	.910	.795	.922	.000	.000	.000	.250	.000	.000	.000	.000	.000	.972



Start Time	ALMA ST				LYTTON AVE				ALMA ST				DRIVEWAY				
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	3	91	57	171	20	171	35	6	54	5	3	33	232	1	0	0	3
04:15 PM	2	101	43	21	167	25	5	50	3	83	70	125	4	33	232	1	0
04:30 PM	3	101	48	21	173	27	7	42	1	77	62	134	4	26	226	0	0
04:45 PM	7	107	41	29	184	39	5	47	7	98	76	153	8	26	263	0	0
Total	15	400	189	91	695	126	23	173	16	338	284	570	21	107	982	2	0
05:00 PM	2	108	39	34	183	22	7	43	4	76	41	156	5	85	267	0	0
05:15 PM	3	105	43	32	183	26	2	51	9	88	69	146	5	27	247	0	0
05:30 PM	1	84	55	26	163	20	3	46	6	77	80	154	4	49	267	0	0
05:45 PM	2	84	59	39	194	26	11	49	4	80	89	192	7	36	266	0	0
Total	8	391	196	133	726	94	28	191	23	331	289	608	21	179	1067	0	0
06:00 PM	4	111	37	30	182	31	5	49	1	86	75	153	7	30	265	0	0
06:15 PM	1	85	22	18	126	28	6	35	7	75	56	151	6	31	244	0	0
06:30 PM	1	81	25	24	131	23	6	42	8	77	43	107	9	39	198	0	0
06:45 PM	5	83	37	15	140	23	3	47	4	77	64	124	3	17	208	0	0
Total	11	360	121	87	579	103	19	173	20	315	238	535	25	117	915	0	0
Grand Total	34	1151	506	311	2002	323	65	537	59	984	781	1713	67	403	2964	2	0
Apprch %	1.7	57.5	25.3	15.5	32.8	6.6	54.6	6	16.4	13.1	28.6	1.1	6.7	49.5	0	0	0.5
Total %	0.6	19.2	8.5	5.2	33.5	5.4	1.1	9	1	16.4	13.1	28.6	1.1	6.7	49.5	0	0
% Lights	29	143	503	311	1986	322	41	536	59	959	751	1703	60	403	2917	2	0
% Buses	85.3	99.3	99.4	100	99.2	99.7	63.1	99.8	100	97.4	96.2	99.4	89.6	100	98.4	100	0
% Trucks	14.7	0	0.2	0	0.3	0.3	36.9	0	0	2.5	3.5	0.1	6	0	1.1	0	0

Start Time	ALMA ST				LYTTON AVE				ALMA ST				DRIVEWAY			
	Southbound		Westbound		Northbound		Eastbound		Northbound		Eastbound		Northbound		Eastbound	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
05:15 PM	3	105	43	151	26	2	51	79	69	146	5	220	0	0	0	0
05:30 PM	1	84	55	140	20	3	48	71	80	154	4	238	0	0	0	0
05:45 PM	2	94	59	155	26	11	49	86	69	152	7	228	0	0	0	0
06:00 PM	4	111	37	152	31	5	49	85	75	153	7	235	0	0	0	0
Total Volume	10	384	194	588	103	21	197	321	293	605	23	921	0	0	0	0
% App. Total	1.7	65.9	32.4	32.1	6.5	61.4	32.1	31.8	65.7	2.3	2.3	0	0	0	0	0
PHF	0.25	0.887	0.822	0.965	0.831	0.477	0.966	0.933	0.916	0.982	0.821	0.967	0.000	0.000	0.000	0.000



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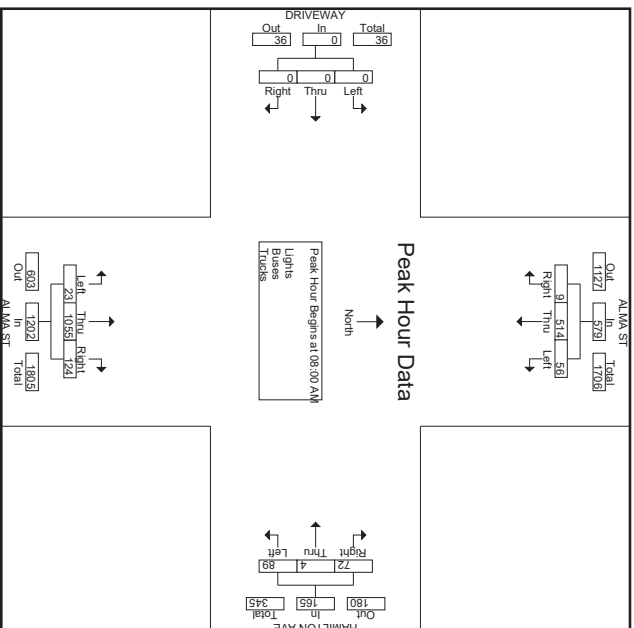
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Site Code : 00000053
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Page No : 2

Groups Printed- Lights - Buses - Trucks

Start Time	ALMA ST Southbound			HAMILTON AVE Westbound			ALMA ST Northbound			DRIVEWAY Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	5	10	110	13	4	9	10	36	11	110	14	15
07:15 AM	5	102	16	7	130	3	3	11	22	29	192	23
07:30 AM	0	138	14	18	170	13	5	20	13	51	26	217
07:45 AM	1	122	13	5	141	61	0	20	10	60	17	251
Total	6	457	48	40	551	61	12	52	44	169	83	770
08:00 AM	4	129	18	12	163	15	3	17	12	20	268	5
08:15 AM	3	122	15	17	157	15	0	24	12	51	31	263
08:30 AM	2	135	9	22	168	17	1	22	13	53	29	324
08:45 AM	0	128	14	3	145	25	0	26	26	17	38	269
Total	9	514	54	54	633	72	4	89	63	228	124	1059
09:00 AM	1	110	12	6	129	16	1	18	11	46	26	225
09:15 AM	3	113	16	11	143	16	1	19	15	51	30	221
09:30 AM	2	99	17	7	125	17	2	14	16	49	46	210
09:45 AM	1	80	15	18	114	25	1	20	12	58	41	204
Total	7	402	60	42	511	74	5	71	54	204	143	860
Grand Total	22	1373	164	136	1695	207	21	212	161	601	350	2885
Apprch %	1.3	81	9.7	8	34.4	3.5	0.4	3.7	2.8	10.6	6.2	47.3
Total %	0.4	24.2	2.9	2.4	29.9	3.6	0.4	3.2	2.8	10.6	6.2	47.3
% Lights	22	1337	128	136	1623	196	21	205	161	563	341	2853
% Buses	0	14	30	0	44	5	0	0	0	5	2	5
% Trucks	0	1	18.3	0	2.6	2.4	0	0	0	0.8	0.6	0.2

Start Time	ALMA ST Southbound			HAMILTON AVE Westbound			ALMA ST Northbound			DRIVEWAY Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	4	129	18	15	151	15	3	17	12	20	268	5
08:15 AM	3	122	15	140	17	1	0	24	39	31	263	12
08:30 AM	2	135	9	146	17	1	22	40	35	35	255	5
08:45 AM	0	128	14	142	25	0	26	38	269	1	308	0
Total Volume	9	514	56	579	72	2	4	89	65	124	1055	23
% Appr. Total	1.6	88.8	9.7	43.6	53.9	2.4	0.4	89	10.3	87.8	1.9	19.45
PHF	.963	.952	.778	.969	.720	.333	.856	.809	.816	.980	.479	.976



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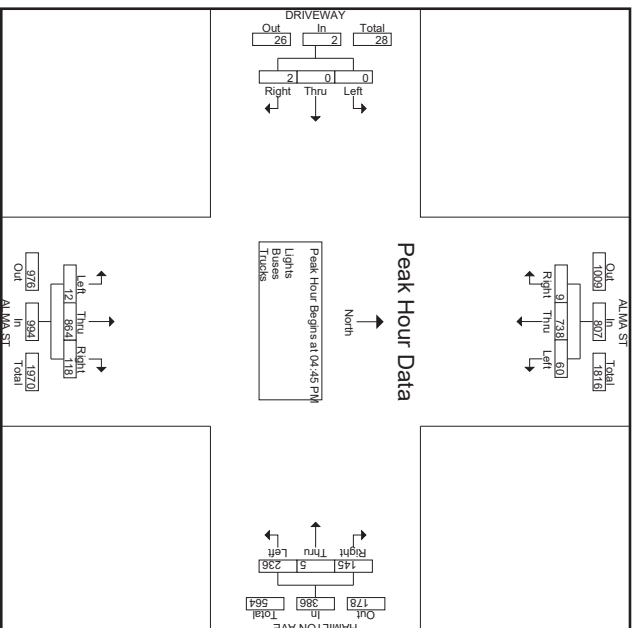
Groups Printed- Lights - Buses - Trucks

Start Time	ALMA ST			HAMILTON AVE			ALMA ST			DRIVEWAY		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	1	151	22	13	187	45	1	52	16	114	26	174
04:15 PM	2	174	28	21	215	42	2	47	16	107	29	196
04:30 PM	3	188	19	12	222	31	2	59	15	107	30	162
04:45 PM	1	193	15	14	223	44	4	58	4	110	35	203
Total	7	706	74	60	847	162	9	216	51	438	120	735
05:00 PM	2	198	19	47	266	30	1	65	19	115	28	197
05:15 PM	3	163	12	16	223	37	0	53	16	108	27	245
05:30 PM	4	154	14	42	214	34	0	58	26	118	28	219
05:45 PM	3	164	16	36	219	46	2	45	10	103	32	224
Total	11	709	61	141	922	147	3	223	71	444	115	859
06:00 PM	7	165	23	28	223	36	3	55	17	111	38	225
06:15 PM	3	163	26	25	217	29	0	43	27	99	42	207
06:30 PM	6	125	25	21	177	35	1	44	20	100	46	190
06:45 PM	0	139	21	17	177	47	1	53	20	121	42	169
Total	16	592	95	91	794	147	5	195	84	431	168	791
Grand Total	34	2007	230	292	2663	456	17	634	206	1313	403	2411
Approach %	1.3	78.3	9	11.4	34.7	6.6	0.2	9.1	3	18.9	5.8	34.8
% Lights	100	98.8	87.8	100	98	98	100	99.8	100	99.2	99	99.4
% Buses	0	12	26	0	38	8	0	0	0	8	0	1
% Trucks	0	0.6	11.3	0	1.5	1.8	0	0	0.6	0	0	0

Traffic Data Service

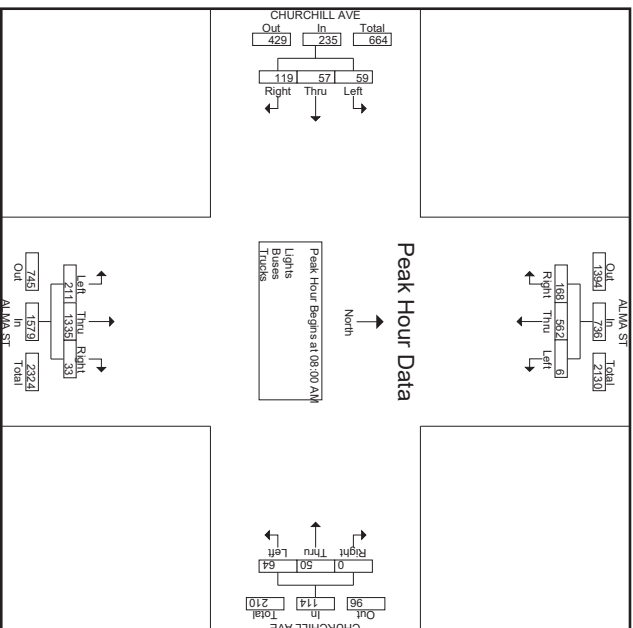
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File Name : 53PM.FINAL
Site Code : 00000053
Start Date : 10/6/2016
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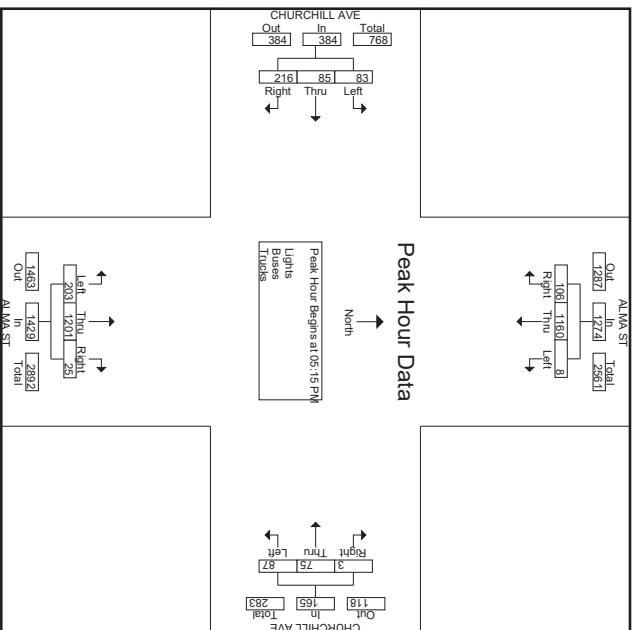
Start Time	ALMA ST Southbound				CHURCHILL AVE Westbound				ALMA ST Northbound				CHURCHILL AVE Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	12	72	1	9	94	0	9	5	0	14	0	144	37	2	183	15	9	13	0	37	328
07:15 AM	19	75	0	2	96	1	9	6	0	16	1	194	55	1	253	8	6	11	0	25	390
07:30 AM	12	106	0	2	120	1	7	9	0	17	4	284	57	0	345	16	8	17	0	41	523
07:45 AM	36	143	2	16	197	0	6	24	1	31	7	292	79	2	370	33	9	14	0	56	654
Total	79	396	3	29	507	2	31	44	1	78	14	904	228	5	1151	72	32	55	0	159	1895
08:00 AM	79	160	3	61	303	0	3	15	2	20	11	281	52	7	351	29	15	11	0	55	729
08:15 AM	37	129	0	17	183	0	11	12	2	25	4	326	48	0	378	32	18	19	0	69	655
08:30 AM	28	127	2	4	162	0	15	16	1	32	8	333	52	5	396	23	9	16	0	44	636
08:45 AM	24	146	1	8	173	0	21	21	1	43	10	359	59	3	467	35	19	13	0	67	752
Total	168	562	6	87	823	0	50	64	6	120	33	1339	211	15	1594	119	57	59	0	233	2772
09:00 AM	21	152	2	14	189	2	12	9	2	25	5	316	53	2	376	26	12	17	0	55	645
09:15 AM	18	131	0	14	163	0	16	11	2	25	3	257	40	2	309	33	9	14	0	58	557
09:30 AM	23	118	0	15	156	1	12	9	3	29	8	220	46	2	276	16	12	20	0	48	505
09:45 AM	15	138	0	19	170	0	12	10	1	23	5	246	63	3	317	25	11	18	0	54	564
Total	77	537	2	62	678	3	52	39	8	102	21	1039	211	7	1278	100	44	69	0	213	2271
Grand Total	324	1485	11	178	2008	5	133	147	15	300	68	3278	650	27	4023	291	133	183	0	607	6938
Approx %	16.1	74.5	0.5	8.9	82.9	0.1	1.9	2.1	0.2	4.3	1	47.2	16.2	0.7	58	4.2	1.9	2.6	0	8.7	69.0
% Lights	317	1460	11	178	1966	4	127	147	15	293	67	3235	641	27	3970	294	126	171	0	581	6810
% Buses	0.9	0.7	0	0	0.7	0	0	0	0	0	0	0.2	0.8	0	0.3	1.7	3.8	1.6	0	2.1	0.6
% Trucks	4	24	0	0	28	1	3	0	0	4	1	36	4	0	41	2	2	9	0	13	86
% Trucks	1.2	1.6	0	0	1.4	20	2.3	0	0	1.3	1.5	1.1	0.6	0	1	0.7	1.5	4.9	0	2.1	1.2

Start Time	ALMA ST Southbound				CHURCHILL AVE Westbound				ALMA ST Northbound				CHURCHILL AVE Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
08:00 AM	79	160	3	242	0	3	15	18	11	281	52	344	29	15	11	55	659
08:15 AM	37	129	0	166	0	11	12	23	4	326	48	378	32	18	19	69	636
08:30 AM	28	127	2	157	0	15	16	31	8	333	52	383	23	5	16	44	625
08:45 AM	24	146	1	171	0	21	21	42	10	395	59	484	35	19	13	67	744
Total Volume	168	562	6	736	0	50	64	114	42	1335	211	1579	119	57	59	235	2864
% App. Total	22.8	76.4	0.8	760	0	43.9	56.1	13.4	2.1	84.5	13.4	851	50.6	24.3	25.1	851	895
PHF	.532	.878	.850	.760	.000	.395	.762	.679	.750	.845	.894	.851	.850	.750	.776	.851	.895



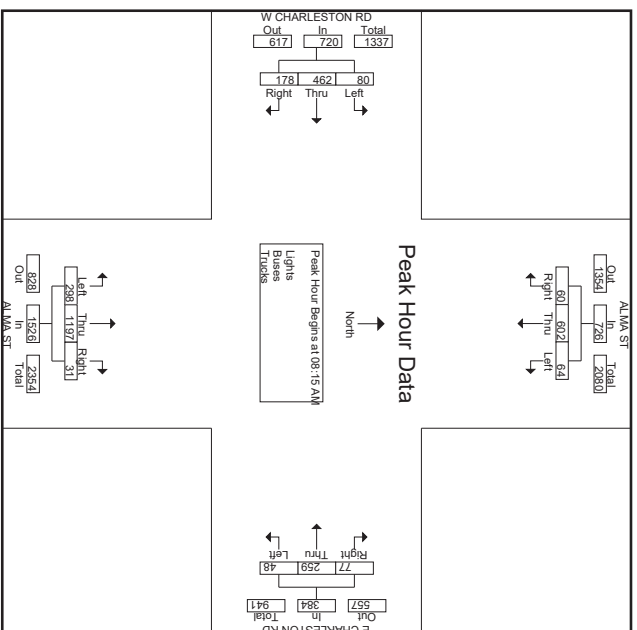
Start Time	ALMA ST				CHURCHILL AVE				ALMA ST				CHURCHILL AVE						
	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts			
04:00 PM	27	290	2	327	1	10	18	29	1	250	45	3	299	59	27	26	0	112	767
04:15 PM	23	288	3	300	1	14	15	32	4	283	40	7	334	68	23	17	0	108	774
04:30 PM	22	292	2	318	1	16	23	42	4	235	38	7	284	67	20	26	0	113	762
04:45 PM	32	274	1	318	1	11	13	25	10	245	60	0	315	61	12	17	0	90	748
Total	104	1124	8	1268	4	50	69	128	19	1013	183	17	1232	255	82	86	0	423	3051
05:00 PM	27	276	0	311	2	13	29	43	4	247	36	3	290	83	15	24	0	122	766
05:15 PM	26	281	1	308	2	15	20	38	6	317	33	5	361	83	14	16	0	118	844
05:30 PM	19	289	2	322	1	19	19	40	10	302	53	5	370	88	27	20	0	115	846
05:45 PM	31	245	3	286	0	25	24	49	5	233	49	2	339	52	22	20	0	94	766
Total	107	1149	6	1281	3	72	92	169	25	1149	171	15	1360	259	78	80	0	414	3224
06:00 PM	27	287	2	318	0	16	24	41	4	299	68	2	373	43	22	27	0	92	824
06:15 PM	26	281	1	308	0	7	14	21	5	261	57	1	317	77	10	25	0	118	753
06:30 PM	22	248	0	280	0	12	21	34	8	309	27	2	346	54	10	8	0	82	712
06:45 PM	21	285	8	296	1	6	8	15	7	275	77	0	359	52	22	27	0	101	771
Total	96	1081	5	1191	1	41	67	111	24	1144	222	5	1395	206	70	87	0	363	3060
Grand Total	306	3334	19	3740	8	163	228	408	68	3306	576	37	3987	717	230	253	0	1200	9335
Approach %	8.2	89.1	0.5	2.2	2	4.0	5.5	2.2	1.7	82.9	14.4	0.9	4.4	0.7	35.4	6.2	0.4	4.2	12.9
Total %	3.3	35.7	0.2	0.9	40.1	0.1	1.7	2.4	0.1	4.4	0.7	35.4	6.2	0.4	4.2	7.7	2.5	2.7	0
% Lights	306	3317	19	3723	8	157	227	9	401	68	3291	575	37	3971	714	227	251	0	1192
% Buses	0	0.3	0	0	0	0.3	0	0	0	0.2	0.2	0	0.2	0	0.4	0.4	0	0	0.3
% Trucks	0	6	0	0	6	0	1	1	0	10	0	0	10	3	2	1	0	6	24

Start Time	ALMA ST				CHURCHILL AVE				ALMA ST				CHURCHILL AVE						
	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts	Right	Thru	Left	Pkts			
05:15 PM	29	329	1	359	2	15	20	37	6	317	33	3	356	53	14	16	0	83	835
05:30 PM	19	299	2	320	1	19	19	49	10	302	53	3	365	68	27	20	0	115	839
05:45 PM	31	245	3	279	0	25	24	40	5	283	49	3	317	43	22	20	0	94	759
06:00 PM	27	287	2	316	2	16	24	44	4	299	69	3	371	43	22	27	0	92	819
Total Volume	106	1180	8	1274	3	75	87	165	25	1201	203	14	1429	216	85	83	0	384	3252
% App. Total	8.3	91.1	0.6	1.8	4.5	5.2	2.7	1.7	84	14.2	0.9	5.6	2.1	21.6	7.9	2.7	0	115	835
PHF	.885	.881	.957	.887	.375	.750	.906	.842	.625	.947	.746	.963	.794	.787	.769	.835		.969	



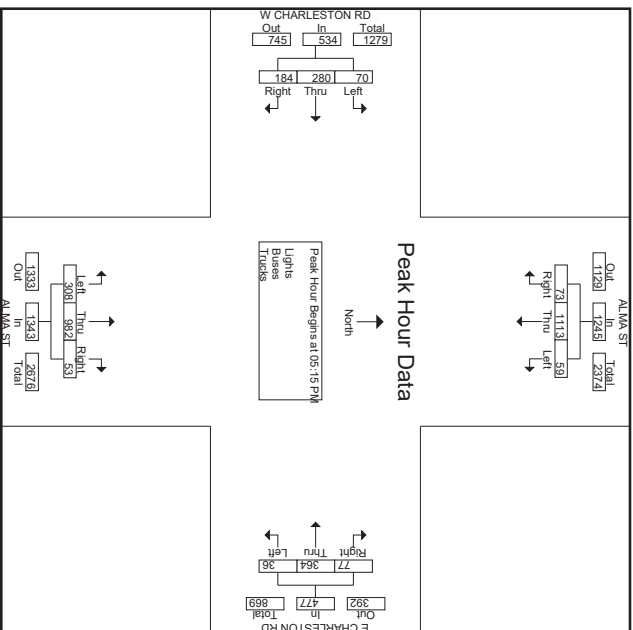
Start Time	ALMA ST Southbound			E CHARLESTON RD Westbound			ALMA ST Northbound			W CHARLESTON RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	4	42	0	50	11	39	1	3	54	10	43	15
07:15 AM	6	64	4	0	74	12	4	0	65	4	245	59
07:30 AM	12	88	7	2	109	15	66	2	0	83	5	305
07:45 AM	9	117	13	0	139	13	72	14	8	107	6	320
Total	31	311	28	2	372	51	226	21	11	309	18	1050
08:00 AM	11	148	2	1	162	24	84	14	0	122	6	289
08:15 AM	19	155	16	2	192	19	60	8	0	87	7	322
08:30 AM	11	148	15	0	162	22	67	13	1	105	8	291
08:45 AM	11	139	22	1	172	17	52	8	1	78	14	217
Total	58	590	44	5	697	85	276	48	1	410	32	1242
09:00 AM	13	180	22	3	198	16	67	14	4	101	5	244
09:15 AM	10	117	15	2	144	11	70	16	2	99	7	245
09:30 AM	16	134	13	2	165	28	46	12	2	82	9	259
09:45 AM	11	139	22	0	172	17	52	8	1	78	14	217
Total	50	550	72	7	679	72	235	50	13	370	35	965
Grand Total	139	1461	144	14	1748	208	737	119	25	1089	85	3257
Approach %	8	83	8.2	0.8	19.1	67.7	10.9	2.3	12.3	2.7	7.7	32.3
% Lights	139	1418	140	14	1711	198	703	116	25	1042	77	3213
% Buses	100	97.7	97.2	100	97.9	95.2	95.4	97.5	100	95.7	90.6	98.6
% Trucks	0	0.1	0.7	0	0.2	1	0.9	0	0	0.8	0	0.1

Start Time	ALMA ST Southbound			E CHARLESTON RD Westbound			ALMA ST Northbound			W CHARLESTON RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:15 AM	19	155	16	190	19	60	8	87	7	322	68	397
08:30 AM	11	149	15	174	22	65	15	104	8	291	68	367
08:45 AM	17	139	11	167	20	65	11	96	11	340	88	439
09:00 AM	13	160	22	195	16	67	14	97	5	244	74	323
Total	60	602	64	726	77	259	48	384	31	1197	238	1526
% Appr. Total	8.3	82.9	8.3	20.1	67.4	12.5	2	78.4	19.5	88.9	80.9	92.4
PHF	.789	.941	.727	.931	.875	.966	.800	.923	.705	.880	.847	.869



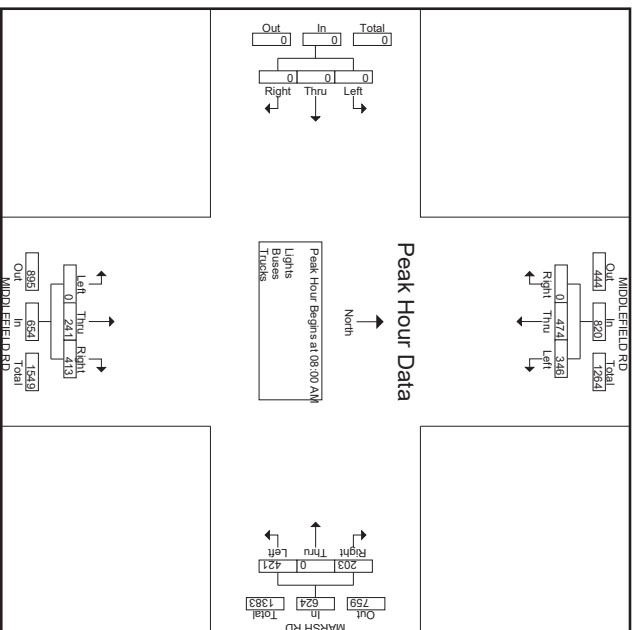
Start Time	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	15	282	6	0	303	12	85	2	113	8	176	46	6	236	40	93	20	0	153	805	
04:15 PM	9	291	22	1	323	22	77	5	1	105	14	196	47	1	258	61	104	20	0	185	871
04:30 PM	15	286	12	2	295	25	68	6	1	100	7	233	45	3	288	56	73	16	0	145	828
04:45 PM	12	297	16	5	330	27	61	11	1	109	13	223	55	2	293	60	87	17	0	164	896
Total	51	1136	56	8	1251	91	301	31	4	427	42	828	193	12	1075	217	357	73	0	647	3400
05:00 PM	8	286	16	0	310	23	63	10	0	96	17	225	62	5	309	63	62	25	0	150	885
05:15 PM	13	279	13	2	307	20	85	14	0	119	20	231	67	5	323	51	86	21	0	153	907
05:30 PM	14	222	13	4	253	21	102	7	3	125	14	217	93	5	369	42	50	19	0	111	854
05:45 PM	18	289	18	3	328	9	78	9	2	98	13	265	88	1	367	46	296	16	0	128	922
Total	54	1147	61	12	1274	77	320	38	3	438	64	996	310	16	1388	199	296	79	0	528	3628
06:00 PM	27	252	14	1	294	23	107	8	0	138	6	209	60	2	277	51	86	19	0	156	885
06:15 PM	25	246	18	1	293	21	89	16	0	123	4	188	54	6	252	40	90	15	1	146	818
06:30 PM	14	222	13	4	253	21	102	7	3	133	8	187	48	6	249	54	60	26	0	140	775
06:45 PM	23	198	20	0	241	27	82	14	0	103	11	174	67	1	253	43	56	17	0	118	713
Total	89	921	65	6	1031	92	359	45	3	489	29	756	229	17	1031	188	292	77	1	558	3169
Grand Total	194	3204	182	26	3606	280	980	114	10	1364	135	2582	732	45	3494	601	905	226	1	1733	10197
Approach %	5.4	88.9	5	0.7	19.1	71.8	8.4	0.7	1.3	3.9	73.9	21	1.3	34.3	5.9	8.9	2.2	0	0	17	
Total %	1.9	31.4	1.8	0.3	35.4	2.5	9.6	1.1	0.1	13.4	1.3	25.3	7.2	0.4	34.3	5.9	8.9	2.2	0	17	
% Lights	193	3165	178	26	3582	280	972	114	10	1356	135	2574	719	45	3473	594	892	226	0	1712	10123
% Buses	99.5	99.4	97.8	100	99.3	100	99.2	100	100	99.4	100	99.7	98.2	100	99.4	98.8	98.6	100	0	98.8	99.3
% Trucks	0	0.1	1.6	0	0.2	0	0.7	0	0	0.5	0	0.1	1.4	0	0.3	0.2	0.8	0	0	0.5	0.3
% App. Total	0.3	3	0	0	6	0	7	0	0	7	0	2	10	0	12	1	7	0	0	8	33
% Buses	0	0.1	1.6	0	0.2	0	0.7	0	0	0.5	0	0.1	1.4	0	0.3	0.2	0.8	0	0	0.5	0.3
% Trucks	1	16	1	0	18	0	1	0	0	1	0	6	3	0	9	6	6	0	1	13	41
% Trucks	0.5	0.5	0.5	0	0.5	0	0.1	0	0	0.1	0	0.2	0.4	0	0.3	1	0.7	0	100	0.8	0.4

Start Time	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
05:15 PM	13	279	13	305	20	85	14	119	20	231	67	318	51	86	21	158	900
05:30 PM	15	293	14	322	25	94	5	124	14	277	93	384	42	58	11	111	941
05:45 PM	18	289	18	325	9	78	9	96	13	265	88	366	40	50	19	109	896
06:00 PM	27	252	14	293	23	107	8	138	6	209	60	277	51	86	19	156	885
Total Volume	73	1113	59	1245	77	364	38	477	53	982	308	1343	184	280	70	534	3599
% App. Total	5.9	89.4	4.7	16.1	76.3	7.5	16.1	76.3	7.3	17.3	22.9	87.4	34.5	52.4	13.1	84.5	956
PHF	67.6	950	819	958	770	850	643	864	653	886	828	874	902	814	833	845	956



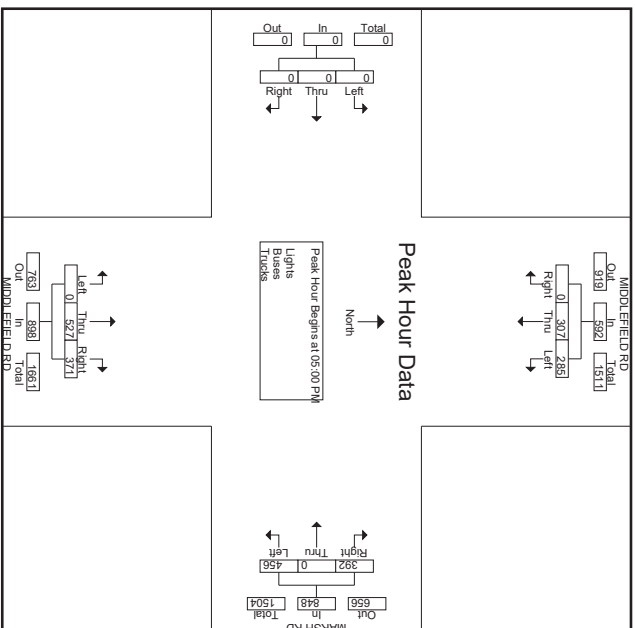
Start Time	MIDDLEFIELD RD			MARSH RD			MIDDLEFIELD RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	53	52	0	105	82	0	96	0	178	33	17
07:15 AM	0	72	57	0	129	91	0	125	1	217	55	34
07:30 AM	0	115	71	0	186	78	0	136	1	215	52	52
07:45 AM	0	107	46	0	153	36	0	118	0	154	100	70
Total	0	347	226	0	573	287	0	475	2	764	240	173
08:00 AM	0	118	87	0	205	38	0	73	6	117	110	70
08:15 AM	0	122	76	0	198	47	0	128	9	175	97	60
08:30 AM	0	103	102	0	205	49	0	97	1	147	100	51
08:45 AM	0	131	61	0	212	69	0	123	7	192	106	60
Total	0	474	346	0	820	203	0	421	7	631	413	241
09:00 AM	0	102	68	0	170	51	0	73	3	127	120	59
09:15 AM	0	81	72	1	154	54	0	89	3	150	98	59
09:30 AM	0	62	71	0	133	50	0	102	3	155	97	64
09:45 AM	0	69	62	0	131	58	0	95	2	155	97	51
Total	0	314	273	1	588	213	0	363	11	587	412	232
Grand Total	0	1135	845	1	1981	703	0	1256	20	1982	1065	646
Approach %	0	57.3	42.7	0.1	34.9	12.4	0	63.5	1	62.2	37.8	0
% Lights	0	1105	828	1	1934	681	0	1187	20	1888	1081	626
% Buses	0	97.4	98	100	97.6	96.9	0	94.3	100	95.3	96.8	96.9
% Trucks	0	1.1	0.1	0	0.7	0.1	0	0.9	0	0.6	0.9	2

Start Time	MIDDLEFIELD RD			MARSH RD			MIDDLEFIELD RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	0	118	87	0	205	38	0	73	6	111	110	70
08:15 AM	0	122	76	0	198	47	0	128	9	175	97	60
08:30 AM	0	103	102	0	205	49	0	97	1	146	100	51
08:45 AM	0	131	61	0	212	69	0	123	7	192	106	60
Total Volume	0	474	346	0	820	203	0	421	7	624	413	241
% App. Total	0	57.8	42.2	0	32.5	12.4	0	67.5	0	63.1	36.9	0
PHF	0.000	.905	.848	0.967	.736	.000	0.822	0.813	.939	.861	.000	.000



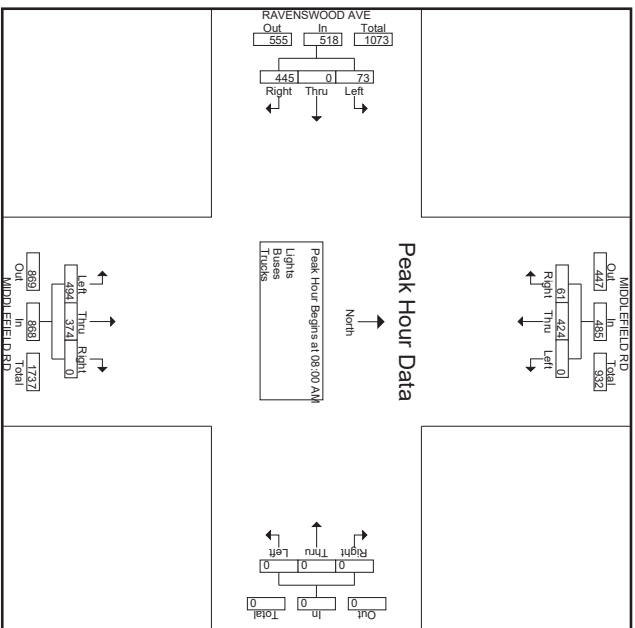
Start Time	MIDDLEFIELD RD			MARSH RD			MIDDLEFIELD RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	62	83	0	145	0	77	0	156	115	109	0
04:15 PM	0	69	79	0	148	92	0	179	117	103	0	2
04:30 PM	0	71	96	0	167	84	0	175	116	140	0	0
04:45 PM	0	81	79	0	160	92	0	172	93	150	0	0
Total	0	283	337	0	620	347	0	682	441	502	0	2
05:00 PM	0	82	72	0	154	108	0	107	217	89	128	0
05:15 PM	0	99	87	0	176	85	0	106	191	61	135	0
05:30 PM	0	72	71	0	143	106	0	113	219	104	123	0
05:45 PM	0	64	55	0	118	83	0	130	174	77	92	0
Total	0	307	285	0	592	392	0	456	631	371	527	0
06:00 PM	0	73	75	0	148	90	0	73	166	90	134	0
06:15 PM	0	60	60	0	121	94	0	105	203	132	124	0
06:30 PM	0	50	44	0	94	79	0	83	182	109	87	0
06:45 PM	0	39	62	0	64	87	0	94	171	77	92	0
Total	0	223	241	0	464	350	0	345	670	408	437	0
Grand Total	0	813	883	0	1676	1089	0	1133	1224	1220	1466	0
Approch %	0	48.5	51.5	0	25.4	16.5	0	50.7	0.5	45.4	54.5	0
Total %	0	12.3	13.1	0	6.49	10.86	0	11.72	0.22	33.9	18.5	22.2
Lights	0	795	854	0	1649	1086	0	1117	12	2215	1197	1446
% Lights	0	97.8	99	0	98.4	99.7	0	98.8	100	99.1	98.6	0
Buses	0	12	1	0	13	0	0	10	7	12	0	0
% Buses	0	1.5	0.1	0	0.8	0	0	0.9	0.4	0.6	0.8	0
Trucks	0	6	8	0	14	3	0	6	9	16	8	0
% Trucks	0	0.7	0.9	0	0.8	0.3	0	0.5	0.4	1.3	0.5	0

Start Time	MIDDLEFIELD RD			MARSH RD			MIDDLEFIELD RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:00 PM	0	82	72	0	154	108	0	107	215	89	126	0
05:15 PM	0	89	87	0	176	85	0	106	191	61	135	0
05:30 PM	0	72	71	0	143	106	0	113	219	104	123	0
05:45 PM	0	64	55	0	118	83	0	130	174	77	92	0
Total Volume	0	307	285	0	592	392	0	456	648	371	527	0
% App. Total	0	51.9	48.1	0	46.2	53.8	0	53.8	41.3	58.7	0	0
PHF	0.000	.862	.819	0.841	.907	.000	0.877	.951	.793	.934	.000	0.870



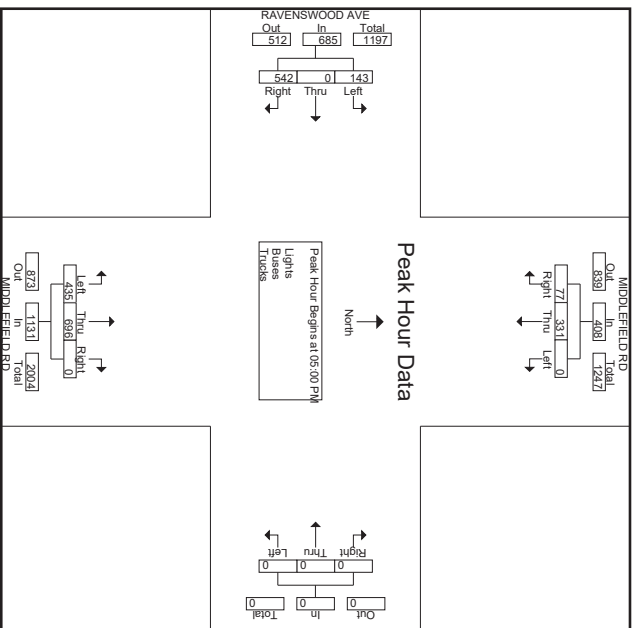
Start Time	MIDDLEFIELD RD Southbound			Westbound			MIDDLEFIELD RD Northbound			RAVENSWOOD AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	21	59	0	0	0	0	58	63	1	122	37	0
07:15 AM	16	56	0	0	0	0	77	109	2	188	51	0
07:30 AM	17	66	0	0	0	0	88	110	11	219	77	0
07:45 AM	13	84	0	0	0	0	118	108	15	241	107	0
Total	67	285	0	0	0	0	351	390	29	770	272	0
08:00 AM	7	115	0	0	0	0	119	123	1	243	96	0
08:15 AM	22	114	0	0	0	0	79	118	2	189	108	0
08:30 AM	9	77	0	0	0	0	80	110	7	201	122	0
08:45 AM	16	98	0	0	0	0	92	143	5	240	119	0
Total	61	424	0	0	0	0	374	494	15	853	445	0
09:00 AM	21	92	0	0	0	0	89	114	4	207	122	0
09:15 AM	9	78	0	0	0	0	80	105	29	214	169	0
09:30 AM	17	83	0	0	0	0	81	114	34	229	113	0
09:45 AM	21	99	0	0	0	0	98	105	49	240	92	0
Total	67	344	0	0	0	0	336	438	116	890	495	0
Grand Total	195	1093	0	0	0	0	1061	1322	180	2543	1212	0
Approch %	15.9	84.1	0	0	0	0	41.7	52	6.3	85.2	0	13.7
Total %	3.8	19.9	0	0	0	0	20.4	25.5	3.1	49	23.3	0
% Lights	175	1017	0	0	0	0	1029	1287	180	2456	1175	0
% Buses	89.2	98.5	0	0	0	0	97	95.8	100	96.6	96.9	0
% Trucks	7.7	0.6	0	0	0	0	5	3.6	0	4.1	2.1	0
% App. Total	12.6	87.4	0	0	0	0	43.1	56.9	0	14.1	14.1	0

Start Time	MIDDLEFIELD RD Southbound			Westbound			MIDDLEFIELD RD Northbound			RAVENSWOOD AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	7	115	0	0	0	0	119	123	242	96	0	16
08:15 AM	22	114	0	0	0	0	79	118	197	108	0	17
08:30 AM	16	97	0	0	0	0	84	110	184	122	0	22
08:45 AM	16	98	0	0	0	0	92	143	235	119	0	18
Total Volume	61	424	0	0	0	0	374	494	888	445	0	73
% App. Total	12.6	87.4	0	0	0	0	43.1	56.9	0	14.1	14.1	0
PHF	69.3	92.2	0.000	0.000	0.000	0.000	78.6	86.4	89.7	91.2	0.000	83.0



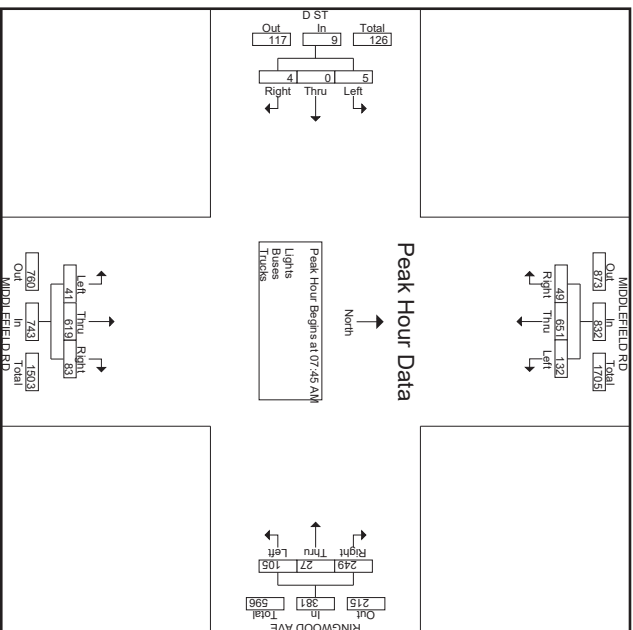
Groups Printed - Lights - Buses - Trucks

Start Time	MIDDLEFIELD RD				Westbound				MIDDLEFIELD RD				RAVENSWOOD AVE							
	Southbound		Northbound		Right		Left		Right		Left		Right		Left					
	Right	Thru	Left	Perfs	App. Total	Right	Thru	Left	Perfs	App. Total	Right	Thru	Left	Perfs	App. Total	Int. Total				
04:00 PM	20	70	0	0	90	0	0	0	0	141	93	7	241	160	0	42	0	202	533	
04:15 PM	20	78	0	0	98	0	0	0	0	153	75	6	234	138	0	35	4	177	509	
04:30 PM	15	64	0	0	79	0	0	0	0	153	93	6	255	152	0	40	5	197	531	
04:45 PM	14	98	0	0	112	0	0	0	0	152	107	6	265	125	0	42	4	171	548	
Total	69	310	0	0	379	0	0	0	0	599	368	28	995	575	0	159	13	747	2121	
05:00 PM	18	85	0	0	103	0	0	0	0	161	101	1	263	154	0	30	0	184	550	
05:15 PM	23	78	0	0	101	0	0	0	0	153	135	3	331	117	0	24	0	151	583	
05:30 PM	18	76	0	0	94	0	0	0	0	163	97	2	262	132	0	41	0	173	549	
05:45 PM	16	82	0	0	100	0	0	0	0	159	102	1	262	139	0	38	1	172	550	
Total	77	331	0	0	408	0	0	0	0	650	435	7	1136	542	0	143	1	686	2252	
06:00 PM	25	69	0	0	94	0	0	0	0	169	107	2	278	105	0	44	3	152	524	
06:15 PM	17	89	0	0	87	0	0	0	0	139	99	5	234	138	0	45	3	184	515	
06:30 PM	14	60	0	0	74	0	0	0	0	106	106	2	214	123	0	34	0	157	445	
06:45 PM	17	67	0	0	84	0	0	0	0	93	77	4	174	99	0	23	0	122	380	
Total	73	276	0	0	349	0	0	0	0	458	389	13	900	463	0	146	6	615	1864	
Grand Total	219	917	0	0	1136	0	0	0	0	1793	1192	48	3033	1589	0	448	20	2048	6217	
Approx %	19.3	80.7	0	0	18.3	0	0	0	0	58.1	39.3	1.6	48.8	25.4	0	21.9	1	7.2	0.3	32.9
Total %	3.5	14.7	0	0	11.2	0	0	0	0	17.9	11.74	4.8	30.02	15.9	0	4.43	2.0	20.02	61.6	
% Lights	93.6	98.9	0	0	97.9	0	0	0	0	98.3	98.5	100	99	97.4	0	98.9	100	97.8	98.4	
% Buses	1.3	4	0	0	1.7	0	0	0	0	3	1.5	0	1.8	2.3	0	0	0	0	2.3	
% Trucks	5.9	0.4	0	0	1.5	0	0	0	0	0.2	1.3	0	0.6	1.5	0	0	0	1.1	0.9	
% Trucks	1	6	0	0	7	0	0	0	0	10	3	0	13	18	0	5	0	2.3	4.3	
% Trucks	0.5	0.7	0	0	0.6	0	0	0	0	0.6	0.3	0	0.4	1.1	0	1.1	0	1.1	0.7	

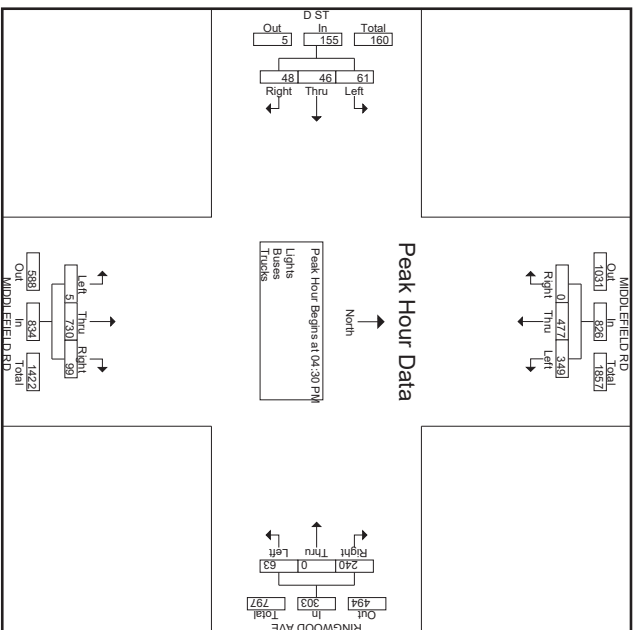


Start Time	MIDDLEFIELD RD					RINGWOOD AVE					MIDDLEFIELD RD					D ST				
	Southbound		Appro. Total			Westbound		Appro. Total			Northbound		Appro. Total			Eastbound		Appro. Total		
	Right	Thru	Left	Perfs	Vol	Right	Thru	Left	Perfs	Vol	Right	Thru	Left	Perfs	Vol	Right	Thru	Left	Perfs	Vol
07:00 AM	3	80	13	0	96	45	11	13	77	2	97	4	1	104	1	0	0	4	5	282
07:15 AM	1	89	11	3	104	66	14	28	120	13	124	15	0	152	1	0	1	3	5	381
07:30 AM	0	103	36	1	140	75	8	39	32	154	32	136	5	3	176	1	0	1	5	477
07:45 AM	0	150	37	0	187	81	8	34	9	132	33	169	18	3	223	0	0	1	2	545
Total	4	422	97	4	527	267	39	95	82	483	80	526	42	7	655	3	0	3	14	201
08:00 AM	12	171	25	4	212	73	7	25	14	119	24	163	6	0	193	0	0	0	0	524
08:15 AM	21	174	32	0	227	53	3	22	11	87	19	133	12	1	167	1	0	2	0	484
08:30 AM	16	156	38	1	211	45	6	25	4	100	11	152	5	4	168	3	0	2	3	467
08:45 AM	12	163	38	1	214	65	6	25	4	100	11	152	5	1	163	1	0	2	4	594
Total	61	684	138	6	864	233	23	96	32	386	61	612	32	6	711	6	0	6	7	1819
09:00 AM	10	136	57	3	206	64	11	26	22	123	13	137	8	0	158	3	0	2	0	482
09:15 AM	13	119	91	6	229	59	13	28	23	129	36	132	7	0	175	2	0	2	0	536
09:30 AM	12	129	84	4	209	72	8	48	21	142	25	121	5	2	153	1	0	1	0	511
09:45 AM	7	144	35	0	186	53	5	21	1	80	11	127	2	2	142	0	0	4	1	413
Total	42	528	247	13	830	248	37	119	72	476	85	517	22	4	628	6	0	9	3	1819
Grand Total	407	1614	477	23	2221	748	101	310	186	1345	226	1656	96	17	1994	14	0	18	24	5616
Approach %	4.8	72.7	21.5	1	55.6	7.5	23	13.8	11.3	83	4.8	0.9	0.9	0.2	0.3	0.4	0.3	0.4	0.4	1
% Lights	106	1574	483	23	2166	729	101	306	186	1322	223	1599	96	17	1935	14	0	18	24	5679
% Buses	0.9	1.1	1.7	0	2.7	1.2	0	0.3	0	1.3	0	2.6	0	0	2.6	0	0	0	0	6.6
% Trucks	0	22	6	0	28	7	0	3	0	10	3	30	0	0	33	0	0	0	0	1.2
% Total	0	1.4	1.3	0	1.3	0.9	0	1	0	0.7	1.3	1.8	0	0	1.7	0	0	0	0	1.3

Start Time	MIDDLEFIELD RD			RINGWOOD AVE			MIDDLEFIELD RD			D ST							
	Southbound	Thru	Left	Appro. Total	Westbound	Thru	Left	Appro. Total	Northbound	Thru	Left	Appro. Total	Eastbound	Thru	Left	Appro. Total	Int. Total
07:45 AM	0	150	37	187	81	8	34	123	33	169	18	220	0	0	1	1	531
08:00 AM	12	174	25	208	73	7	25	105	24	163	6	193	0	0	2	0	506
08:15 AM	21	174	32	227	53	7	24	84	19	135	12	186	1	0	2	3	480
08:30 AM	16	156	38	210	42	27	105	381	7	152	5	164	4	0	2	5	448
Total Volume	49	651	132	832	249	27	105	381	83	619	41	743	44.4	0	5.6	9	1965
% App. Total	5.9	78.2	15.9	65.4	7.1	27.6	11.2	83.3	5.3	5.3	44.4	33.3	44.4	0.000	6.25	4.50	9.25
PHF	.983	.935	.868	.916	.769	.844	.772	.774	.629	.916	.693	.844	.333	.000	.625	.450	.925

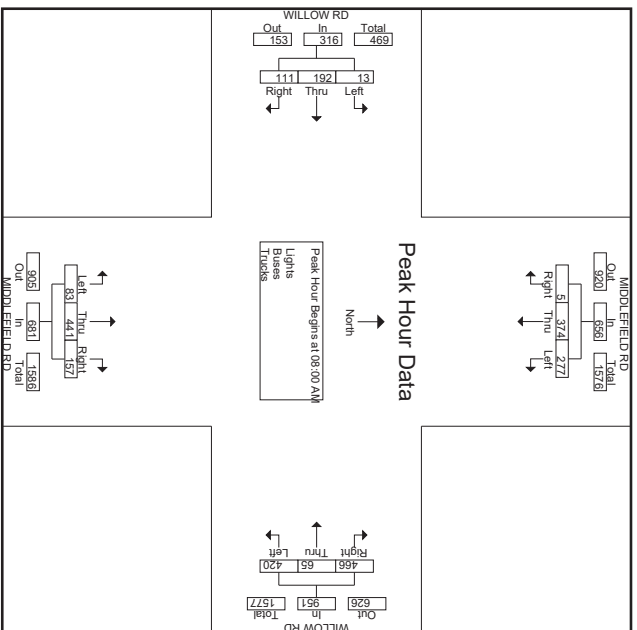


Start Time	MIDDLEFIELD RD					RINGWOOD AVE					MIDDLEFIELD RD					D ST						
	Southbound		Westbound			Westbound		Northbound			Northbound		Eastbound			Eastbound		INT. Total				
	Right	Thru	Left	Perfs	Appr %	Right	Thru	Left	Perfs	Appr %	Right	Thru	Left	Perfs	Appr %	Right	Thru	Left	Perfs	Appr %	INT. Total	
04:00 PM	0	132	98	14	244	0	13	3	56	15	175	1	0	191	8	15	11	0	34	525	525	
04:15 PM	0	123	94	1	218	0	9	5	53	24	186	0	0	210	6	5	9	0	20	501	501	
04:30 PM	0	108	101	12	221	0	15	8	82	22	177	1	1	201	14	12	16	2	44	548	548	
04:45 PM	0	130	87	0	217	0	53	0	67	28	182	2	0	212	5	9	10	0	24	520	520	
Total	0	493	390	27	900	191	0	50	17	258	89	720	4	1	814	33	41	46	2	122	2094	
05:00 PM	0	126	86	1	223	63	0	18	3	82	26	164	2	3	215	14	19	20	3	56	576	
05:15 PM	0	113	69	1	178	43	0	18	0	84	23	187	0	3	213	15	6	15	3	39	514	
05:30 PM	0	127	69	0	213	47	1	20	0	68	21	163	1	2	189	7	11	1	22	502	502	
05:45 PM	0	137	82	2	219	46	0	16	0	82	29	164	3	3	189	4	6	4	4	18	501	
Total	0	499	332	2	833	221	1	71	3	296	109	700	6	11	826	39	36	52	11	138	2093	
06:00 PM	0	102	52	0	154	50	0	15	2	67	33	221	1	1	256	7	5	10	6	28	505	
06:15 PM	0	139	90	0	221	43	0	18	1	62	18	174	0	0	192	4	15	7	1	27	502	
06:30 PM	0	119	61	1	181	57	0	11	2	70	9	139	1	0	140	6	2	4	5	2	415	
06:45 PM	0	116	48	1	165	42	0	10	1	53	19	134	2	1	158	8	4	4	1	18	392	
Total	0	468	251	2	721	192	0	54	6	252	79	688	4	2	753	25	26	27	10	88	1814	
Grand Total	0	1460	983	31	2454	604	1	175	26	806	277	2098	14	14	2393	97	103	125	23	348	6001	
Approch %	0	59.5	39.2	1.3	74.9	0.1	21.7	3.2	0.2	13.4	4.6	34.8	0.2	0.2	39.9	27.9	29.6	35.9	6.6	1.7	2.1	0.4
% Lights	0	1427	946	31	2404	599	1	175	26	801	274	2092	14	14	2364	97	102	124	23	346	591.5	
% Buses	0	15	11	0	26	3	0	0	0	9.4	98.9	98.8	100	100	98.8	100	99	99.2	100	99.4	98.6	
% Trucks	0	18	6	0	24	2	0	0	0	0.4	0.4	0.7	0	0	0.7	0	1	0	1	0	0.3	
% App. Total	0	57.7	42.3	0	79.2	0	20.8	0	0	1.9	87.5	0.6	0.6	0.6	3.1	29.7	39.4	0	0	0.3	0.7	
PHF	0.000	0.917	0.864	0.930	0.923	0.000	0.829	0.902	0.884	0.976	0.623	0.993	0.800	0.605	0.731	0.936						



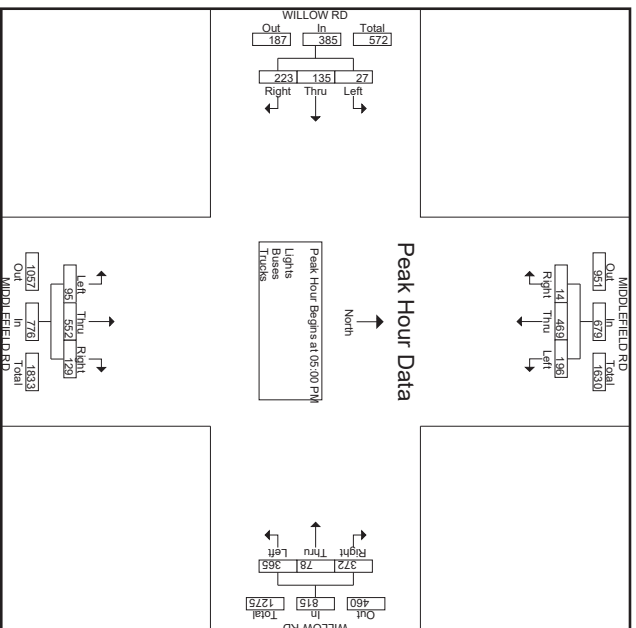
Start Time	MIDDLEFIELD RD				WILLOW RD				MIDDLEFIELD RD				WILLOW RD				
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound				
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
07:00 AM	0	48	42	2	92	99	12	107	1	235	26	26	4	0	56	10	19
07:15 AM	2	47	42	1	92	117	13	105	0	235	49	49	12	0	110	10	22
07:30 AM	3	70	56	3	132	95	21	105	1	222	46	83	19	6	154	14	35
07:45 AM	1	87	70	11	169	120	20	127	0	267	52	29	21	16	181	24	42
Total	6	292	210	17	485	431	66	444	2	943	173	250	56	22	501	58	118
08:00 AM	2	89	76	0	167	126	14	107	0	247	31	88	21	1	141	21	48
08:15 AM	1	91	77	0	168	127	18	101	1	247	31	98	20	4	151	32	56
08:30 AM	1	90	62	0	163	102	18	115	0	235	20	108	21	3	179	28	43
08:45 AM	2	104	62	0	168	111	15	97	0	223	45	152	21	6	224	30	45
Total	5	374	277	0	656	466	65	420	1	952	157	441	83	14	695	111	192
09:00 AM	4	69	69	6	148	88	26	88	113	230	47	69	13	2	131	22	50
09:15 AM	6	68	67	5	146	88	20	88	2	198	52	73	17	2	144	24	46
09:30 AM	6	79	65	3	153	94	31	102	0	227	49	57	9	4	119	18	39
09:45 AM	5	79	57	3	144	93	15	138	0	246	63	56	20	7	146	14	31
Total	21	295	258	17	591	388	92	428	4	910	211	255	59	15	540	78	180
Grand Total	32	921	745	34	1732	1285	223	1290	7	2805	541	946	198	51	1736	247	470
Apprch %	1.8	53.2	43	2	45.8	8	46	0.2	31.2	54.5	11.4	2.9	0.7	24.6	3.5	6.7	0.4
Total %	0.5	13	10.5	0.5	24.5	18.2	3.2	18.3	0.1	39.7	7.7	13.4	2.8	0.7	24.6	3.5	6.7
% Lights	31	910	706	34	1681	1208	208	1249	7	2663	506	939	197	51	1693	245	458
% Buses	96.9	98.8	94.8	100	97.1	94	93.3	96.1	100	94.9	93.5	99.3	99.5	100	97.5	99.2	97.4
% Trucks	0	0.1	3.6	0	1.6	2.3	2.7	1.9	0	2.1	4.8	0	0	1.5	0	0.2	0

Start Time	MIDDLEFIELD RD		WILLOW RD		MIDDLEFIELD RD		WILLOW RD	
	Southbound	Northbound	Westbound	Eastbound	Northbound	Southbound	Eastbound	Westbound
	Right	Thru	Left	Perks	Right	Thru	Left	Perks
Peak Hour for Entire Intersection Begins at 08:00 AM	2	89	76	167	14	107	247	31
08:00 AM	0	91	77	168	127	18	101	246
08:15 AM	1	90	62	153	102	18	115	235
08:30 AM	2	104	62	168	111	15	97	223
08:45 AM	5	374	277	656	466	65	420	951
Total Volume	0.8	57	42.2	49	6.8	44.2	49	23.1
% Appr. Total	62.5	89.9	89.9	97.6	91.7	90.3	91.3	96.3
PHF								



Start Time	MIDDLEFIELD RD				WILLOW RD				MIDDLEFIELD RD				WILLOW RD									
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound							
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks						
04:00 PM	2	105	74	2	183	86	20	65	3	174	43	102	22	5	172	59	46	11	2	118	647	
04:15 PM	2	79	52	0	133	59	24	99	0	182	56	95	23	4	178	51	30	12	2	95	588	
04:30 PM	2	103	61	2	168	76	14	75	2	167	51	145	22	3	191	69	45	11	1	126	652	
04:45 PM	9	108	44	0	161	76	22	96	5	199	33	123	12	0	188	66	30	13	1	110	638	
Total	15	395	231	4	645	297	80	335	10	722	183	435	79	12	709	245	151	47	6	449	2525	
05:00 PM	4	138	43	2	187	98	22	90	0	210	30	109	17	4	180	50	34	7	2	93	650	
05:15 PM	2	115	44	2	163	86	16	87	1	190	35	161	27	7	230	50	23	6	4	83	688	
05:30 PM	4	99	46	2	151	101	20	106	2	229	39	149	25	4	217	53	37	8	0	98	617	
05:45 PM	4	117	63	2	183	87	20	92	1	190	25	133	26	7	181	70	41	6	2	119	686	
Total	14	489	196	10	689	372	78	365	4	819	129	532	95	22	798	223	135	27	8	393	2899	
06:00 PM	3	98	40	0	141	77	24	115	0	216	41	131	12	2	187	37	39	3	0	0	82	626
06:15 PM	1	72	41	0	115	83	16	123	0	220	93	98	14	2	201	36	37	4	4	2	79	617
06:30 PM	1	72	49	0	124	64	8	115	0	187	64	75	23	4	166	45	33	8	8	89	566	
06:45 PM	1	59	73	0	133	82	16	94	0	192	90	78	15	1	184	35	42	5	2	84	593	
Total	6	304	203	0	513	306	64	447	0	817	288	380	60	10	738	153	151	23	7	334	2402	
Grand Total	35	1188	630	14	1847	975	222	1147	14	2358	600	1387	234	44	2245	621	437	97	21	1176	7826	
Approach %	1.9	63.2	34.1	0.8	41.3	9.4	48.6	0.6	26.7	60.9	10.4	2	2	29.4	8.1	5.7	1.3	0.3	15.4			
Total %	0.5	15.3	8.3	0.2	24.2	12.8	2.9	15	0.2	30.9	7.9	17.9	3.1	0.6	28.4	8.1	5.7	1.3	0.3	15.4		
Lights	34	1162	606	14	1816	949	220	1117	14	2300	580	1360	234	44	2218	617	429	97	21	1164	7488	
% Lights	97.1	99.5	96.2	100	98.3	97.3	98.1	97.4	100	97.5	96.7	98.5	100	100	98.8	98.4	98.2	100	100	99	98.3	
Buses	0	3	14	0	17	18	1	25	0	44	13	3	0	0	16	3	3	0	0	6	83	
% Buses	0	0.3	2.2	0	0.9	1.8	0.5	2.2	0	1.9	2.2	0.2	0	0	0.7	0.5	0.7	0	0	0	0.5	
Trucks	1	3	10	0	14	8	1	5	0	14	7	4	0	0	11	1	5	0	0	6	45	
% Trucks	2.9	0.3	1.6	0	0.8	0.8	0.5	0.4	0	0.6	1.2	0.3	0	0	0.5	0.2	1.1	0	0	0.5	0.6	

Start Time	MIDDLEFIELD RD				WILLOW RD				MIDDLEFIELD RD				WILLOW RD								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
05:00 PM	4	138	43	2	187	98	22	90	0	210	30	109	17	4	180	50	34	7	2	93	650
05:15 PM	2	115	44	2	163	86	16	87	1	190	35	161	27	7	230	50	23	6	4	83	688
05:30 PM	4	99	46	2	151	101	20	106	2	229	39	149	25	4	217	53	37	8	0	98	617
05:45 PM	4	117	63	2	183	87	20	92	1	190	25	133	26	7	181	70	41	6	2	119	686
Total	14	489	196	10	689	372	78	365	4	819	129	532	95	22	798	223	135	27	8	393	2899
% Appr. Total	2.1	69.1	28.9	0	45.6	9.6	44.8	0	89.8	82.7	85.7	88.0	87.0	79.6	82.3	84.4	82.3	84.4	82.3	96.6	
PHF	0.75	0.850	0.778	0	0.918	0.921	0.866	0.861	0.898	0.927	0.857	0.800	0.870	0.796	0.823	0.844	0.823	0.844	0.823	0.966	

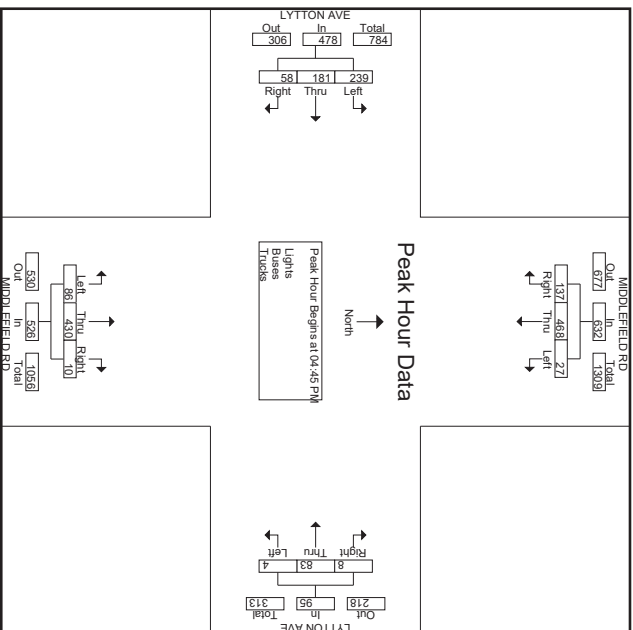


File Name : 60PM FINAL
 Site Code : 00000060
 Start Date : 10/13/2016
 Page No : 1

File Name : 60PM FINAL
 Site Code : 00000060
 Start Date : 10/13/2016
 Page No : 2

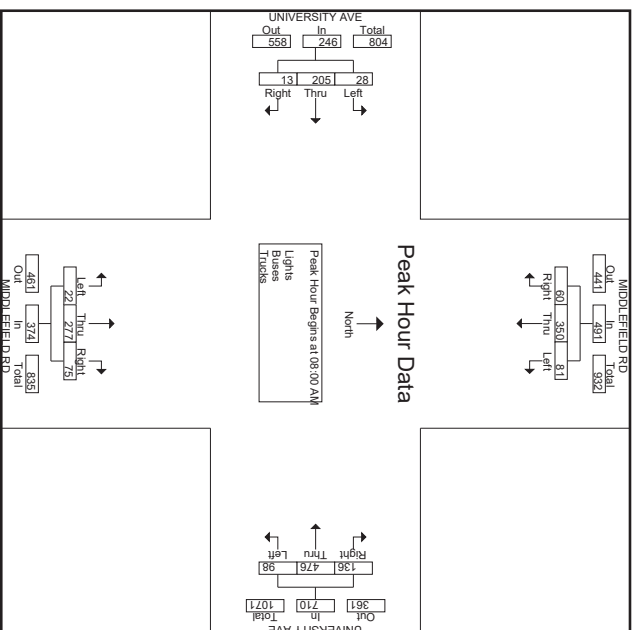
Start Time	MIDDLEFIELD RD					LYTTON AVE					MIDDLEFIELD RD					LYTTON AVE					
	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	
04:00 PM	29	107	4	4	144	1	14	4	0	18	2	83	27	2	114	24	51	59	0	134	410
04:15 PM	33	100	6	7	146	1	19	0	0	20	2	90	19	2	113	13	54	64	0	131	410
04:30 PM	27	81	3	5	116	3	17	2	4	26	4	121	23	6	154	20	37	64	0	121	417
04:45 PM	33	138	4	3	178	0	19	0	3	22	3	114	20	5	142	15	39	53	0	107	449
Total	122	426	17	19	584	4	69	6	7	86	11	408	89	15	523	72	181	240	0	493	1686
05:00 PM	32	123	6	3	164	5	19	0	5	29	2	92	19	7	120	18	54	54	0	126	439
05:15 PM	45	100	12	1	158	2	22	2	0	27	2	108	20	5	135	7	47	69	0	123	421
05:30 PM	49	107	5	1	162	1	23	2	0	26	3	118	27	5	145	19	41	63	0	122	461
05:45 PM	36	111	12	0	161	3	26	3	0	32	4	108	26	7	145	17	37	38	0	92	450
Total	142	441	35	5	623	11	90	7	6	114	11	428	92	24	551	60	179	224	0	463	1751
06:00 PM	46	108	2	1	157	1	14	2	3	20	3	101	17	8	139	18	32	69	0	119	425
06:15 PM	45	10	6	2	154	2	9	1	1	13	0	78	15	10	103	20	37	69	1	120	390
06:30 PM	39	110	6	4	159	2	11	0	2	15	0	90	17	7	114	18	37	61	3	119	407
06:45 PM	38	75	3	0	116	2	13	0	4	15	2	81	18	5	106	31	28	61	1	121	358
Total	168	394	17	7	586	7	47	3	6	63	5	350	67	30	452	87	127	260	5	479	1580
Grand Total	432	1261	69	31	1793	22	206	16	19	263	27	1182	248	69	1526	219	487	724	5	1435	5017
Approach %	24.1	70.3	3.8	1.7	8.4	78.3	6.1	7.2	1.8	77.5	16.3	4.5	15.3	33.9	50.5	0.3	28.6				
Total %	8.6	25.1	1.4	0.6	35.7	0.4	4.1	0.3	0.4	5.2	0.5	23.6	4.9	1.4	30.4	4.4	9.7	14.4	0.1	28.6	
% Lights	416	1242	69	31	1758	22	200	16	19	257	25	1167	239	69	1500	218	479	713	5	1415	4930
% Buses	96.3	98.5	100	100	98	100	97.1	100	100	97.7	92.6	98.7	96.4	100	98.3	99.5	98.4	98.5	100	98.6	98.3
% Trucks	13	13	0	0	26	0	4	0	0	4	1	6	9	0	16	1	8	6	0	15	61
% Buses	3	1	0	0	1.5	0	1.9	0	0	2	1	9	0	0	10	0	5	0	0	1	1.2
% Trucks	3	6	0	0	9	0	2	0	0	2	1	9	0	0	10	0	5	0	0	5	26
% Trucks	0.7	0.5	0	0	0.5	0	1	0	0	0.8	3.7	0.8	0	0	0.7	0	0	0.7	0	0.3	0.5

Start Time	MIDDLEFIELD RD					LYTTON AVE					MIDDLEFIELD RD					LYTTON AVE				
	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total
04:45 PM	33	138	4	4	175	0	19	0	0	19	3	114	20	137	15	39	53	107		438
05:00 PM	32	100	6	16	151	5	19	0	2	26	2	92	19	113	18	54	54	126		424
05:15 PM	23	100	12	22	135	2	22	2	2	26	2	108	20	130	7	47	69	123		414
05:30 PM	49	107	5	16	161	1	16	2	3	116	27	146	27	146	18	58	181	239		478
Total Volume	137	468	27	63	632	8	83	4	4	95	10	430	86	526	58	181	239	478		1731
% Appr Total	21.7	74.1	4.3	8.4	87.4	4.2	19.3	0.6	0.6	15.0	1.9	81.7	16.3	12.1	37.9	50				
PHF	.699	.948	.563	.903	.400	.902	.900			.913	.833	.927	.796	.901	.806	.838	.866	.948		.951



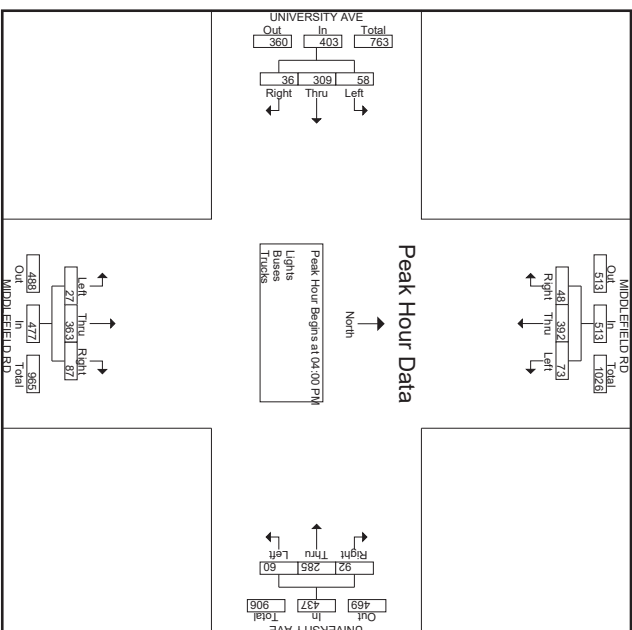
Start Time	MIDDLEFIELD RD					UNIVERSITY AVE					MIDDLEFIELD RD					UNIVERSITY AVE				
	Southbound		Westbound			Westbound		Northbound			Northbound		Eastbound			Eastbound				
	Right	Thru	Left	Perfs	Appr	Right	Thru	Left	Perfs	Appr	Right	Thru	Left	Perfs	Appr	Right	Thru	Left	Perfs	Appr
07:00 AM	9	37	10	5	61	17	121	22	1	161	9	24	3	2	38	1	34	2	0	37
07:15 AM	8	54	11	4	77	25	132	21	0	178	10	43	5	2	60	5	46	5	0	56
07:30 AM	9	72	7	5	93	30	124	18	2	165	10	45	5	3	63	4	4	0	60	
07:45 AM	15	91	23	6	135	30	124	22	2	178	8	56	2	4	70	1	44	6	0	
Total	41	294	51	20	366	96	498	83	5	682	37	168	15	11	231	9	178	17	0	204
08:00 AM	14	89	24	5	132	34	121	29	2	186	17	62	3	0	82	3	59	10	3	
08:15 AM	14	88	18	5	128	39	110	22	0	171	21	74	4	2	101	1	48	5	1	
08:30 AM	13	88	19	5	125	36	132	22	2	182	15	63	9	3	91	6	51	4	7	
08:45 AM	19	85	20	11	135	27	113	28	2	162	22	76	6	3	107	10	47	9	4	
Total	60	390	81	29	520	136	476	96	6	716	75	277	22	7	381	19	205	28	19	
09:00 AM	14	92	20	6	132	30	123	23	2	178	17	50	7	5	79	2	41	11	2	
09:15 AM	15	70	23	6	120	22	119	28	0	168	18	61	4	2	85	5	53	7	2	
09:30 AM	19	81	26	6	132	22	99	33	0	154	24	53	5	3	85	8	51	5	3	
09:45 AM	23	74	17	2	116	45	114	31	1	191	13	63	10	3	89	10	54	7	1	
Total	71	323	86	20	500	119	455	115	3	682	72	227	26	13	338	25	199	30	8	
Grand Total	172	927	218	69	1386	351	1439	296	14	2090	184	672	63	31	980	47	582	75	23	
Apprch %	12.4	66.9	15.7	5	16.8	68.4	14.2	0.7	19.4	70.7	6.6	3.3	3.3	18.4	0.9	11.3	1.5	0.4	14.1	
Total %	3.3	18	4.2	1.3	26.9	6.8	27.7	5.7	0.3	40.6	3.6	1.3	1.2	0.6	18.4	0.9	11.3	1.5	0.4	
% Lights	156	910	216	69	1351	336	1371	287	14	2008	179	652	59	31	921	42	544	71	23	
% Buses	90.7	982	98.1	100	97.5	95.7	95.9	97	100	96.1	97.3	97	100	96.9	89.4	93.5	94.7	100	93.5	
% Trucks	7	0.2	0	0	1.4	8	1.7	1	0	1.7	0	1.4	1	0	1.7	0	1.9	0	0	
% Appr	12	2	0	0	1.4	8	1.7	1	0	1.7	0	1.4	1	0	1.7	0	1.9	0	0	
% Trucks	4	15	2	0	2.1	7	4.1	8	0	5.6	3	6	3	0	1.2	5	19	4	0	
% Trucks	2.3	1.6	0.9	0	1.5	2	2.9	2.7	0	2.7	1.6	0.9	4.8	0	1.3	10.6	3.3	5.3	0	

Start Time	MIDDLEFIELD RD			UNIVERSITY AVE			MIDDLEFIELD RD			UNIVERSITY AVE		
	Southbound	Thru	Left	Appr Total	Right	Thru	Left	Appr Total	Right	Thru	Left	Appr Total
08:00 AM	14	89	24	127	34	121	29	184	17	62	3	82
08:15 AM	14	88	18	120	39	110	22	171	21	74	4	99
08:30 AM	13	88	19	120	36	132	22	190	15	65	9	89
08:45 AM	19	85	20	124	27	113	25	165	22	76	6	104
Total Volume	60	350	81	491	136	476	98	710	75	277	22	374
% Appr Total	12.2	71.3	16.5	19.2	19.2	67	13.8	20.1	74.1	5.9	5.3	83.3
PHF	.789	.983	.844	.967	.872	.902	.845	.934	.911	.611	.899	.700



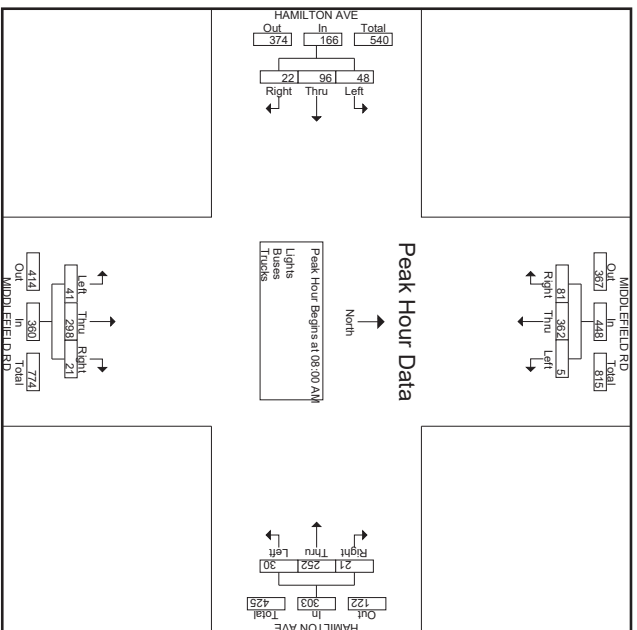
Start Time	MIDDLEFIELD RD					UNIVERSITY AVE					MIDDLEFIELD RD					UNIVERSITY AVE				
	Southbound		Westbound			Northbound		Eastbound			Northbound		Eastbound			Northbound		Eastbound		
	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total	Right	Thru	Left	Perfs	Appr Total
04:00 PM	10	102	28	4	144	17	73	17	0	117	23	71	5	9	108	11	92	16	1	120
04:15 PM	9	80	12	6	107	17	67	13	0	97	23	96	5	1	125	5	82	17	0	104
04:30 PM	15	86	19	3	123	29	82	16	2	129	21	102	4	6	133	11	82	12	1	106
04:45 PM	14	124	14	13	165	19	63	14	3	99	20	94	13	5	132	9	53	13	1	76
Total	48	392	73	26	539	92	285	60	5	442	87	363	27	21	498	36	309	58	3	406
05:00 PM	9	123	18	5	155	21	65	14	1	101	15	70	6	6	97	7	67	16	2	92
05:15 PM	7	99	10	8	124	22	68	4	0	94	16	97	8	4	125	3	61	12	0	76
05:30 PM	14	101	14	5	134	23	77	15	0	101	7	108	7	4	127	7	38	13	1	81
05:45 PM	14	100	9	8	131	22	77	18	0	113	18	108	8	4	136	7	46	7	1	60
Total	44	423	57	26	544	88	280	41	1	410	56	394	29	18	467	24	209	48	4	285
06:00 PM	16	96	17	5	134	22	86	21	4	133	13	90	7	6	116	12	29	13	0	54
06:15 PM	12	87	20	4	123	20	94	17	1	138	10	66	9	9	91	14	57	12	2	81
06:30 PM	21	100	23	10	154	21	78	13	1	113	10	71	7	10	98	1	67	6	4	78
06:45 PM	10	62	29	7	108	21	74	18	0	113	18	69	8	6	100	4	85	10	1	100
Total	59	345	89	26	519	90	332	69	6	497	51	295	28	31	405	31	234	41	7	313
Grand Total	151	1160	213	78	1602	270	897	170	12	1349	194	1042	84	70	1390	91	752	147	14	1004
Approach %	9.4	72.4	13.3	4.9	20	66.5	12.6	0.9	0.2	25.2	3.6	19.5	1.6	1.3	26	1.7	14.1	2.8	0.3	18.8
Total %	2.8	21.7	4	1.5	30	5.1	16.8	3.2	0.2	25.2	3.6	19.5	1.6	1.3	26	1.7	14.1	2.8	0.3	18.8
% Lights	14.3	115.2	20.9	7.8	158.2	261	87.9	16.9	1.2	132.1	190	1031	83	70	1374	91	72.9	14.5	1.4	97.9
% Buses	94.7	99.3	98.1	100	98.8	96.7	98.9	99.4	100	97.9	97.9	98.9	98.8	100	98.8	100	96.9	98.6	100	97.5
% Trucks	6	2	2	0	10	9	1.6	0	0	2.5	0	6	0	0	4	0	1.5	1	0	1.6
% Buses	4	0.2	0.9	0	0.6	3.3	1.8	0	0	1.9	0	0.6	0	0	0.4	0	2	0.7	0	1.6
% Trucks	2	6	2	0	10	0	2	1	0	3	4	5	1	0	10	0	8	1	0	9
% Trucks	1.3	0.5	0.9	0	0.6	0	0.2	0.6	0	0.2	2.1	0.5	1.2	0	0.7	0	1.1	0.7	0	0.9

Start Time	MIDDLEFIELD RD			UNIVERSITY AVE			MIDDLEFIELD RD			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	10	102	28	140	27	73	17	117	23	71	5	99
04:15 PM	9	86	12	101	17	67	13	97	23	96	5	124
04:30 PM	15	86	19	120	29	82	16	127	21	102	4	127
04:45 PM	14	124	14	152	19	63	14	94	13	94	13	127
Total Volume	48	392	73	513	92	285	60	437	87	363	27	477
% Appr Total	9.4	76.4	14.2	21.1	65.2	13.7	18.2	76.1	5.7	8.9	76.7	14.4
PHF	.800	.790	.652	.844	.793	.669	.862	.860	.946	.890	.618	.847



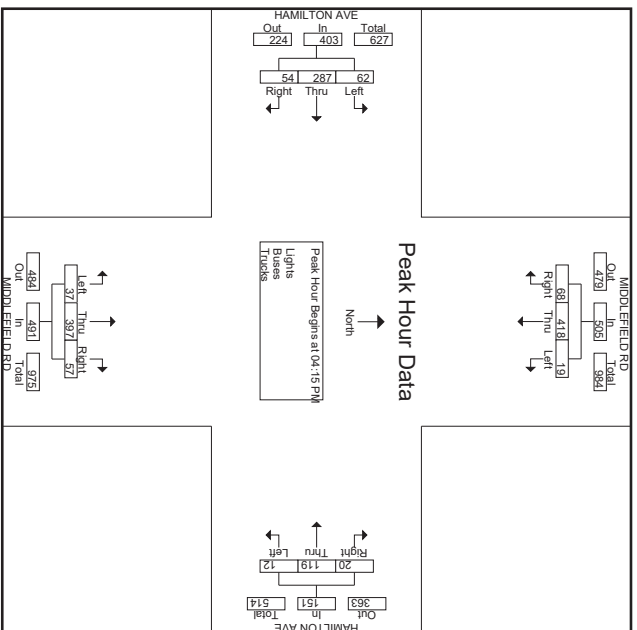
Start Time	MIDDLEFIELD RD			HAMILTON AVE			MIDDLEFIELD RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	12	46	1	2	61	5	28	4	2	35	2	4
07:15 AM	22	64	0	3	89	4	33	6	2	45	3	12
07:30 AM	12	81	1	3	97	6	41	10	2	59	0	49
07:45 AM	22	90	1	5	118	4	48	13	3	69	5	61
Total	68	281	3	13	365	17	146	33	8	204	11	183
08:00 AM	21	91	2	5	119	5	65	14	3	87	5	62
08:15 AM	22	93	2	5	120	4	70	5	0	79	7	88
08:30 AM	18	91	2	6	116	2	63	9	1	75	5	70
08:45 AM	20	87	0	8	118	10	54	2	3	69	4	78
Total	81	362	5	20	468	21	252	30	7	310	21	286
09:00 AM	26	93	0	5	124	3	31	6	1	41	6	69
09:15 AM	18	89	0	6	117	3	40	7	1	48	4	69
09:30 AM	26	86	0	6	118	3	39	5	1	48	3	57
09:45 AM	21	94	1	5	121	7	38	4	0	49	4	68
Total	91	362	1	26	480	13	148	22	3	186	17	263
Grand Total	240	1005	9	59	1313	51	546	85	18	700	49	744
Approach %	16.3	76.5	0.7	4.5	7.3	7.8	12.1	2.6	5.1	7.7	13.5	3.8
Total %	7.1	29.6	0.3	1.7	38.6	1.5	16.1	2.5	0.5	20.6	1.4	21.9
% Lights	235	985	9	59	1288	51	538	85	18	692	47	730
% Buses	0	0.1	0	0	0.1	0	0.7	0	0	0.4	0	0.4
% Trucks	5	19	0	0	24	0	0	0	0	4	1	11
% Trucks	2.1	1.9	0	0	1.8	0	0.7	0	0	0.6	2	1.5

Start Time	MIDDLEFIELD RD			HAMILTON AVE			MIDDLEFIELD RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	21	91	2	5	114	5	65	14	3	84	5	62
08:15 AM	22	93	2	5	116	4	70	5	7	79	7	88
08:30 AM	18	91	2	6	111	2	63	9	2	74	5	70
08:45 AM	20	87	0	8	107	10	54	2	2	66	4	78
Total	81	362	5	26	448	21	252	30	303	21	298	41
% Appr. Total	18.1	80.8	1.1	1.1	6.9	83.2	9.9	6.9	83.2	11.4	5.8	82.8
PHF	.920	.973	.625	.966	.925	.900	.936	.902	.750	.847	.854	.841



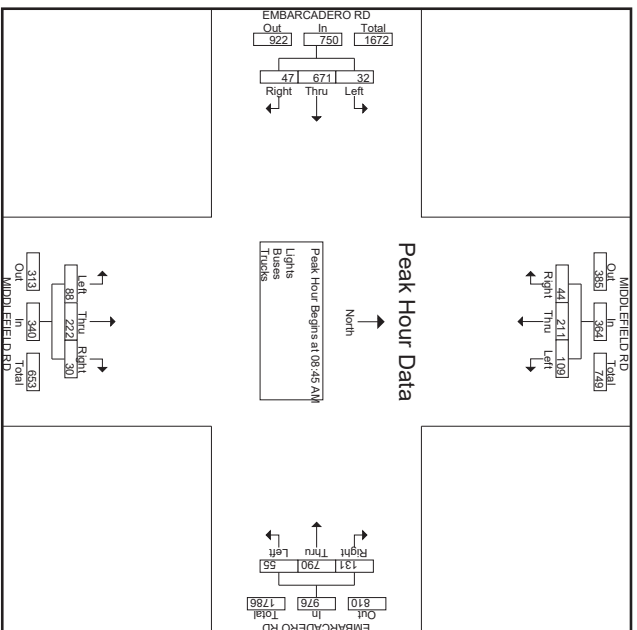
Start Time	MIDDLEFIELD RD				HAMILTON AVE				MIDDLEFIELD RD				HAMILTON AVE								
	Southbound		Northbound		Westbound		Eastbound		Westbound		Eastbound		Westbound		Eastbound						
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
04:00 PM	14	108	2	2	126	3	6	0	42	14	64	16	4	118	16	81	16	0	113	399	
04:15 PM	15	83	7	4	109	3	26	3	34	9	99	7	4	119	17	67	20	0	104	366	
04:30 PM	12	90	6	4	112	8	31	2	43	22	112	8	0	142	12	68	19	1	100	397	
04:45 PM	22	121	3	7	153	4	32	5	2	124	10	72	10	2	2	2	2	2	411	1576	
Total	63	402	18	17	500	18	122	16	6	162	60	390	40	13	503	55	288	65	3	411	1576
05:00 PM	19	124	3	5	151	5	30	2	0	37	11	91	3	108	15	80	13	1	109	415	
05:15 PM	19	92	7	2	111	7	19	5	0	31	8	69	7	3	107	12	74	18	2	106	355
05:30 PM	17	103	3	5	125	3	26	4	3	36	11	102	4	6	123	6	57	15	1	79	353
05:45 PM	16	102	1	9	128	4	42	4	1	48	9	100	8	4	121	6	51	21	1	79	374
Total	68	416	10	19	513	16	117	15	4	152	39	382	32	16	469	39	282	67	5	373	1507
06:00 PM	18	103	4	1	126	3	26	6	0	35	14	93	3	119	7	48	12	2	69	349	
06:15 PM	19	92	7	0	122	4	33	6	0	43	9	69	9	1	87	13	58	11	0	82	339
06:30 PM	27	92	2	3	122	2	17	1	1	21	12	74	10	6	102	4	48	17	0	69	314
06:45 PM	9	70	1	9	89	3	21	3	2	29	7	72	6	2	87	7	48	15	0	70	275
Total	73	365	14	22	464	12	97	16	3	128	42	307	34	12	385	31	202	55	2	290	1277
Grand Total	204	1173	42	58	1477	46	336	47	13	442	141	1079	106	41	1367	125	752	187	10	1074	4380
Approach %	13.8	79.4	2.8	3.9	10.4	7.6	10.6	2.9	10.3	7.8	7.8	7.8	3	3	11.6	70	17.4	0.9	11.6	24.6	
Total %	4.7	26.9	1	1.3	33.9	1.1	7.7	1.1	0.3	10.1	3.2	24.7	2.4	0.9	31.4	2.9	17.2	4.3	0.2	24.6	
% Lights	204	1167	42	58	1477	46	335	47	13	440	139	1073	106	41	1359	125	733	179	10	1047	4317
% Buses	100	99.5	100	100	99.6	97.8	98.7	100	100	99.5	98.6	99.4	100	100	99.4	100	97.5	100	97.5	99	
% Trucks	0	0.2	0	0	0.1	0	0	0	0	0.1	0	0	0	0	0.1	0	18	6	0	24	27
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0.1	0	2.4	3.2	0	2.2	0.6
% Trucks	0	4	0	0	4	1	1	0	0	2	2	5	0	0	1	1	2	0	0	3	16
% Trucks	0	0.3	0	0	0.3	2.2	0.3	0	0	0.5	1.4	0.5	0	0	0.5	0	1.1	0	0	0.3	0.4

Start Time	MIDDLEFIELD RD				HAMILTON AVE				MIDDLEFIELD RD				HAMILTON AVE				
	Southbound		Northbound		Westbound		Eastbound		Westbound		Eastbound		Westbound		Eastbound		
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	
04:15 PM	15	83	7	105	3	26	3	32	9	99	7	115	17	67	20	104	356
04:30 PM	12	90	6	108	8	31	2	41	22	112	8	142	12	68	19	99	390
04:45 PM	22	121	3	146	4	32	5	41	15	95	9	119	10	72	10	92	388
05:00 PM	68	418	19	505	20	119	12	151	57	397	37	491	54	287	62	403	1550
Total	113	828	33	1325	33	178	21	254	113	608	71	864	74	172	154	403	1550
% Appr. Total	17.3	84.3	6.79	86.5	6.52	93.0	6.00	92.1	6.48	88.6	7.12	88.4	7.94	89.7	7.75	93.3	95.4



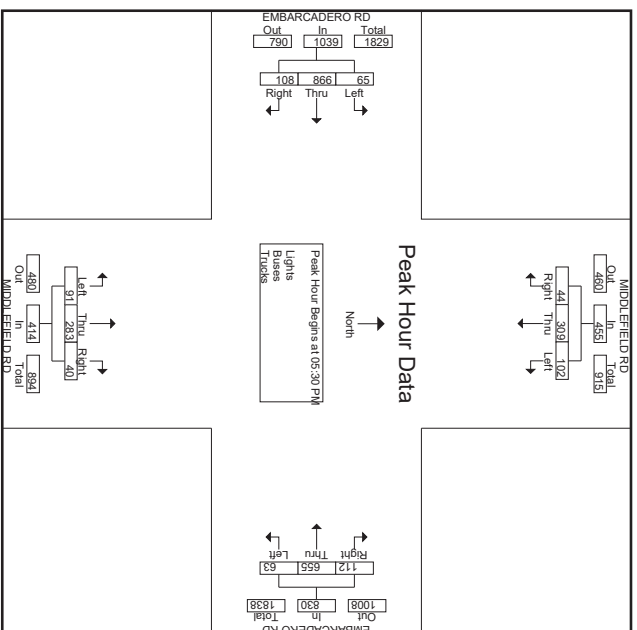
Start Time	MIDDLEFIELD RD			EMBARCADERO RD			MIDDLEFIELD RD			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	27	20	1	51	223	8	0	248	8	29	11
07:15 AM	6	26	13	0	45	15	245	8	1	269	4	33
07:30 AM	4	39	18	2	63	19	247	9	3	278	4	47
07:45 AM	5	50	14	8	77	23	200	8	5	236	4	46
Total	18	142	65	11	236	74	915	33	9	1031	20	155
08:00 AM	4	37	28	17	86	12	141	13	13	179	9	48
08:15 AM	14	48	20	12	85	7	154	14	39	214	5	62
08:30 AM	11	52	24	6	93	22	136	18	9	280	6	44
08:45 AM	14	63	29	1	107	29	181	13	3	226	7	59
Total	34	200	101	36	371	70	692	53	64	879	29	213
09:00 AM	7	48	31	0	86	38	195	17	1	251	9	63
09:15 AM	14	48	24	3	89	27	206	18	3	254	11	51
09:30 AM	9	52	25	4	80	37	208	7	1	253	3	40
09:45 AM	11	57	29	2	93	32	194	12	0	228	13	46
Total	41	199	109	9	356	134	803	54	5	996	36	209
Grand Total	93	541	275	56	965	278	2410	140	78	2906	85	577
Approach %	9.6	56.1	28.5	5.8	13.7	9.6	82.9	4.8	2.7	8.8	6.0	2.7
Total %	1.3	7.7	3.9	0.6	13.7	3.9	34.2	2	1.1	41.2	1.2	8.2
% Lights	91	522	267	56	936	286	239	137	78	2800	83	556
% Buses	97.8	96.5	97.1	100	97	95.7	96.2	97.9	100	96.4	97.6	96.4
% Trucks	0	1.3	0	0	0.7	0	1.3	0	0	1.1	0	1.9
% Buses	0	1.3	0	0	0.7	0	1.3	0	0	1.1	0	1.9
% Trucks	2	12	8	0	2.2	10	60	3	0	7.3	2	10
% Trucks	2.2	2.2	2.9	0	2.3	3.6	2.5	2.1	0	2.4	1.7	1.9

Start Time	MIDDLEFIELD RD			EMBARCADERO RD			MIDDLEFIELD RD			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:45 AM	14	63	29	106	29	181	13	223	7	59	28	94
09:00 AM	7	48	31	86	38	195	17	250	9	63	17	89
09:15 AM	14	48	24	86	37	206	18	251	11	51	23	85
09:30 AM	9	52	25	85	37	208	7	252	3	49	20	72
Total Volume	44	211	109	364	131	790	55	976	30	222	88	340
% App. Total	12.1	58	29.9	13.4	80.9	5.6	8.8	65.3	25.9	6.3	89.5	4.3
PHF	.786	.837	.879	.853	.862	.950	.764	.968	.892	.881	.786	.904

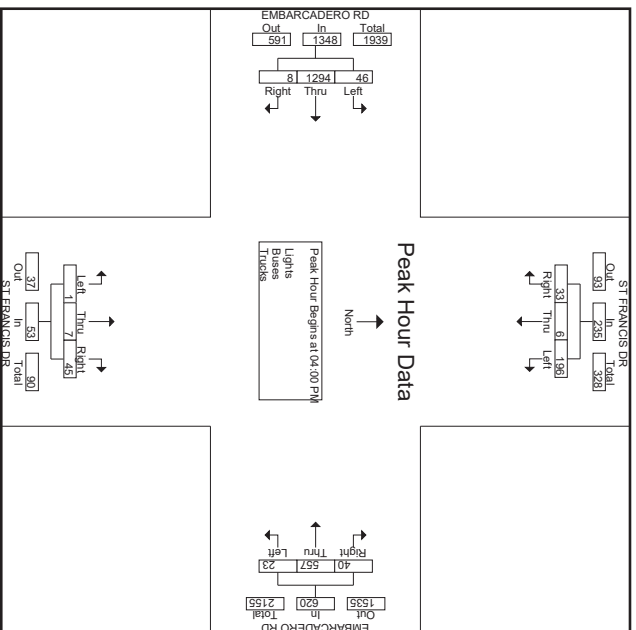


Start Time	MIDDLEFIELD RD				EMBARCADERO RD				MIDDLEFIELD RD				EMBARCADERO RD								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	9	85	30	1	125	16	132	19	6	173	16	68	24	4	112	18	241	11	2	272	682
04:15 PM	9	58	29	2	98	25	134	13	4	176	12	75	20	2	109	20	261	20	1	302	685
04:30 PM	5	76	19	2	102	25	133	15	4	177	13	67	20	4	104	22	245	9	0	276	659
04:45 PM	6	87	28	4	125	34	121	17	0	172	16	60	20	3	99	32	219	10	1	262	656
Total	29	306	106	9	450	100	520	64	14	698	57	270	84	13	424	92	966	50	4	1112	2884
05:00 PM	6	77	26	3	112	24	117	29	1	162	13	73	18	0	102	26	219	11	1	257	633
05:15 PM	8	74	23	10	115	33	147	29	5	214	9	63	18	0	101	29	224	16	3	272	702
05:30 PM	13	73	21	1	108	41	144	21	3	209	9	62	21	6	96	39	233	16	1	288	703
05:45 PM	2	80	24	3	114	22	170	13	10	215	12	76	13	5	106	23	235	19	2	248	664
Total	34	304	94	17	449	120	578	83	19	800	43	276	68	20	407	116	861	62	7	1066	2722
06:00 PM	11	88	24	1	124	21	171	16	2	210	13	81	25	0	119	23	200	14	2	239	692
06:15 PM	13	68	33	1	115	28	170	13	3	216	6	64	32	2	104	24	226	16	0	268	703
06:30 PM	12	61	35	6	114	26	162	20	3	219	9	69	22	1	102	17	229	13	0	250	677
06:45 PM	8	55	25	1	89	22	136	15	4	177	8	66	18	2	98	32	227	16	1	278	640
Total	44	272	117	9	442	97	639	64	14	814	40	280	98	5	423	96	875	59	3	1033	2712
Grand Total	107	882	317	35	1341	317	1737	211	47	2312	140	826	250	38	1254	304	2722	171	14	3211	8118
Apprch %	1.3	10.9	3.9	0.4	16.5	3.9	21.4	2.6	0.6	28.5	1.7	10.2	3.1	0.5	15.4	9.5	84.8	5.3	0.4	39.6	
% Lights	107	868	314	35	1324	315	1707	211	47	2280	137	818	248	38	1241	304	2680	171	14	3169	8014
% Buses	0	9	0	0	9	0	25	0	0	25	0	6	0	0	6	0	24	0	0	24	64
% Trucks	0	5	3	0	8	2	5	0	0	7	3	2	2	0	7	0	18	0	0	18	40
% Trucks	0	0.6	0.9	0	0.6	0.6	0.3	0	0	0.3	2.1	0.2	0.8	0	0.6	0	0.7	0	0	0.6	0.5

Start Time	MIDDLEFIELD RD				EMBARCADERO RD				MIDDLEFIELD RD				EMBARCADERO RD				
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
05:30 PM	13	73	21	107	41	144	21	206	9	62	21	92	38	233	16	287	692
05:45 PM	7	80	24	111	22	170	13	205	12	76	13	101	23	205	19	247	664
06:00 PM	11	88	24	123	21	171	16	208	13	81	25	119	23	200	14	237	687
06:15 PM	4	309	102	455	112	655	63	830	40	283	91	414	108	866	65	1039	2738
Total	34	309	102	455	112	655	63	830	40	283	91	414	108	866	65	1039	2738
% Appr. Total	9.7	67.9	22.4	13.5	78.9	7.6	9.7	68.4	2.2	10.4	83.3	6.3	3.9	85.5	90.5	985	
PHF	.846	.878	.773	.925	.683	.958	.750	.983	.769	.873	.711	.870	.711	.929	.855	.905	.985

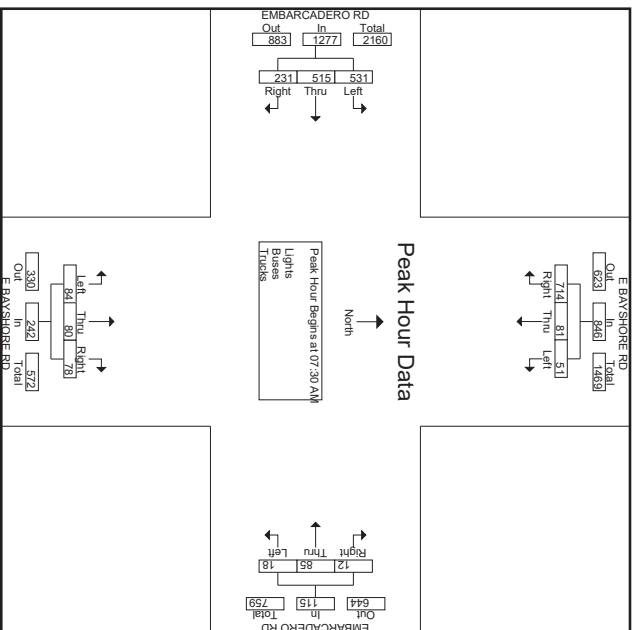


Start Time	ST FRANCIS DR Southbound			EMBARCADERO RD Westbound			ST FRANCIS DR Northbound			EMBARCADERO RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	7	3	53	1	64	10	148	5	1	164	11	2
04:15 PM	13	1	52	1	67	10	128	7	2	147	9	1
04:30 PM	5	1	57	0	63	13	134	7	1	155	11	3
04:45 PM	8	1	34	0	43	7	147	4	5	163	14	1
Total	33	6	196	2	237	40	557	23	9	629	45	7
05:00 PM	12	2	35	0	49	13	132	7	2	154	5	3
05:15 PM	3	1	40	0	46	17	149	8	2	177	8	3
05:30 PM	1	3	50	0	64	9	130	4	2	145	8	4
05:45 PM	8	1	43	0	54	10	154	9	1	172	11	2
Total	36	9	168	0	213	49	585	28	7	649	30	14
06:00 PM	9	3	42	1	54	12	181	4	0	177	5	2
06:15 PM	12	1	45	0	59	14	189	3	1	187	8	3
06:30 PM	6	1	29	0	36	24	216	6	0	246	6	0
06:45 PM	7	0	42	0	49	17	202	4	1	224	4	0
Total	33	5	158	1	197	67	748	17	2	834	23	9
Grand Total	102	20	522	3	647	156	1870	68	18	2112	98	30
Approach %	15.6	3.1	80.7	0.5	10	2.4	29.1	1.1	0.3	32.8	1.5	0.5
Total %	1.8	0.3	8.1	0	10	2.4	29.1	1.1	0.3	32.8	1.5	0.5
% Lights	97	18	517	3	635	155	1837	68	18	2078	94	30
% Buses	95.1	90	99	100	98.1	99.4	98.2	100	100	98.4	95.9	100
% Trucks	2.9	0	0.2	0	0.6	0	1.4	0	0	1.2	0	0
% Buses	3	0	1	0	4	0	26	0	0	26	0	0
% Trucks	2	2	4	0	8	1	7	0	0	8	4	0
% Trucks	2	10	0.8	0	1.2	0.6	0.4	0	0	0.4	0	0



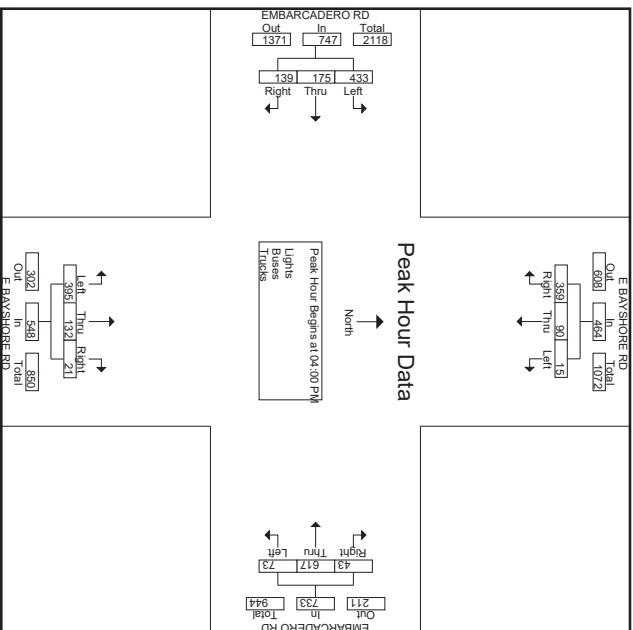
Start Time	E BAYSHORE RD				EMBARCADERO RD				E BAYSHORE RD				EMBARCADERO RD			
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:00 AM	121	15	10	0	146	0	16	5	0	21	5	7	15	0	27	25
07:15 AM	166	13	11	0	190	1	14	0	4	19	10	13	10	1	34	35
07:30 AM	179	6	8	1	194	2	17	2	0	21	13	20	23	0	56	51
07:45 AM	200	25	13	0	238	2	19	3	4	28	23	23	22	1	69	51
Total	666	59	42	1	768	5	66	10	8	89	51	63	70	2	186	162
08:00 AM	160	25	20	0	205	3	18	9	3	33	23	18	18	0	59	55
08:15 AM	175	25	10	0	211	5	31	4	2	42	19	19	21	0	59	74
08:30 AM	139	19	16	0	171	1	39	8	2	38	23	16	26	0	57	86
08:45 AM	136	36	12	0	184	2	34	26	10	46	14	18	38	0	68	101
Total	607	105	58	0	771	11	112	26	10	159	79	69	103	2	253	318
09:00 AM	116	30	18	0	164	2	31	5	1	30	16	11	62	0	89	69
09:15 AM	126	19	13	0	159	4	35	5	1	45	23	15	30	0	73	83
09:30 AM	139	21	14	0	174	1	36	4	3	44	23	13	40	0	78	83
09:45 AM	133	17	9	0	159	5	38	8	1	52	13	15	51	0	79	55
Total	514	87	54	0	656	12	140	22	6	180	75	54	188	2	319	239
Grand Total	1787	251	154	2	2194	28	318	58	24	428	205	186	361	6	758	719
Approch %	81.4	11.4	7	0.1	32.4	0.4	4.7	0.9	0.4	6.3	3	2.7	5.3	0.1	11.2	10.6
% Lights	1759	244	152	2	2148	28	273	39	24	364	189	164	303	6	682	703
% Buses	97.9	97.2	98.7	100	97.9	100	95.8	67.2	100	85	92.2	98.9	83.9	100	90	97.8
% Trucks	0.8	0.4	0	0	0.5	0	2.5	19	0	4.4	0	0	4.7	0	2.2	0.4
% App. Total	84.4	91.6	63.8	88.9	60.0	88.5	50.0	71.9	94.8	87.0	91.3	89.0	78.0	89.4	94.1	95.3

Start Time	E BAYSHORE RD				EMBARCADERO RD				E BAYSHORE RD				EMBARCADERO RD			
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:30 AM	179	6	8	193	2	17	2	21	13	20	23	56	51	108	141	300
07:45 AM	200	25	13	238	3	18	3	24	23	23	22	68	51	125	140	316
08:00 AM	160	25	20	205	3	18	3	30	23	18	18	59	55	138	133	326
08:15 AM	175	25	10	210	5	31	4	40	19	21	21	74	144	117	335	644
Total Volume	714	81	51	846	12	85	18	115	78	80	84	242	231	515	531	1277
% App. Total	84.4	91.6	63.8	88.9	60.0	88.5	50.0	71.9	94.8	87.0	91.3	89.0	78.0	89.4	94.1	95.3



Groups Printed- Lights - Buses - Trucks

Start Time	E BAYSHORE RD			EMBARCADERO RD			E BAYSHORE RD			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	97	19	4	0	120	7	174	18	200	6	31	85
04:15 PM	85	21	3	2	111	12	164	14	190	5	29	100
04:30 PM	98	23	5	1	127	13	120	19	155	6	29	107
04:45 PM	79	27	3	0	109	11	159	22	185	4	43	103
Total	359	90	15	3	467	43	617	73	743	21	132	395
05:00 PM	109	19	6	0	134	15	180	23	224	3	30	99
05:15 PM	84	16	3	0	137	14	108	16	141	2	21	111
05:30 PM	91	21	5	0	117	9	123	8	151	3	32	83
05:45 PM	50	10	1	1	102	8	110	6	127	5	32	96
Total	405	70	16	1	492	46	521	64	640	13	119	389
06:00 PM	89	13	4	0	106	6	102	10	118	7	42	98
06:15 PM	84	16	3	0	103	7	97	6	114	3	43	61
06:30 PM	88	15	2	0	105	7	72	5	1	85	1	34
06:45 PM	99	14	0	0	113	2	69	5	76	3	34	40
Total	360	58	9	0	427	22	340	26	389	14	153	265
Grand Total	1124	218	40	4	1386	111	1478	163	1772	48	400	1046
Approach %	81.4	15.7	2.9	0.3	6.3	83.4	9.2	1.1	3.2	26.6	69.8	0.3
Total %	16.4	3.2	0.6	0.1	20.3	1.6	21.6	2.4	0.3	25.9	0.7	5.9
% Lights	116	215	35	4	1370	106	1469	160	20	1746	40	392
% Buses	98.6	87.5	100	98.8	95.5	98.8	98.2	100	98.5	83.3	98	99.1
% Trucks	0.5	0.9	2.5	0	0.6	0.5	1.8	0	0.6	8.3	1.8	0.9



Traffic Data Service

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File Name : 64AM FINAL
Site Code : 00000064
Start Date : 10/11/2016
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Groups Printed- Lights - Buses - Trucks

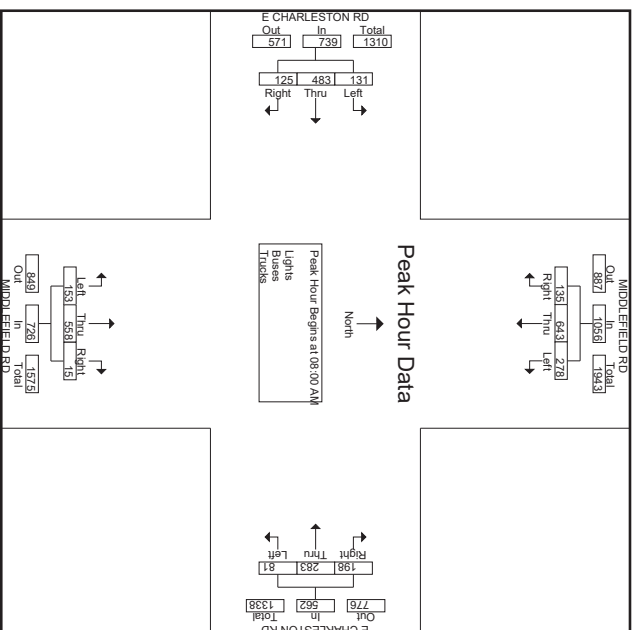
Start Time	MIDDLEFIELD RD Southbound			E CHARLESTON RD Westbound			MIDDLEFIELD RD Northbound			E CHARLESTON RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	6	23	16	1	46	3	2	64	3	31	20	6
07:15 AM	9	24	17	1	51	12	45	8	1	69	27	1
07:30 AM	19	57	33	9	114	21	75	8	6	110	2	103
07:45 AM	56	157	99	33	162	33	119	12	18	182	4	102
Total	90	257	165	27	373	89	289	31	27	432	15	289
08:00 AM	44	149	73	17	293	50	77	19	14	180	1	145
08:15 AM	24	95	39	2	160	23	53	14	0	99	5	72
08:30 AM	15	114	51	1	181	35	45	10	1	126	7	69
08:45 AM	15	87	43	3	148	23	63	17	4	107	7	74
Total	88	409	201	7	705	119	211	64	6	400	28	313
09:00 AM	34	113	68	1	216	32	50	23	1	106	9	98
09:15 AM	24	95	39	2	160	23	53	14	0	99	5	72
09:30 AM	15	114	51	1	181	35	45	10	1	126	7	69
09:45 AM	15	87	43	3	148	23	63	17	4	107	7	74
Total	88	409	201	7	705	119	211	64	6	400	28	313
Grand Total	313	1209	578	61	2161	406	779	176	56	1417	58	1160
Approx %	14.2	55.9	28.7	2.8	28.7	5.8	11.1	2.5	0.8	20.1	3.5	70.7
Total %	4.4	17.2	8.2	0.9	30.7	5.8	11.1	2.5	0.8	20.1	3.5	70.7
% Lights	95.8	98.7	99.5	100	98.5	98.5	95.5	98.3	100	96.9	98.3	97.4
% Buses	5	10	1	0	16	2	7	1	0	10	0	15
% Trucks	1.8	0.8	0.2	0	0.7	0.5	0.9	0.6	0	0.7	0	1.3

Start Time	MIDDLEFIELD RD Southbound			E CHARLESTON RD Westbound			MIDDLEFIELD RD Northbound			E CHARLESTON RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	44	149	73	17	293	50	77	19	14	180	1	145
08:15 AM	24	174	71	2	269	60	78	20	20	198	3	158
08:30 AM	44	195	76	3	315	42	63	19	12	122	9	122
08:45 AM	23	125	278	58	206	46	63	23	23	132	2	133
Total Volume	135	643	263	1056	198	283	81	562	15	558	153	726
% App. Total	12.8	60.9	26.3	35.2	90.4	14.4	14.4	2.1	76.9	21.1	16.9	65.4
PHF	.767	.824	.914	.893	.907	.800	.889	.417	.883	.750	.912	.781

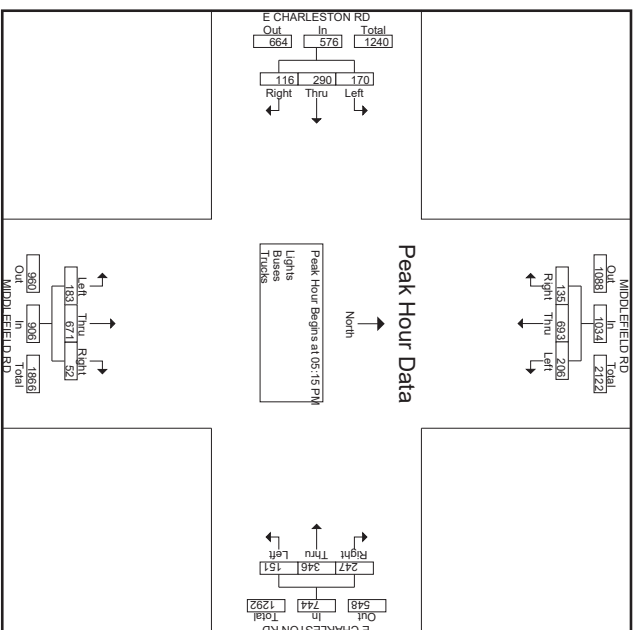
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File Name : 64AM FINAL
Site Code : 00000064
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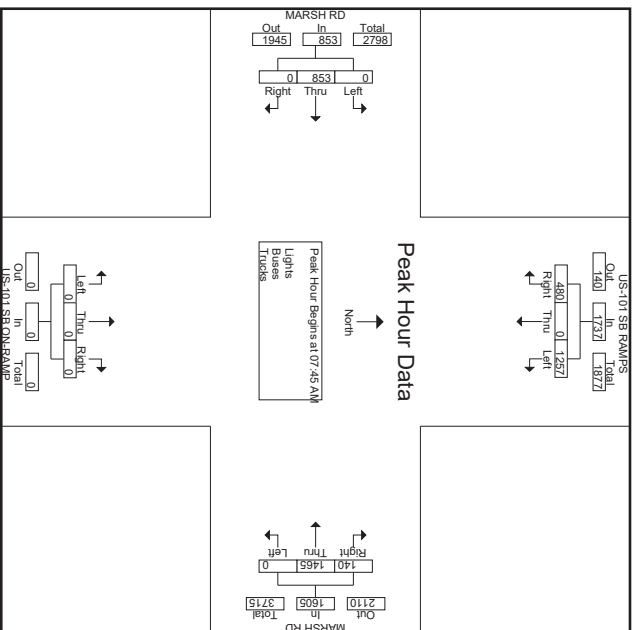


Start Time	MIDDLEFIELD RD				E CHARLESTON RD				MIDDLEFIELD RD				E CHARLESTON RD									
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound									
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks						
04:00 PM	27	135	44	2	208	37	26	3	135	8	108	21	6	143	34	89	32	6	161	648		
04:15 PM	18	152	45	5	220	50	76	25	4	155	6	92	32	8	138	39	94	34	7	174	687	
04:30 PM	30	139	43	0	212	37	57	23	15	130	9	128	37	10	184	32	89	15	2	138	664	
04:45 PM	22	170	44	6	242	40	79	34	1	154	5	162	46	3	216	37	91	32	4	164	776	
Total	97	596	176	13	882	164	280	108	23	575	28	490	136	27	681	142	363	113	19	637	2775	
05:00 PM	26	151	52	0	229	38	69	39	4	150	12	103	38	9	162	39	63	56	4	162	703	
05:15 PM	47	177	51	0	275	61	95	40	3	189	14	178	42	5	239	31	79	47	9	166	869	
05:30 PM	40	168	55	0	260	69	99	59	4	173	16	162	59	7	224	28	89	29	24	163	872	
05:45 PM	23	168	50	2	240	77	110	50	4	221	13	168	49	4	231	22	75	44	8	133	642	
Total	136	638	208	2	1004	246	339	154	15	733	55	638	188	25	906	124	287	186	48	48	643	3286
06:00 PM	25	186	50	0	261	40	76	56	2	174	9	136	33	8	186	31	66	40	5	142	763	
06:15 PM	13	123	26	4	166	60	112	18	2	162	14	133	46	8	201	28	89	34	4	150	709	
06:30 PM	29	146	34	1	210	44	81	19	1	145	8	123	29	3	163	24	77	29	2	132	650	
06:45 PM	19	100	34	4	157	55	80	21	1	157	15	89	19	11	134	22	82	25	4	133	581	
Total	86	555	144	9	794	199	349	114	6	668	46	481	127	30	684	105	317	128	13	557	2703	
Grand Total	319	1809	528	24	2680	608	968	356	44	1976	129	1609	451	82	2271	371	961	427	78	1837	8764	
Approx %	11.9	67.5	19.7	0.9	30.8	4.9	18.2	11.1	4.1	0.5	22.5	5.7	70.8	19.9	3.6	20.2	52.3	23.2	4.2	21	21	
Total %	3.6	20.6	6	0.3	30.6	6.9	11	4.1	0.5	18.4	5.1	0.9	25.9	4.2	11	4.9	0.9	0	0	0	21	
Lights	316	1797	526	24	2663	607	969	355	44	1965	128	1599	449	82	2258	367	944	427	78	1816	8702	
% Lights	99.1	99.3	99.6	100	99.4	99.8	99.1	99.7	100	99.4	99.2	99.4	99.6	100	99.4	98.9	98.2	100	100	98.9	99.3	
Buses	2	10	1	0	13	0	6	0	0	6	0	6	0	0	6	1	9	0	0	0	10	
% Buses	0.6	0.6	0.2	0	0.5	0	0.3	0	0	0.3	0	0.4	0	0	0.3	0.3	0.9	0	0	0	0.5	
Trucks	1	2	1	0	4	1	3	1	0	5	1	4	2	0	7	3	8	0	0	0	11	
% Trucks	0.3	0.1	0.2	0	0.1	0.2	0.3	0.3	0	0.3	0.8	0.2	0.4	0	0.3	0.8	0.8	0	0	0	0.6	



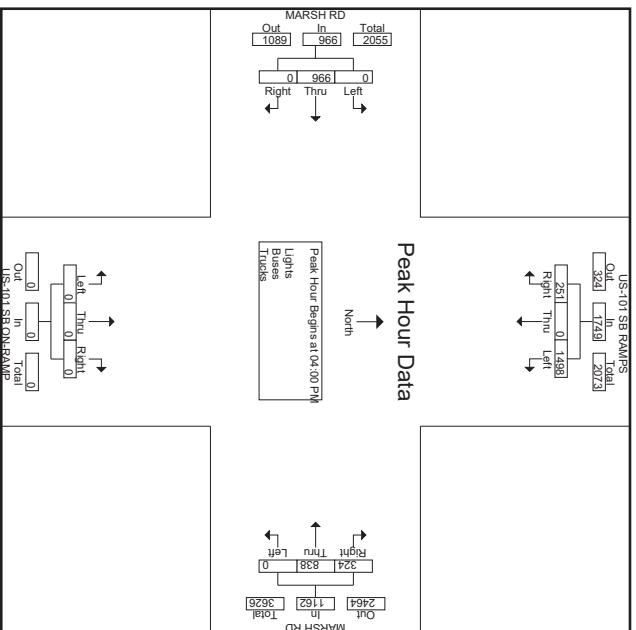
Start Time	US-101 SB RAMP				MARSH RD				US-101 SB ON-RAMP				MARSH RD			
	Right	Thru	Left	Peris	Westbound	Thru	Left	Peris	Northbound	Thru	Left	Peris	Eastbound	Thru	Left	Peris
07:00 AM	92	0	218	0	310	33	390	0	0	0	0	0	143	0	0	143
07:15 AM	96	0	264	0	360	41	386	0	0	0	0	0	178	0	0	178
07:30 AM	117	0	296	0	413	36	359	0	0	0	0	0	196	0	0	196
07:45 AM	115	0	320	0	435	38	402	0	0	0	0	0	198	0	0	198
Total	420	0	1089	0	1518	148	1537	0	0	0	0	0	715	0	0	715
08:00 AM	117	0	314	0	431	36	398	0	0	0	0	0	193	0	0	193
08:15 AM	118	0	314	0	432	36	341	0	0	0	0	0	248	0	0	248
08:30 AM	130	0	309	1	439	30	324	1	0	0	0	0	216	0	0	216
08:45 AM	103	0	311	1	415	23	307	1	0	0	0	0	188	0	0	188
Total	468	0	1248	1	1717	125	1370	1	0	0	0	0	871	0	0	871
09:00 AM	128	0	323	0	451	12	287	0	0	0	0	0	179	0	0	179
09:15 AM	130	0	305	0	439	14	295	0	0	0	0	0	188	0	0	188
09:30 AM	120	0	297	1	418	28	249	0	0	0	0	0	201	0	0	201
09:45 AM	124	0	293	0	417	22	251	0	0	0	0	0	175	0	0	175
Total	506	0	1218	1	1725	81	1072	0	0	0	0	0	743	0	0	743
Grand Total	1394	0	3564	2	4960	354	3979	1	0	0	0	0	2329	0	0	2329
Approx %	28.1	0	71.9	0	82.9	91.8	80.2	0	0	0	0	0	100	0	0	100
Total %	12	0	30.7	0	42.7	3.34	2.2	0	0	0	0	0	20	0	0	20
% Lights	1344	0	333	2	4679	290	386	1	0	0	0	0	2254	0	0	2254
% Buses	96.4	0	93.5	100	94.3	81.9	96.7	100	0	0	0	0	96.8	0	0	96.8
% Trucks	1.4	0	85	0	99	21	1.7	0	0	0	0	0	14	0	0	14
% Buses	1	0	2.4	0	2	5.9	0.4	0	0	0	0	0	0.6	0	0	0.6
% Trucks	36	0	146	0	182	43	116	0	0	0	0	0	61	0	0	61
% Trucks	2.6	0	4.1	0	3.7	12.1	2.9	0	0	0	0	0	2.6	0	0	2.6

Start Time	US-101 SB RAMP				MARSH RD				US-101 SB ON-RAMP				MARSH RD			
	Right	Thru	Left	Peris	Westbound	Thru	Left	Peris	Northbound	Thru	Left	Peris	Eastbound	Thru	Left	Peris
07:45 AM	115	0	320	0	435	38	402	0	0	0	0	0	198	0	0	198
08:00 AM	117	0	314	0	431	36	398	0	0	0	0	0	193	0	0	193
08:15 AM	118	0	314	0	432	36	341	0	0	0	0	0	248	0	0	248
08:30 AM	130	0	309	1	439	30	324	1	0	0	0	0	216	0	0	216
08:30 AM	130	0	309	1	439	30	324	1	0	0	0	0	216	0	0	216
Total Volume	480	0	1257	1	1737	140	1465	0	0	0	0	0	853	0	0	853
% App. Total	27.6	0	72.4	0	81.7	91.3	80.2	0	0	0	0	0	100	0	0	100
PHF	.923	.000	.982	.989	.921	.911	.911	.000	.912	.000	.000	.000	.860	.000	.860	.977



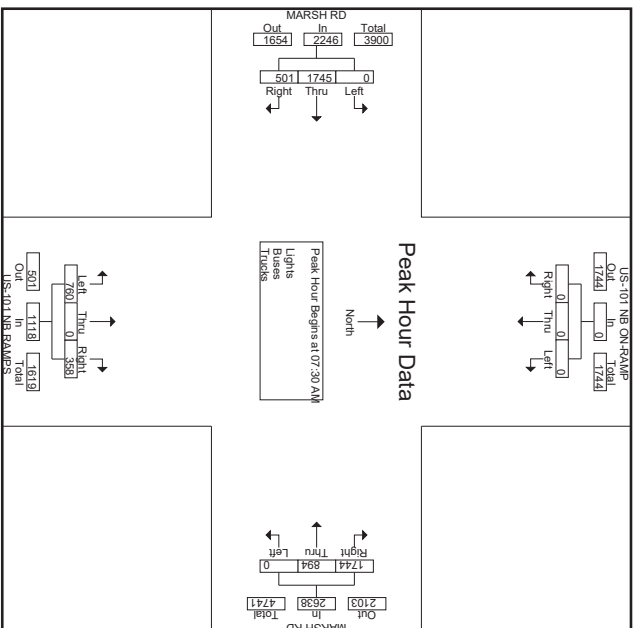
Start Time	US-101 SB RAMP				MARSH RD				US-101 SB ON-RAMP				MARSH RD			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:00 PM	79	0	382	461	81	207	0	288	0	0	0	0	244	0	0	244
04:15 PM	64	0	369	433	86	200	0	286	0	0	0	0	240	0	0	240
04:30 PM	61	0	355	416	78	208	0	286	0	0	0	0	260	0	0	260
04:45 PM	47	0	392	439	79	223	0	302	0	0	0	0	222	0	0	222
Total	251	0	1498	1749	324	838	0	1162	0	0	0	0	966	0	0	966
05:00 PM	70	0	390	461	103	206	0	309	0	0	0	0	223	0	0	223
05:15 PM	70	0	335	405	74	232	0	306	0	0	0	0	207	0	0	207
05:30 PM	62	0	347	409	83	226	0	308	0	0	0	0	204	0	0	204
05:45 PM	108	0	324	432	81	227	0	308	0	0	0	0	189	0	0	189
Total	310	0	1398	1707	341	891	0	1232	0	0	0	0	823	0	0	823
06:00 PM	118	0	343	461	68	227	0	295	0	0	0	0	201	0	0	201
06:15 PM	109	0	364	472	55	226	0	276	0	0	0	0	209	0	0	209
06:30 PM	77	0	272	349	55	188	0	245	0	0	0	0	250	0	0	250
06:45 PM	95	0	259	354	57	190	0	247	0	0	0	0	191	0	0	191
Total	392	0	1248	1640	230	831	0	1061	0	0	0	0	851	0	0	851
Grand Total	953	0	4142	5096	895	2580	0	3455	0	0	0	0	2540	0	0	2540
Approx %	18.7	0	81.3	25.9	74.1	0	30.9	0	0	0	0	0	100	0	0	23.6
Total %	8.5	0	37	45.5	8	22.9	0	30.9	0	0	0	0	23.6	0	0	23.6
% Lights	945	0	3999	4945	843	2523	0	3366	0	0	0	0	2591	0	0	2591
% Buses	99.2	0	96.5	97	94.2	98.6	0	97.4	0	0	0	0	98.1	0	0	97.4
% Trucks	0.3	0	4.3	0	4.2	0.7	0	1.6	0	0	0	0	0.3	0	0	0.3
% App. Total	14.4	0	85.6	27.9	72.1	0	96.2	0	0	0	0	0	100	0	0	97.6

Start Time	US-101 SB RAMP				MARSH RD				US-101 SB ON-RAMP				MARSH RD			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:00 PM	79	0	382	461	81	207	0	288	0	0	0	0	244	0	0	244
04:15 PM	64	0	369	433	86	200	0	286	0	0	0	0	240	0	0	240
04:30 PM	61	0	355	416	78	208	0	286	0	0	0	0	260	0	0	260
04:45 PM	47	0	392	439	79	223	0	302	0	0	0	0	222	0	0	222
Total Volume	251	0	1498	1749	324	838	0	1162	0	0	0	0	966	0	0	966
% App. Total	14.4	0	85.6	27.9	72.1	0	96.2	0	0	0	0	0	100	0	0	97.6



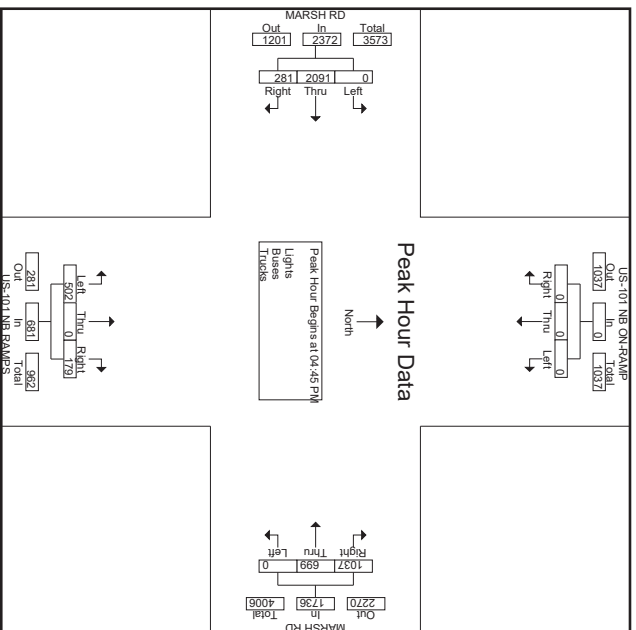
Start Time	US-101 NB ON-RAMP			MARSH RD			US-101 NB RAMP			MARSH RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	0	0	405	157	0	562	81	0	296	108	289
07:15 AM	0	0	0	348	180	0	528	68	0	272	110	366
07:30 AM	0	0	0	494	232	0	716	86	0	199	0	0
07:45 AM	0	0	0	469	235	0	704	82	0	288	136	452
Total	0	0	0	1706	804	0	2510	317	0	1141	483	1501
08:00 AM	0	0	0	409	233	0	642	89	0	293	113	415
08:15 AM	0	0	0	382	194	0	576	101	0	151	0	0
08:30 AM	0	0	0	393	196	0	589	102	0	138	0	0
08:45 AM	0	0	0	425	172	0	590	135	0	253	123	441
Total	0	0	0	1542	795	0	2337	427	0	631	1078	1764
09:00 AM	0	0	0	385	190	0	565	139	0	147	0	0
09:15 AM	0	0	0	388	174	0	562	110	0	142	0	0
09:30 AM	0	0	0	336	151	0	488	100	0	121	1	222
09:45 AM	0	0	0	425	146	0	571	119	0	115	0	234
Total	0	0	0	1544	661	0	2186	468	0	525	1	994
Grand Total	0	0	0	4792	2259	0	7033	1212	0	2000	1	3213
Approch %	0	0	0	68	32	0	37.7	7.4	0	62.2	0	19.6
Total %	0	0	0	292	13.7	0	42.9	7.4	0	12.2	0	19.6
% Lights	0	0	0	4569	213	0	6623	1128	0	1951	1	3080
% Buses	0	0	0	94.3	93.9	0	100	94.2	93.1	0	97.6	100
% Trucks	0	0	0	62	16	0	78	37	0	2	0	39
% Buses	0	0	0	1.3	0.7	0	1.1	3.1	0	0.1	0	1.2
% Trucks	0	0	0	211	121	0	332	47	0	47	0	94
% Trucks	0	0	0	4.4	5.4	0	4.7	3.9	0	2.3	0	2.9

Start Time	US-101 NB ON-RAMP			MARSH RD			US-101 NB RAMP			MARSH RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	0	0	0	484	232	0	716	86	0	199	285	129
07:45 AM	0	0	0	469	235	0	704	82	0	206	288	136
08:00 AM	0	0	0	409	233	0	642	89	0	151	0	0
08:15 AM	0	0	0	382	194	0	576	101	0	138	0	0
Total Volume	0	0	0	1744	894	0	2538	358	0	760	1118	501
% Appr. Total	0	0	0	66.1	33.9	0	92.1	88.6	0	92.2	95.4	90.1
PHF	0.000	0.000	0.000	.901	.951	0.000	.921	.886	0.000	.922	.954	.901



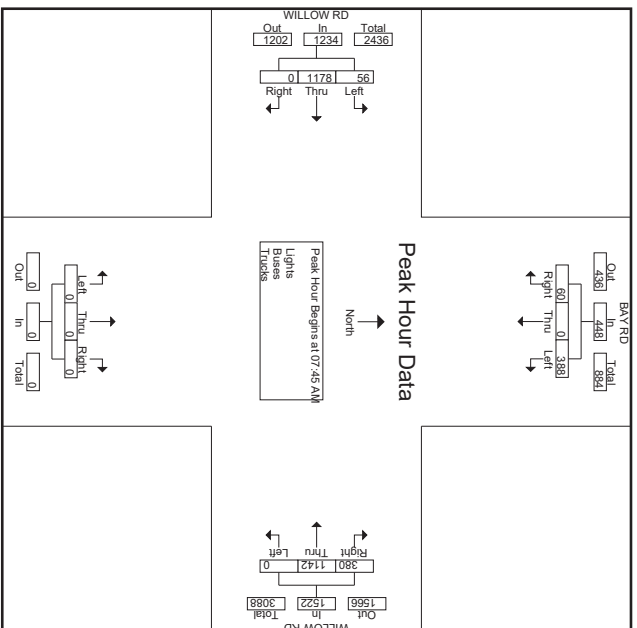
Start Time	US-101 NB ON-RAMP			MARSH RD			US-101 NB RAMP			MARSH RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	230	148	0	378	51	0	188	75	513
04:15 PM	0	0	0	281	153	0	414	42	0	158	88	514
04:30 PM	0	0	0	275	134	0	409	52	0	164	71	509
04:45 PM	0	0	0	246	145	0	391	49	0	182	69	536
Total	0	0	0	1012	580	0	1592	194	0	643	303	2072
05:00 PM	0	0	0	270	176	0	446	39	0	162	65	541
05:15 PM	0	0	0	267	162	0	449	52	0	160	75	522
05:30 PM	0	0	0	232	141	0	430	39	0	157	72	492
05:45 PM	0	0	0	217	175	0	393	32	0	144	75	482
Total	0	0	0	1008	729	0	1738	162	0	643	287	2037
06:00 PM	0	0	0	256	178	0	434	58	0	159	1	218
06:15 PM	0	0	0	257	158	0	416	46	0	157	1	204
06:30 PM	0	0	0	232	141	0	373	29	0	133	182	273
06:45 PM	0	0	0	248	140	0	388	28	0	146	0	174
Total	0	0	0	993	617	0	1611	161	0	595	2	758
Grand Total	0	0	0	3013	1926	0	4941	517	0	1572	4	2093
Approach %	0	0	0	61	39	0	24.7	0.75	0.2	15.4	6.8	41.6
Total %	0	0	0	22.1	14.1	0	36.3	3.8	0.115	0	15.4	6.8
% Lights	0	0	0	2906	1867	0	4775	497	0	1544	4	2045
% Buses	0	0	0	96.4	96.9	0	100	96.6	96.1	0	96.7	97.9
% Trucks	0	0	0	72	44	0	11.6	5	0	0.4	0.6	0.5
% Buses	0	0	0	2.4	2.3	0	2.3	1	0	0.4	0	0
% Trucks	0	0	0	35	15	0	50	15	0	21	36	14
% Trucks	0	0	0	1.2	0.8	0	1	2.9	0	1.3	0	1.7

Start Time	US-101 NB ON-RAMP			MARSH RD			US-101 NB RAMP			MARSH RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:45 PM	0	0	0	246	145	0	391	49	0	133	182	69
05:00 PM	0	0	0	270	176	0	446	39	0	123	162	65
05:15 PM	0	0	0	267	162	0	449	52	0	128	180	75
05:30 PM	0	0	0	254	196	0	450	39	0	118	157	72
Total Volume	0	0	0	1037	699	0	1736	179	0	502	681	281
% App. Total	0	0	0	59.7	40.3	0	96.4	40.3	0	73.7	11.8	86.2
PHF	0.000	0.000	0.000	0.960	0.892	0.000	0.964	0.861	0.000	0.944	0.935	0.937



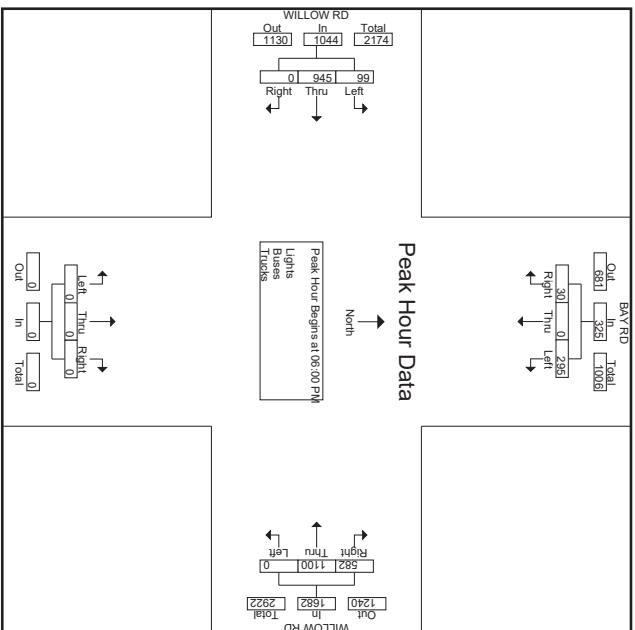
Start Time	BAY RD			WILLOW RD			WILLOW RD			WILLOW RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	0	0	41	104	321	0	0	0	200	6	0
07:15 AM	2	0	62	0	65	290	0	0	445	0	0	0
07:30 AM	11	0	99	0	110	259	0	0	367	0	0	0
07:45 AM	13	0	89	0	102	320	0	0	472	0	0	0
Total	29	0	299	0	318	1190	0	0	1709	0	0	0
08:00 AM	19	0	109	2	130	283	0	0	371	0	0	0
08:15 AM	14	0	88	2	102	271	0	0	344	0	0	0
08:30 AM	14	0	102	2	118	268	0	0	335	0	0	0
08:45 AM	17	0	96	1	114	261	0	0	401	0	0	0
Total	64	0	395	5	464	1103	0	0	1451	0	0	0
09:00 AM	11	0	100	0	111	274	0	0	368	0	0	0
09:15 AM	14	0	97	0	111	261	0	0	384	0	0	0
09:30 AM	5	0	92	0	97	253	0	0	317	0	0	0
09:45 AM	9	0	70	0	79	221	0	0	372	0	0	0
Total	39	0	369	0	398	1129	0	0	1441	0	0	0
Grand Total	132	0	1043	5	1180	3422	0	0	4601	0	0	0
Approach %	11.2	0	88.4	0.4	25.6	74.4	0	0	68.4	3.6	0	35.9
Total %	1.5	0	11.6	0.1	13.1	38	0	0	51	0	0	0
% Lights	125	0	1030	5	1160	3294	0	0	4452	0	0	0
% Buses	94.7	0	98.8	100	98.3	98.2	96.3	0	96.8	0	0	0
% Trucks	2.3	0	1.2	0	1.4	1.5	2.6	0	2.3	0	0	0

Start Time	BAY RD			WILLOW RD			WILLOW RD			WILLOW RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:45 AM	13	0	89	102	152	320	0	0	472	0	0	0
08:00 AM	19	0	109	88	128	283	0	0	371	0	0	0
08:15 AM	14	0	88	102	73	271	0	0	344	0	0	0
08:30 AM	14	0	102	116	67	268	0	0	335	0	0	0
Total Volume	60	0	388	380	1142	1422	0	0	1522	0	0	0
% App. Total	13.4	0	86.5	25	75	75	0	0	80.6	0.000	0.000	0.000
PHF	.789	.000	.890	.875	.625	.892	.000	.000	.806	.000	.000	.000



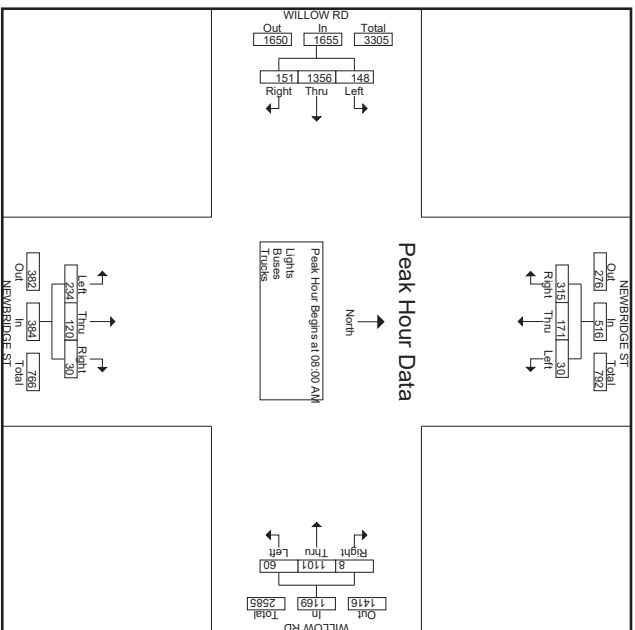
Start Time	BAY RD				WILLOW RD				WILLOW RD			
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks
04:00 PM	13	0	111	1	120	44	209	0	0	253	0	0
04:15 PM	8	0	122	0	135	36	215	0	0	251	0	0
04:30 PM	5	0	82	2	89	44	185	0	0	229	0	0
04:45 PM	3	0	127	1	131	52	220	0	0	272	0	0
Total	29	0	442	4	475	176	829	0	0	1005	0	0
05:00 PM	4	0	88	0	92	64	205	0	0	289	0	0
05:15 PM	13	0	75	3	91	123	233	0	0	336	0	0
05:30 PM	3	0	66	7	75	160	242	0	0	402	0	0
05:45 PM	3	0	45	7	53	216	216	0	0	492	0	0
Total	23	0	274	16	313	563	956	0	0	1579	0	0
06:00 PM	5	0	83	0	88	163	280	0	0	443	0	0
06:15 PM	7	0	68	0	75	156	250	0	0	406	0	0
06:30 PM	10	0	92	0	102	142	278	0	0	420	0	0
06:45 PM	8	0	52	0	60	124	292	0	0	413	0	0
Total	30	0	295	0	325	582	1100	0	0	1682	0	0
Grand Total	82	0	1011	20	1113	1321	2885	0	0	4206	0	0
Approx %	7.4	0	90.8	1.8	31.4	68.6	0	0	0	50.1	0	0
Total %	1	0	12	0.2	13.3	15.7	34.4	0	0	41.4	0	0
% Lights	81	0	99.5	20	1096	1311	2830	0	0	4141	0	0
% Buses	0	0	98.4	100	98.5	99.2	98.1	0	0	98.5	0	0
% Trucks	1	0	0.8	0	0.7	0.5	1.6	0	0	1.2	0	0

Start Time	BAY RD				WILLOW RD				WILLOW RD			
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks
06:00 PM	5	0	83	88	163	280	0	0	443	0	0	0
06:15 PM	7	0	68	75	156	250	0	0	406	0	0	0
06:30 PM	10	0	92	102	142	278	0	0	420	0	0	0
06:45 PM	8	0	52	60	124	292	0	0	413	0	0	0
Total Volume	30	0	295	325	582	1100	0	0	1682	0	0	0
% App. Total	9.2	0	90.8	34.6	65.4	0	0	0	94.5	9.9	10.4	30.51
PHF	.750	.000	.802	.797	.893	.942	.000	.949	.000	.000	.000	.879



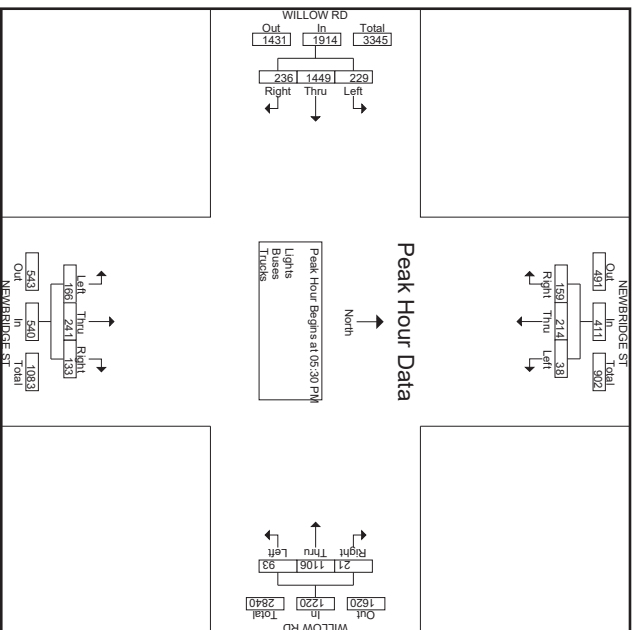
Start Time	NEWBRIDGE ST				WILLOW RD				NEWBRIDGE ST				WILLOW RD								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	94	31	4	2	131	2	386	6	5	399	14	8	61	0	83	25	227	21	2	275	
07:15 AM	104	27	6	0	137	2	307	11	11	331	7	17	105	9	138	34	206	24	0	264	
07:30 AM	98	33	6	2	139	1	374	10	4	389	5	13	97	3	118	31	273	33	3	340	
07:45 AM	83	43	12	0	138	0	263	13	9	285	5	28	75	0	106	39	282	34	2	357	
Total	379	134	28	4	545	5	1390	40	29	1404	31	64	338	12	445	129	998	112	7	1236	
08:00 AM	79	35	15	1	130	4	286	10	7	287	8	35	54	3	100	34	302	40	3	379	
08:15 AM	87	54	9	4	154	1	207	11	9	228	6	41	64	3	114	44	324	47	2	417	
08:30 AM	83	51	3	0	137	3	274	22	11	310	8	20	81	1	110	28	286	27	1	354	
08:45 AM	60	27	6	0	100	0	354	17	7	378	8	24	35	1	86	48	432	34	1	512	
Total	315	171	30	5	521	8	1101	60	34	1203	30	120	234	8	392	151	1356	148	7	1662	
09:00 AM	44	25	12	4	85	5	314	15	0	334	3	27	42	0	72	56	341	20	2	389	
09:15 AM	43	22	5	1	71	4	368	12	0	370	12	19	13	40	1	72	29	324	13	1	387
09:30 AM	48	12	5	2	74	4	385	8	0	377	10	13	40	2	65	28	365	19	1	401	
09:45 AM	60	27	6	0	95	0	386	18	0	384	9	16	37	4	88	29	280	27	4	340	
Total	196	92	28	9	325	9	1483	53	0	1465	34	68	166	7	275	110	1390	79	8	1497	
Grand Total	890	397	86	18	1391	22	384	153	63	4072	95	252	738	27	1112	390	364	339	22	4395	
Approx %	8.1	3.6	0.8	0.2	12.7	0.2	34.9	1.4	0.6	37.1	0.9	2.3	6.7	0.2	10.1	3.6	33.2	3.1	0.2	40.1	
% Lights	881	368	83	18	1350	20	3518	148	63	3749	86	227	713	27	1053	374	3486	331	22	4213	
% Buses	99	927	96.5	100	97.1	90.9	91.8	96.7	100	92.1	90.5	90.1	96.6	100	94.7	95.9	95.7	97.6	100	95.9	
% Trucks	0.3	2.7	0	0	3.0	0	94	3	0	9.7	3	2.3	1.5	0	4.1	1.3	4.9	5	0	6.7	

Start Time	NEWBRIDGE ST				WILLOW RD				NEWBRIDGE ST				WILLOW RD							
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs				
08:00 AM	79	35	15	1	129	4	266	10	7	280	8	35	54	97	34	302	40	3	376	
08:15 AM	87	54	9	1	150	1	207	11	219	6	41	64	64	111	44	324	47	2	415	
08:30 AM	83	51	3	0	137	3	274	22	299	8	20	81	109	8	28	298	27	353	898	
08:45 AM	66	31	3	0	100	0	354	17	371	8	24	35	38	67	45	432	34	511	1049	
Total Volume	315	171	30	3	516	8	1101	60	34	1169	30	120	234	384	151	1356	148	1655	3724	
% App. Total	61	33.1	6.8	0.7	94.2	5.1	78.8	7.8	31.2	60.9	8.9	31.2	60.9	9.1	81.9	8.9	31.2	60.9	9.1	81.9
PHF	.905	.792	.800	.860	.500	.778	.892	.788	.938	.732	.722	.885	.839	.785	.787	.810	.888			.888



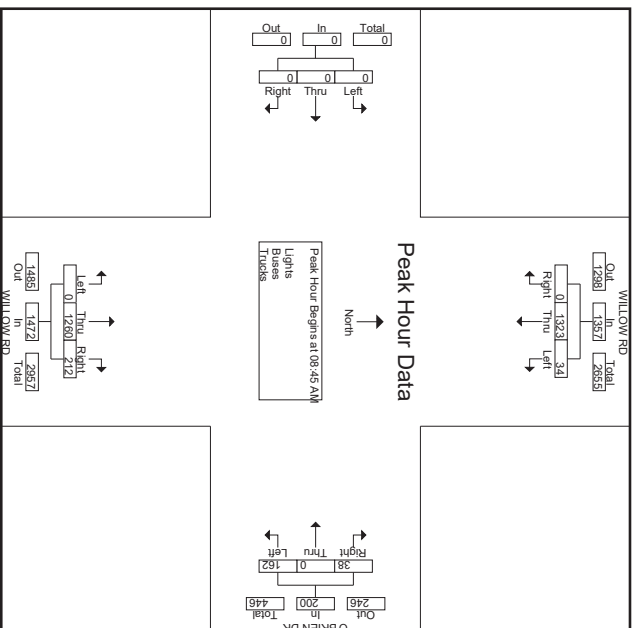
Groups Printed- Lights - Buses - Trucks

Start Time	NEWBRIDGE ST Southbound			WILLOW RD Westbound			NEWBRIDGE ST Northbound			WILLOW RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	54	41	11	0	106	6	186	12	16	220	13	47
04:15 PM	34	23	6	3	66	1	202	11	7	221	23	50
04:30 PM	50	43	2	1	96	3	240	12	2	262	12	49
04:45 PM	44	42	7	2	95	8	205	27	4	239	25	62
Total	182	149	26	6	363	18	833	57	34	942	73	208
05:00 PM	44	51	4	0	99	4	287	13	11	295	46	60
05:15 PM	44	49	9	0	105	6	287	22	2	316	43	48
05:30 PM	39	47	5	2	93	2	275	20	8	305	35	69
05:45 PM	35	41	9	2	112	9	288	19	11	323	46	63
Total	160	218	27	10	419	17	1177	74	31	1239	172	230
06:00 PM	41	52	9	2	104	8	279	30	11	328	34	61
06:15 PM	44	45	15	2	105	6	284	24	7	304	16	59
06:30 PM	65	45	6	2	118	5	217	24	8	294	25	48
06:45 PM	50	38	3	1	92	9	259	22	10	300	17	46
Total	200	179	33	7	419	28	1019	100	36	1183	92	213
Grand Total	542	546	86	23	1197	63	2989	231	101	3364	337	651
Apprch %	45.3	45.6	7.2	1.9	10.5	24.9	1.9	0.8	28.2	2.8	5.5	3.8
% Lights	530	533	83	23	1169	62	2916	231	101	3310	336	625
% Buses	9	12	1	0	22	0	38	0	0	38	0	24
% Trucks	3	1	2	0	6	1	15	0	0	16	1	2
% Trucks	0.6	0.2	2.3	0	0.5	1.6	0.5	0	0	0.3	0.3	0.2



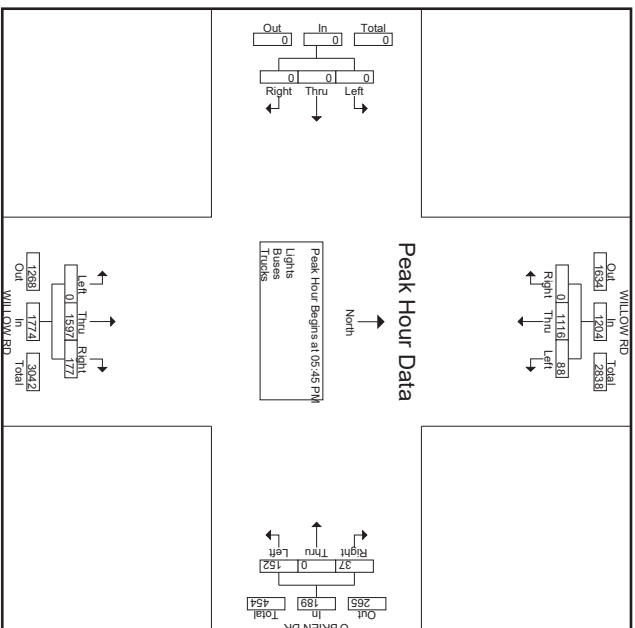
Start Time	WILLOW RD				OBRIEN DR				WILLOW RD				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	388	6	0	0	34	4	0	45	49	193	0	0	0	0	0
07:15 AM	0	278	8	0	0	45	3	0	59	48	176	0	0	0	0	0
07:30 AM	0	373	11	0	0	55	9	0	71	53	222	0	0	0	0	0
07:45 AM	0	289	6	0	0	69	9	0	94	60	239	0	0	0	0	0
Total	0	1308	31	0	0	203	23	0	269	210	830	0	0	0	0	0
08:00 AM	0	214	9	0	0	223	25	0	64	6	95	0	0	0	0	0
08:15 AM	0	346	11	0	0	192	15	0	88	6	79	0	0	0	0	0
08:30 AM	0	276	15	0	0	281	14	0	56	82	277	0	0	0	0	0
08:45 AM	0	374	10	0	0	314	10	0	47	82	369	0	0	0	0	0
Total	0	975	45	0	0	1020	64	0	198	15	277	0	0	0	0	0
09:00 AM	0	312	7	0	0	319	4	0	75	16	95	0	0	0	0	0
09:15 AM	0	346	10	0	0	358	12	0	28	6	44	0	0	0	0	0
09:30 AM	0	389	7	0	0	366	12	0	25	3	40	0	0	0	0	0
09:45 AM	0	381	8	0	0	389	12	0	50	39	237	0	0	0	0	0
Total	0	1400	32	0	0	1432	40	0	162	27	229	0	0	0	0	0
Grand Total	0	3863	108	0	0	3791	147	0	563	65	775	0	0	0	0	0
Approx %	0	97.2	2.8	0	0	45.4	1.8	0	7.2	8.4	9.3	0	0	0	0	0
Total %	0	44.1	1.3	0	0	35.02	1.28	0	4.92	6.5	6.85	0	0	0	0	0
% Lights	0	33.98	10.4	0	0	92.4	87.1	0	87.4	100	88.4	96.5	98	0	0	0
% Buses	0	10.2	0	0	0	10.2	8	0	2	0	1.0	3	4.5	0	0	0
% Trucks	0	2.8	0	0	0	2.7	5.4	0	0.4	0	1.3	0.5	1.4	0	0	0
% App. Total	0	97.5	3.7	0	0	4.9	7.5	0	12.3	0	10.3	3.1	2.5	0	0	0

Start Time	WILLOW RD				OBRIEN DR				WILLOW RD				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
08:45 AM	0	304	10	0	0	36	4	0	46	62	369	0	0	0	0	0
09:00 AM	0	312	7	0	0	75	3	0	59	27.2	0	0	0	0	0	0
09:15 AM	0	348	10	0	0	388	12	0	26	46	320	0	0	0	0	0
09:30 AM	0	389	7	0	0	386	12	0	37	45	299	0	0	0	0	0
Total Volume	0	1323	34	0	0	1357	38	0	162	200	856	0	0	0	0	0
% App. Total	0	97.5	2.5	0	0	81	1.9	0	14.4	85.6	0	0	0	0	0	0
PHF	0.000	.921	.850	0.000	0.000	.927	.792	0.000	.540	.633	.854	0.000	0.000	0.000	0.000	0.000



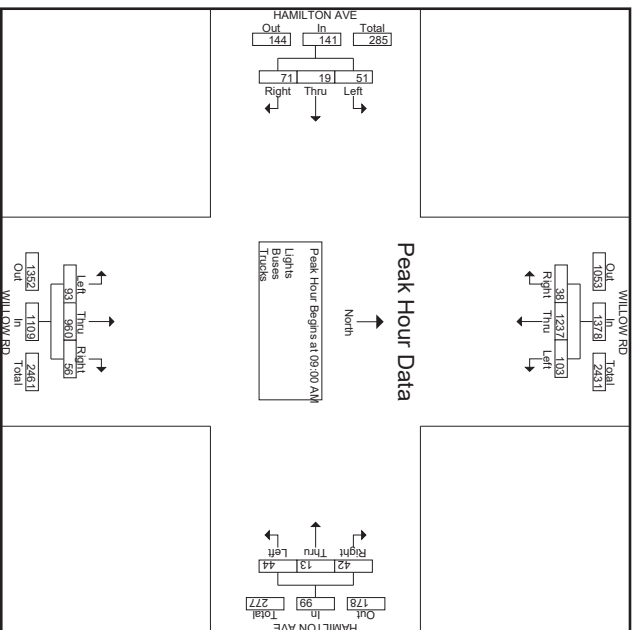
Start Time	WILLOW RD			O'BRIEN DR			WILLOW RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	222	20	0	242	11	0	49	4	64	49	464
04:15 PM	0	192	8	0	200	7	0	38	3	48	42	384
04:30 PM	0	228	18	0	246	7	0	50	2	59	42	358
04:45 PM	0	191	19	1	211	8	0	52	1	61	37	362
Total	0	833	65	1	899	33	0	189	10	232	170	1568
05:00 PM	0	280	25	0	275	12	0	62	0	75	32	331
05:15 PM	0	282	22	0	305	12	0	53	2	67	34	343
05:30 PM	0	249	20	0	269	14	0	38	4	56	46	385
05:45 PM	0	256	23	0	281	14	0	42	2	58	46	410
Total	0	1039	90	1	1130	53	0	195	8	236	158	1469
06:00 PM	0	294	26	0	320	9	0	32	1	42	41	374
06:15 PM	0	273	18	0	291	7	0	42	1	61	50	424
06:30 PM	0	291	21	0	312	7	0	36	5	48	40	379
06:45 PM	0	256	13	0	269	7	0	28	3	36	36	387
Total	0	1114	78	0	1192	30	0	138	20	186	167	1574
Grand Total	0	2986	233	2	3221	116	0	520	38	674	495	4811
Apprch %	0	92.7	7.2	0.1	17.2	0	0	77.2	5.6	9.7	90.3	0
Total %	0	33.2	2.6	0	35.8	1.3	0	5.8	0.4	7.5	5.5	51.2
% Lights	0	2395	220	2	3157	116	0	511	38	665	452	4429
% Buses	0	98.3	94.4	100	98	100	0	98.3	100	98.7	91.3	96.1
% Trucks	0	3.7	3	0	4.0	0	0	3	0	3	4	10.1

Start Time	WILLOW RD			O'BRIEN DR			WILLOW RD			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:45 PM	0	258	23	0	281	14	0	42	5	46	410	0
06:00 PM	0	294	26	0	320	9	0	32	1	41	374	0
06:15 PM	0	273	18	0	291	7	0	42	1	61	415	0
06:30 PM	0	291	21	0	312	7	0	36	5	48	40	379
Total Volume	0	1116	88	0	1204	37	0	152	18	177	1597	0
% Appr. Total	0	92.7	7.3	0	19.6	0	0	80.4	0	10	90	0
PHF	0.000	.949	.846	0.000	.941	.661	0.000	.905	0.000	.844	.885	.920



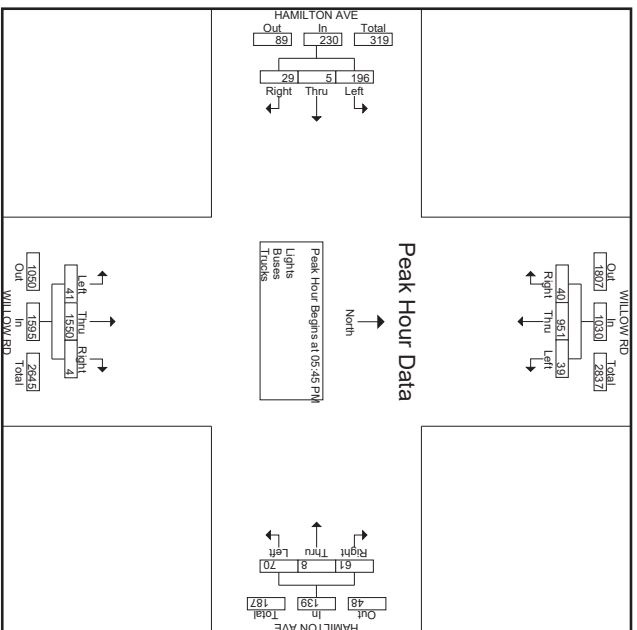
Start Time	WILLOW RD			HAMILTON AVE			WILLOW RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	12	328	15	4	359	1	2	2	10	127	19	1
07:15 AM	13	208	8	2	231	4	5	7	0	16	12	29
07:30 AM	17	317	26	0	360	7	5	5	1	18	12	29
07:45 AM	17	271	23	12	323	4	6	3	0	13	16	194
Total	59	1124	72	18	1273	20	17	17	3	57	49	605
08:00 AM	29	218	29	5	281	11	11	4	3	29	19	182
08:15 AM	20	120	24	2	166	7	14	3	3	27	11	182
08:30 AM	23	196	28	4	251	10	5	4	2	21	17	224
08:45 AM	19	212	33	7	271	8	8	4	2	20	15	217
Total	97	746	114	18	969	36	33	19	9	97	62	879
09:00 AM	9	279	32	1	320	13	1	16	0	30	10	217
09:15 AM	14	346	29	7	366	15	4	15	1	30	16	261
09:30 AM	8	313	18	1	340	2	2	0	0	9	13	239
09:45 AM	8	329	24	10	371	14	6	11	3	34	17	243
Total	38	1297	103	19	1397	42	13	44	4	103	56	960
Grand Total	188	3107	289	55	3639	98	63	80	16	257	167	2440
Approach %	5.2	85.4	7.9	1.5	38.1	24.5	3.1	6.2	3.5	2.3	33.2	4.4
% Lights	173	2973	243	55	3344	69	61	40	16	186	153	2307
% Buses	92	925	84.1	100	91.9	70.4	96.8	50	100	72.4	91.6	94.5
% Trucks	14	148	11	0	173	18	1	31	0	50	14	75

Start Time	WILLOW RD			HAMILTON AVE			WILLOW RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
09:00 AM	8	279	32	1	319	13	1	16	0	30	10	217
09:15 AM	14	316	29	7	359	10	4	15	2	29	16	261
09:30 AM	8	313	18	1	339	5	2	2	0	9	13	239
09:45 AM	8	329	24	10	361	14	6	11	3	31	17	243
Total Volume	38	1237	103	13	1378	42	13	44	4	99	56	960
% Appr. Total	2.8	89.8	7.5	0.9	95.4	7.50	0.94	8.68	0.98	7.98	4.24	92.0
PHF	67.9	94.0	80.5	75.0	95.4	75.0	94.2	86.8	79.8	92.4	92.0	85.4



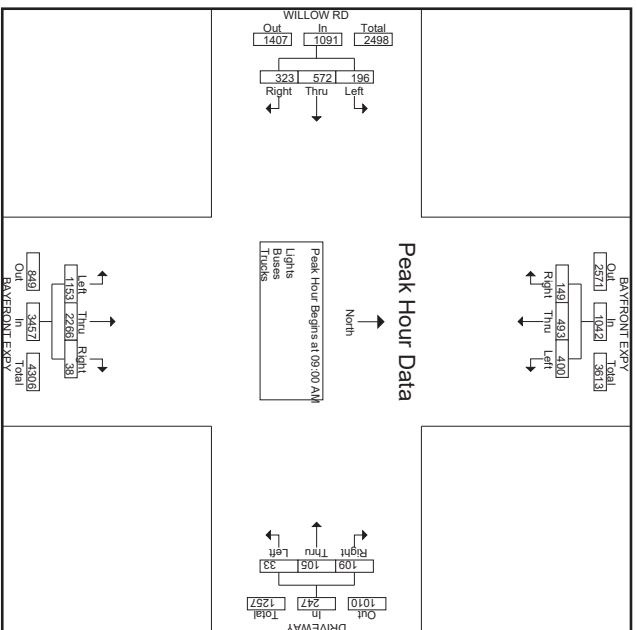
Start Time	WILLOW RD			HAMILTON AVE			WILLOW RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	12	136	11	4	163	24	3	15	1	46	4	414
04:15 PM	9	192	8	8	217	19	2	27	0	48	2	367
04:30 PM	7	143	11	5	166	14	2	24	0	40	0	404
04:45 PM	36	640	39	28	743	84	10	97	4	195	10	1574
Total	60	897	50	27	994	86	7	199	4	351	12	2
05:00 PM	17	206	14	9	246	22	5	24	0	56	0	351
05:15 PM	8	227	6	10	254	9	1	17	0	27	0	403
05:30 PM	6	266	9	2	283	16	1	18	0	35	0	354
05:45 PM	11	226	9	2	248	8	1	13	0	22	1	388
Total	38	960	39	19	1056	51	7	62	0	120	2	1550
Grand Total	134	2457	128	74	2793	221	30	253	10	514	19	4588
Approach %	4.8	88	1.5	0.8	31.8	2.5	0.3	2.9	0.1	5.9	0.2	52.3
% Lights	133	2412	96	74	2715	184	30	249	10	473	11	4415
% Buses	1	39	29	0	69	33	0	1	0	34	5	105
% Trucks	0	6	3	0	9	4	0	3	0	7	3	78

Start Time	WILLOW RD			HAMILTON AVE			WILLOW RD			HAMILTON AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:45 PM	13	217	9	239	18	2	21	41	3	388	13	404
06:00 PM	13	241	12	266	18	4	14	36	1	405	8	414
06:15 PM	8	227	9	244	16	1	17	25	0	403	10	413
06:30 PM	6	266	9	281	16	1	18	35	4	1550	41	1595
Total Volume	40	951	39	1030	61	8	70	139	4	1550	41	1595
% App. Total	3.9	92.3	3.8	43.9	5.8	50.4	43.9	84.8	0.3	97.2	2.6	12.6
PHF	.769	.694	.813	.916	.847	.500	.833	.648	.333	.957	.788	.963



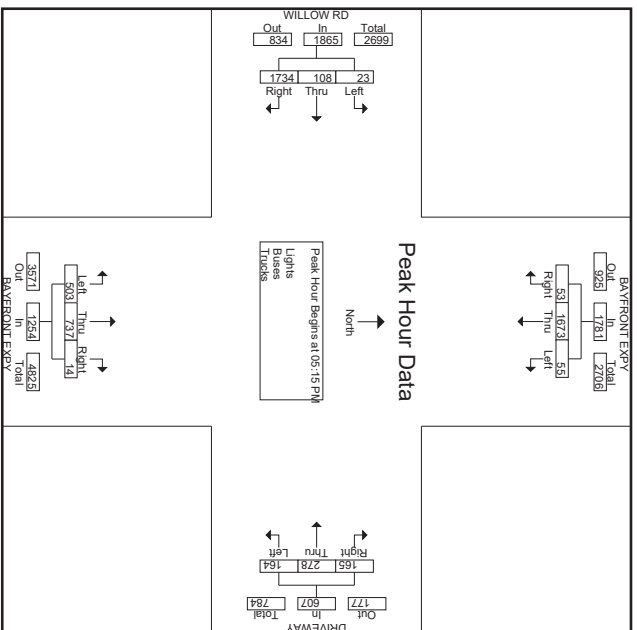
Start Time	BAYFRONT EXPY				DRIVEWAY				BAYFRONT EXPY				WILLOW RD								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Westbound		Southbound								
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
07:00 AM	16	196	25	0	237	4	12	1	3	2	543	312	0	857	84	53	12	0	149	1263	
07:15 AM	22	223	33	1	279	5	9	1	0	15	2,468	211	0	681	87	42	17	3	149	1124	
07:30 AM	41	209	44	2	296	10	16	1	1	28	3,588	299	1	891	89	74	27	2	192	1407	
07:45 AM	24	192	56	0	272	21	0	0	49	4,594	272	21	0	870	93	87	33	1	214	1405	
Total	103	820	198	3	1084	40	60	8	4	112	11,293	1094	1	3299	353	256	89	6	704	5199	
08:00 AM	25	198	65	0	288	13	24	4	1	42	0	567	234	0	821	79	75	31	1	186	1337
08:15 AM	29	191	76	2	298	17	16	6	0	39	7	532	142	0	651	81	108	53	1	243	1261
08:30 AM	20	174	62	0	272	23	19	8	0	43	4	538	189	0	729	73	112	51	2	240	1291
08:45 AM	30	146	106	0	282	22	24	10	0	56	6	541	287	0	844	80	143	51	1	275	1426
Total	149	493	400	2	1644	109	105	33	0	247	38,236	1153	0	3457	323	672	196	9	1100	5648	
Grand Total	362	2021	887	10	3280	223	251	60	5	539	63,684	3008	1	9716	995	1286	485	19	2785	16320	
Approach %	11	61.6	27	0.3	2.0	41.4	46.6	11.1	0.9	0	0.6	68.4	3.1	0	59.5	6.1	7.9	3	0.1	17.1	
% Lights	337	1881	777	10	3015	151	159	44	5	359	55,641	2946	1	9343	900	1233	458	19	2610	15327	
% Buses	5	27	105	0	137	68	69	16	0	153	8	21	43	0	72	24	45	6	0	75	437
% Trucks	14	1.3	11.8	0	4.2	30.5	27.5	26.7	0	28.4	12.7	0.3	1.4	0	0.7	2.4	3.5	1.2	0	2.7	2.7
% Trucks	5.5	5.1	0.6	0	3.9	1.8	9.2	0	0	5	0	2.7	4	0	3.1	7.1	0.6	4.3	0	3.6	3.4

Start Time	BAYFRONT EXPY				DRIVEWAY				BAYFRONT EXPY				WILLOW RD								
	Southbound		Westbound		Northbound		Eastbound		Northbound		Westbound		Southbound								
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
09:00 AM	42	140	98	1	281	39	33	8	0	80	12,585	255	0	852	76	110	50	0	236	1448	
09:15 AM	40	139	111	0	290	20	32	6	0	58	9	583	307	0	899	90	155	29	274	1521	
09:30 AM	30	98	93	0	221	28	16	9	0	53	11	557	294	0	862	77	164	66	307	1443	
09:45 AM	37	116	98	0	251	22	24	10	0	56	6	541	297	0	844	80	143	51	274	1425	
Total Volume	149	493	400	1	1042	109	105	33	0	247	38,236	1153	0	3457	323	672	196	9	1100	5637	
% App. Total	14.3	47.3	38.4	0	44.1	42.5	13.4	0	0	1.1	63.5	33.4	0	29.6	52.4	18	0	0	0	58.37	
PHF	.887	.880	.901	0	.893	.795	.825	0	0	.772	.792	.968	.939	0	.961	.897	.872	0	0	.883	.959



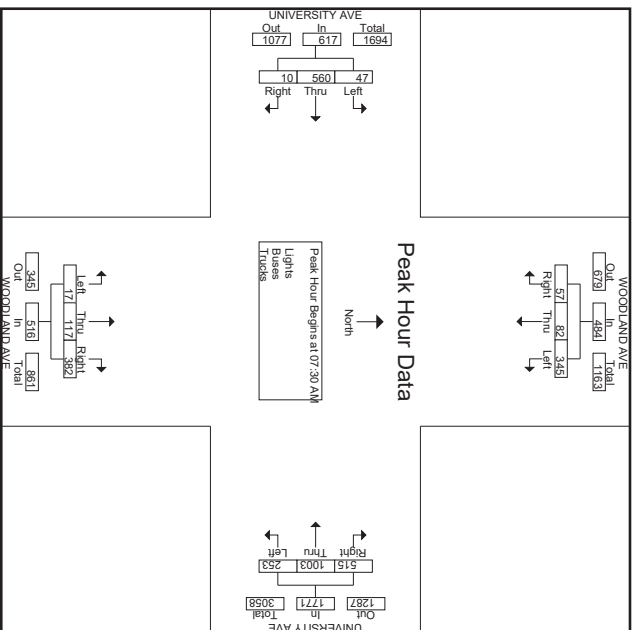
Start Time	BAYFRONT EXPY Southbound			DRIVEWAY Westbound			BAYFRONT EXPY Northbound			WILLOW RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	17	450	15	3	485	48	65	32	0	145	6	162
04:15 PM	16	517	7	3	543	39	61	0	139	2	209	
04:30 PM	11	449	16	2	478	42	60	34	0	136	3	188
04:45 PM	8	418	9	1	436	36	58	46	0	140	4	165
Total	52	1834	47	9	1942	165	246	149	0	560	15	744
05:00 PM	17	509	8	0	534	50	67	42	0	159	1	215
05:15 PM	9	386	15	1	411	42	66	49	0	177	3	176
05:30 PM	21	483	16	2	522	38	52	36	0	128	6	214
05:45 PM	17	425	9	5	449	32	54	32	0	128	2	159
Total	57	1805	48	8	1917	162	209	159	0	590	14	764
06:00 PM	13	379	15	0	407	53	76	47	0	176	1	188
06:15 PM	18	363	17	0	399	62	69	35	0	160	0	166
06:30 PM	18	459	22	0	489	42	67	38	0	150	4	191
06:45 PM	22	347	8	0	377	39	78	32	0	149	2	175
Total	71	1548	62	0	1681	199	290	152	0	641	7	710
Grand Total	180	6185	157	17	6539	526	805	460	0	1791	36	2218
Approach %	3.2	93.6	2.8	0.3	29.4	44.9	25.7	0	11.1	6.2	36.8	0
Total %	1.1	32	1	0.1	34.2	3.2	5	2.8	0	11.1	0.2	13.7
Lights	167	8039	125	17	5348	484	764	436	0	1684	23	2096
% Lights	92.8	97.2	79.6	100	96.6	92	94.9	94.8	0	94	63.9	94.2
Buses	9	15	32	0	56	40	35	23	0	98	13	81
% Buses	5.0	0.3	20.4	0	1	7.6	4.3	5	0	5.5	36.1	3.7
Trucks	4	131	0	0	135	2	6	1	0	9	0	47
% Trucks	2.2	2.5	0	0	2.4	0.4	0.7	0.2	0	0.5	0	2.1

Start Time	BAYFRONT EXPY Southbound			DRIVEWAY Westbound			BAYFRONT EXPY Northbound			WILLOW RD Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:15 PM	9	386	15	4	410	42	86	49	177	3	176	132
05:30 PM	21	483	16	5	520	38	52	36	126	8	214	115
05:45 PM	10	425	9	4	444	32	64	32	128	2	159	138
06:00 PM	13	379	15	1	407	53	76	47	176	1	188	118
Total Volume	53	1673	55	17	1781	165	278	164	607	14	737	503
% App. Total	3	93.9	3.1	0	27.2	45.8	27	27	1.1	58.8	40	1.1
PHF	631	.866	.859		.856	.773	.808	.837		.857	.438	.861
												.911
												.930
												.899
												.730
												.821
												.886
												.972



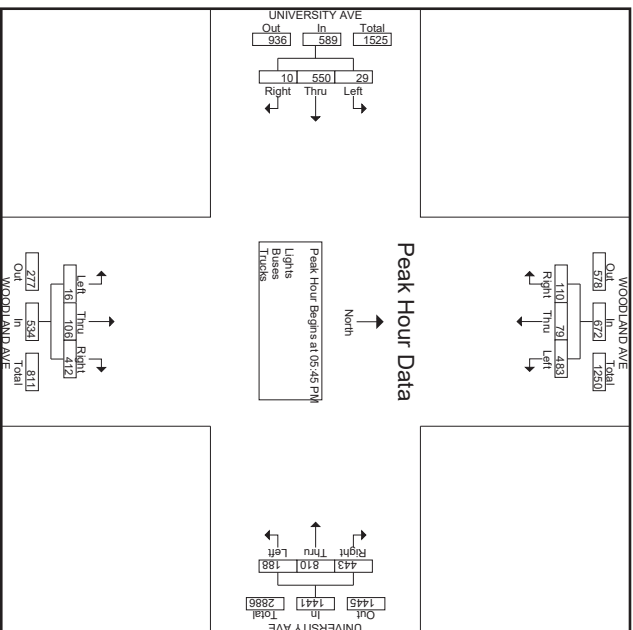
Start Time	WOODLAND AVE			UNIVERSITY AVE			WOODLAND AVE			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	11	20	49	73	68	205	53	0	321	55	15	4
07:15 AM	12	24	59	13	108	98	205	63	0	366	86	28
07:30 AM	16	19	83	6	124	126	239	47	0	412	123	32
07:45 AM	17	17	105	8	147	128	290	63	0	481	55	15
Total	56	70	296	30	452	415	939	226	0	1580	319	90
08:00 AM	13	21	75	4	113	136	240	73	0	449	126	40
08:15 AM	11	25	82	3	121	125	234	70	0	429	78	30
08:30 AM	7	23	82	0	134	125	243	88	0	428	69	21
08:45 AM	9	23	75	0	116	107	241	80	0	414	58	21
Total	50	94	314	26	484	493	964	261	0	1718	351	112
09:00 AM	9	21	66	0	96	91	202	51	2	346	52	16
09:15 AM	12	19	50	0	81	93	219	48	0	380	52	11
09:30 AM	7	14	55	3	79	76	195	44	1	316	49	16
09:45 AM	17	11	53	2	83	76	193	41	0	310	42	20
Total	45	65	224	5	339	336	809	184	3	1332	195	63
Grand Total	151	229	834	61	1275	1244	2712	671	3	4630	845	265
Approach %	11.6	18	65.4	4.8	26.9	58.6	14.5	0.1	0	51.5	9.4	3
% Lights	129	213	807	61	1210	1199	2821	650	2	4472	827	255
% Buses	85.4	93	96.8	100	94.9	96.4	96.6	96.9	66.7	96.6	97.9	96.2
% Trucks	13	11	7	0	31	10	22	13	0	45	10	8
% App. Total	11.8	16.9	71.3	29.1	56.6	14.3	29.1	7.4	22.7	3.3	1.6	90.3
PHF	.838	.820	.821	.871	.847	.865	.866	.920	.758	.731	.708	.763

Start Time	WOODLAND AVE			UNIVERSITY AVE			WOODLAND AVE			UNIVERSITY AVE		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	16	19	83	118	126	239	47	412	123	32	5	160
07:45 AM	17	21	105	139	128	290	63	481	55	15	3	73
08:00 AM	13	21	75	109	136	240	73	449	126	40	3	169
08:15 AM	11	25	82	118	125	234	70	429	78	30	6	114
Total Volume	57	82	345	484	515	1003	253	1771	382	117	17	516
% App. Total	11.8	16.9	71.3	29.1	56.6	14.3	29.1	7.4	22.7	3.3	1.6	90.3
PHF	.838	.820	.821	.871	.847	.865	.866	.920	.758	.731	.708	.763



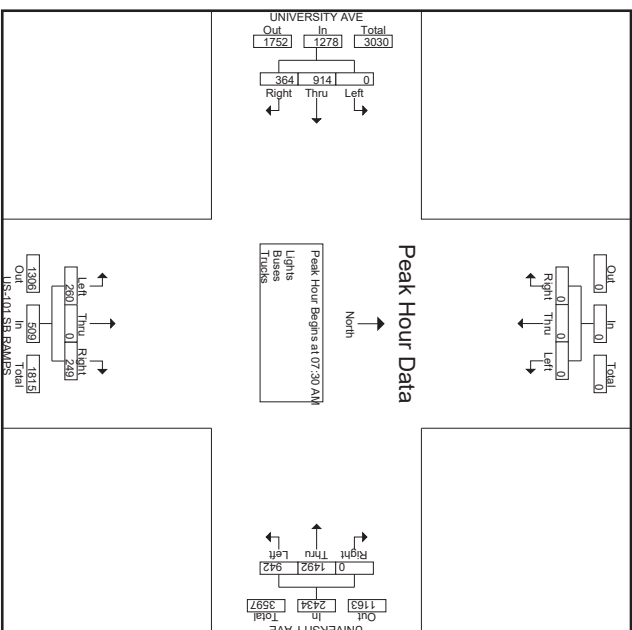
Start Time	WOODLAND AVE				UNIVERSITY AVE				WOODLAND AVE				UNIVERSITY AVE								
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound								
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks					
04:00 PM	15	36	145	7	203	88	136	29	0	253	93	13	2	0	108	2	141	2	10	155	719
04:15 PM	15	28	108	8	159	61	135	42	0	238	124	22	0	0	146	0	168	4	9	181	724
04:30 PM	8	19	97	7	131	68	135	35	0	238	93	9	1	5	108	2	129	6	11	148	625
04:45 PM	9	15	98	6	128	57	123	37	0	217	101	15	3	0	119	1	143	7	7	158	622
Total	47	98	448	28	621	274	529	143	0	946	411	59	6	5	481	5	581	19	37	642	2890
05:00 PM	12	21	141	3	177	75	107	49	0	231	84	18	0	0	102	0	74	3	9	96	586
05:15 PM	20	28	141	3	202	77	116	41	0	234	68	11	1	0	80	0	58	3	12	73	589
05:30 PM	15	22	145	9	191	71	194	37	0	302	103	18	1	0	125	2	150	4	10	166	781
05:45 PM	16	18	81	2	117	102	109	43	0	341	97	36	7	2	142	5	140	8	12	186	768
Total	72	93	569	40	774	320	595	164	0	1079	364	69	4	0	439	4	592	14	48	456	2748
06:00 PM	22	22	148	5	197	112	182	50	0	344	93	29	4	2	128	2	123	7	11	143	812
06:15 PM	37	22	112	20	191	114	189	61	1	371	111	21	5	6	137	3	142	12	19	177	876
06:30 PM	26	11	81	2	124	124	251	40	0	415	99	34	3	1	137	3	172	6	5	188	884
06:45 PM	16	18	81	2	117	102	109	43	0	341	97	36	7	2	142	5	140	8	12	186	768
Total	101	75	422	31	629	448	831	194	1	1474	400	120	19	5	544	13	580	33	47	673	3320
Grand Total	220	286	1439	99	2024	1042	1855	501	1	3498	1175	248	31	10	1464	22	1553	66	130	1771	8758
Approach %	10.9	13.1	71.1	4.9	29.8	55.9	14.3	0	40	13.4	2.8	0.4	0.1	0.7	16.7	0.3	17.7	0.8	1.5	20.2	
Total %	2.5	3	16.4	1.1	23.1	11.9	22.3	5.7	0	40	13.4	2.8	0.4	0.1	16.7	0.3	17.7	0.8	1.5	20.2	
% Lights	208	256	1423	99	1986	1030	1833	492	1	3456	1147	242	31	10	1430	20	1521	61	130	1732	8604
% Buses	94.5	96.2	98.9	100	98.1	98.8	98.9	98.2	100	98.8	97.6	97.6	100	100	97.7	90.9	97.9	92.4	100	97.8	98.2
% Trucks	12	9	7	0	28	2	16	8	0	26	19	4	0	0	23	0	16	4	0	20	97
% Buses	5.5	3.4	0.5	0	1.4	0.2	0.8	1.6	0	0.7	1.6	1.6	0	0	1.6	0	1.6	0	1.1	1.1	
% Trucks	0	1	9	0	10	10	6	1	0	17	9	2	0	0	11	2	16	1	0	19	
% Trucks	0	0.4	0.6	0	0.5	1	0.3	0.2	0	0.5	0.8	0.8	0	0	0.8	1	1.5	0	1.1	0.7	

Start Time	WOODLAND AVE				UNIVERSITY AVE				WOODLAND AVE				UNIVERSITY AVE			
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Eastbound			
	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks	Right	Thru	Left	Perks
05:45 PM	25	22	142	189	97	178	37	312	109	22	4	135	2	110	4	116
06:00 PM	22	22	148	192	112	182	50	344	93	29	4	126	2	123	7	132
06:15 PM	37	22	112	171	110	199	61	370	111	21	5	137	3	143	12	158
06:30 PM	26	13	81	81	120	124	251	40	415	99	34	3	136	6	183	854
Total Volume	110	79	483	672	443	810	188	1441	412	106	16	534	10	550	29	589
% Appr. Total	16.4	11.8	71.9	30.7	56.2	30.7	56.2	13	77.2	19.9	3	97.4	1.7	93.4	4.9	80.5
PHF	.743	.898	.816	.875	.893	.807	.770	.888	.928	.779	.800	.974	.833	.790	.694	.805



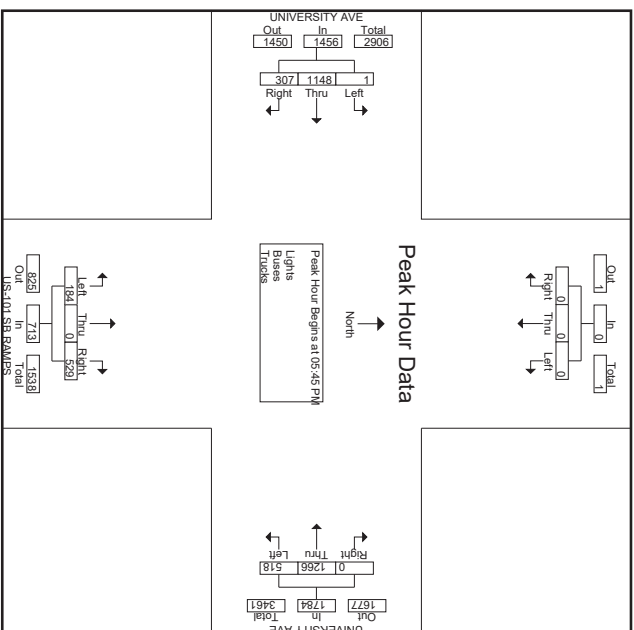
Start Time	Southbound				UNIVERSITY AVE Westbound				US-101 SB RAMP Northbound				UNIVERSITY AVE Eastbound			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:00 AM	0	0	0	0	0	284	225	0	509	62	0	45	0	107	42	151
07:15 AM	0	0	0	0	0	286	243	0	529	65	0	67	0	132	62	192
07:30 AM	0	0	0	0	0	361	254	0	615	54	0	56	0	110	93	231
07:45 AM	0	0	0	0	0	414	236	0	650	81	0	66	0	147	92	203
Total	0	0	0	0	0	1345	958	0	2303	262	0	234	0	496	289	777
08:00 AM	0	0	0	0	0	366	225	0	591	66	0	71	0	137	80	256
08:15 AM	0	0	0	0	0	351	227	0	578	48	0	67	0	115	89	224
08:30 AM	0	0	0	0	0	357	219	0	586	42	0	65	0	127	91	208
08:45 AM	0	0	0	0	0	332	231	0	569	53	0	65	0	116	91	183
Total	0	0	0	0	0	1416	906	0	2324	229	0	288	0	487	361	881
09:00 AM	0	0	0	0	0	304	250	0	554	56	0	49	0	105	67	182
09:15 AM	0	0	0	0	0	303	215	0	518	52	0	67	0	116	64	174
09:30 AM	0	0	0	0	0	292	222	0	504	67	0	67	0	134	83	174
09:45 AM	0	0	0	0	0	246	231	0	477	65	0	46	0	111	92	146
Total	0	0	0	0	0	1136	918	0	2053	240	0	226	0	466	306	677
Grand Total	0	0	0	0	0	3896	2794	0	6880	731	0	728	0	1459	956	2335
Approach %	0	0	0	0	0	58.3	41.7	0	50.1	0	0	49.9	0	29	71	0
Total %	0	0	0	0	0	34.1	24.4	0	58.4	6.4	0	6.4	0	12.8	8.4	20.4
% Lights	0	0	0	0	0	37.89	26.57	0	64.46	69.6	0	68.3	0	13.79	9.28	22.64
% Buses	0	0	0	0	0	0.97	3.95	0	96.5	95.2	0	93.8	0	94.5	97.1	97
% Trucks	0	0	0	0	0	1	0.8	0	0.9	2.2	0	0.7	0	1.4	0.3	1.5

Start Time	Southbound				UNIVERSITY AVE Westbound				US-101 SB RAMP Northbound				UNIVERSITY AVE Eastbound			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:30 AM	0	0	0	0	0	361	254	0	615	54	0	56	0	110	93	231
07:45 AM	0	0	0	0	0	414	236	0	690	81	0	66	0	147	92	203
08:00 AM	0	0	0	0	0	366	225	0	591	66	0	71	0	137	80	256
08:15 AM	0	0	0	0	0	351	227	0	578	48	0	67	0	115	89	224
Total Volume	0	0	0	0	0	1492	942	0	2434	249	0	260	0	509	364	914
% Appr. Total	0	0	0	0	0	61.3	36.7	0	48.9	51.1	0	51.1	0	86.6	71.5	89.3
PHF	0.000	0.000	0.000	0.000	0.000	0.901	0.927	0.000	0.936	0.769	0.000	0.915	0.866	0.919	0.893	0.951



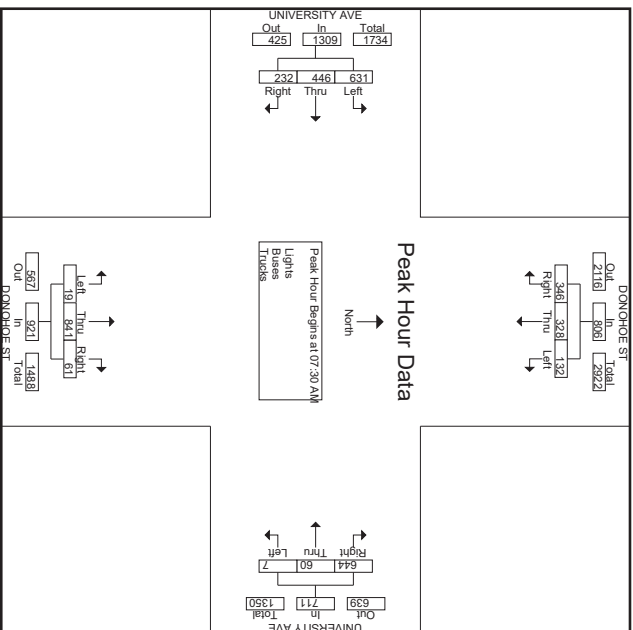
Start Time	Southbound			UNIVERSITY AVE Westbound			US-101 SB RAMPS Northbound			UNIVERSITY AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	186	134	0	320	190	0	56	0
04:15 PM	0	0	0	0	165	106	0	271	134	0	63	0
04:30 PM	0	0	0	0	193	123	0	316	173	0	63	0
04:45 PM	0	0	0	0	162	118	0	280	180	0	49	0
Total	0	0	0	0	706	481	0	1187	677	0	231	0
05:00 PM	0	0	0	0	179	135	0	314	189	0	39	0
05:15 PM	0	0	0	0	212	152	0	364	208	0	37	0
05:30 PM	0	0	0	0	261	139	0	400	151	0	33	0
05:45 PM	0	0	0	0	234	149	0	443	131	0	32	0
Total	0	0	0	0	946	579	0	1521	679	0	141	0
06:00 PM	0	0	0	0	307	129	0	436	128	0	50	1
06:15 PM	0	0	0	0	315	117	0	432	126	0	48	0
06:30 PM	0	0	0	0	350	123	0	472	144	0	54	0
06:45 PM	0	0	0	0	289	125	0	414	146	0	65	1
Total	0	0	0	0	1261	494	0	1755	544	0	217	2
Grand Total	0	0	0	0	2913	1659	0	4463	1900	0	589	2
Approach %	0	0	0	0	65.3	34.7	0	26.1	13.9	0	40.1	17.1
Total %	0	0	0	0	28.9	15.29	0	43.99	19.73	0	5.77	2.24
% Lights	0	0	0	0	98.8	98.1	0	98.6	98.6	0	98	100
% Buses	0	0	0	0	0.6	0.7	0	0.6	0.3	0	1.2	0
% Trucks	0	0	0	0	1.7	1.9	0	3.6	2.1	0	5	0
% Trucks	0	0	0	0	0.6	1.2	0	0.8	1.1	0	0.8	0

Start Time	Southbound			UNIVERSITY AVE Westbound			US-101 SB RAMPS Northbound			UNIVERSITY AVE Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:45 PM	0	0	0	0	294	149	0	443	131	0	32	0
06:00 PM	0	0	0	0	307	129	0	436	128	0	50	1
06:15 PM	0	0	0	0	315	117	0	432	126	0	48	0
06:30 PM	0	0	0	0	350	123	0	473	144	0	54	0
Total Volume	0	0	0	0	1266	518	0	1784	529	0	164	1
% App. Total	0	0	0	0	7.1	2.9	0	74.2	25.8	0	25.8	0.1
PHF	0.000	0.000	0.000	0.000	0.904	0.859	0.000	0.918	0.852	0.000	0.808	0.250



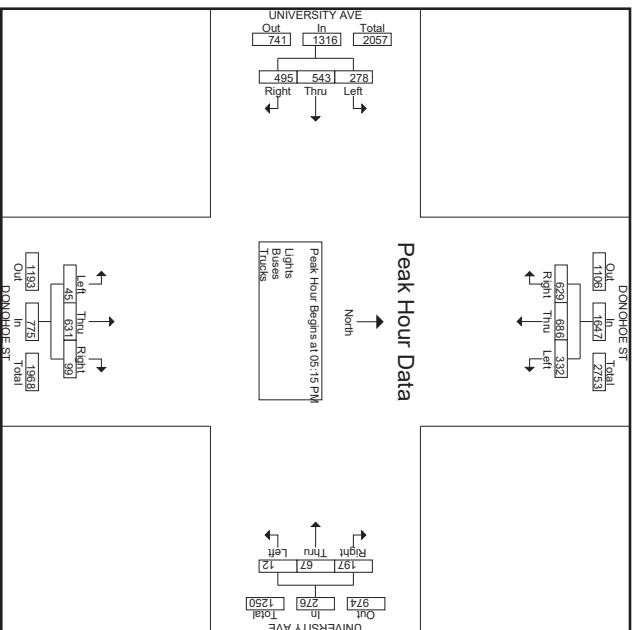
Start Time	DONOHOE ST				UNIVERSITY AVE				DONOHOE ST				UNIVERSITY AVE								
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds					
07:00 AM	62	50	20	0	132	77	18	3	5	103	22	297	5	20	344	61	109	82	5	257	836
07:15 AM	76	49	16	0	141	138	12	1	10	181	16	225	5	10	256	75	134	120	4	333	911
07:30 AM	78	86	28	0	192	173	11	1	1	186	15	213	4	8	240	60	102	161	7	330	948
07:45 AM	100	92	26	0	218	161	11	2	2	177	17	259	6	8	290	54	108	148	4	314	999
Total	316	277	90	0	683	549	72	8	18	647	70	994	20	46	1130	250	453	511	20	1234	3894
08:00 AM	77	76	35	0	188	153	14	1	2	170	17	148	6	6	177	53	150	186	3	382	927
08:15 AM	91	74	43	0	208	157	24	2	0	183	12	221	3	12	248	63	86	136	6	293	932
08:30 AM	62	68	29	0	173	157	24	2	2	188	10	163	6	5	204	64	105	135	1	305	870
08:45 AM	72	52	23	0	143	145	18	2	1	168	10	228	4	2	244	17	50	131	2	289	845
Total	322	270	122	0	714	612	80	5	7	705	49	780	19	23	873	254	431	588	12	1283	3577
09:00 AM	80	14	0	0	166	76	20	1	3	100	12	240	8	9	269	68	85	79	2	234	769
09:15 AM	56	59	17	0	129	77	23	7	0	107	20	217	13	6	256	83	92	92	3	271	782
09:30 AM	75	54	25	0	159	50	16	2	2	70	18	280	1	3	312	82	94	73	0	229	769
09:45 AM	65	67	23	0	155	43	12	4	4	64	19	297	5	7	328	82	76	55	1	194	741
Total	268	280	79	0	607	246	71	14	10	341	69	1034	37	25	1165	275	348	299	6	928	3041
Grand Total	906	807	291	0	2004	1407	223	30	33	1683	188	2808	76	96	3168	779	1232	1388	38	3447	10312
Approx %	45.2	40.3	14.5	0	19.4	13.6	2.2	0.3	0.3	16.4	1.8	27.2	0.7	0.9	30.7	7.6	11.9	13.6	0.4	33.4	
Total %	8.8	7.8	2.8	0	19.24	13.85	2.18	2.9	3.3	16.65	1.77	2.893	7.0	9.6	30.06	74.9	120.7	138.7	3.8	33.61	99.56
% Lights	95.9	95.8	96.9	0	96	98.4	97.8	96.7	100	98.3	94.1	94.8	92.1	100	94.9	98.1	98.9	97.8	100	97.5	96.5
% Buses	2.1	1.8	3	0	4.2	8	1	1	0	10	1	3.5	1	0	3.7	9	5	15	0	2.9	11.8
% Trucks	1.6	1.6	6	0	3.8	14	4	0	0	18	10	110	5	0	12.5	21	20	16	0	5.7	23.8
% Trucks	1.8	2	2.1	0	1.9	1	1.8	0	0	1.1	5.3	3.9	6.6	0	3.9	2.7	1.6	1.1	0	1.7	2.3

Start Time	DONOHOE ST				UNIVERSITY AVE				DONOHOE ST				UNIVERSITY AVE						
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds			
07:30 AM	78	86	28	0	192	173	11	1	1	185	15	213	4	232	60	102	161	323	932
07:45 AM	100	92	26	0	218	161	11	1	1	175	17	259	6	282	54	108	148	310	985
08:00 AM	77	74	35	0	188	153	14	1	2	168	15	148	6	171	53	150	186	389	916
08:15 AM	91	74	43	0	208	157	24	2	0	183	12	221	3	236	65	86	136	287	914
Total Volume	346	328	132	0	806	644	60	2	7	711	61	841	19	921	232	446	631	1309	3747
% App. Total	42.9	40.7	16.4	0	90.6	8.4	8.4	1	1	6.6	91.3	2.1	2.1	17.7	34.1	48.2	48.2	84.1	95.1
PHF	.865	.891	.767	0	.924	.931	.625	.583	.961	.897	.812	.792	.816	.892	.743	.846	.841	.941	.951



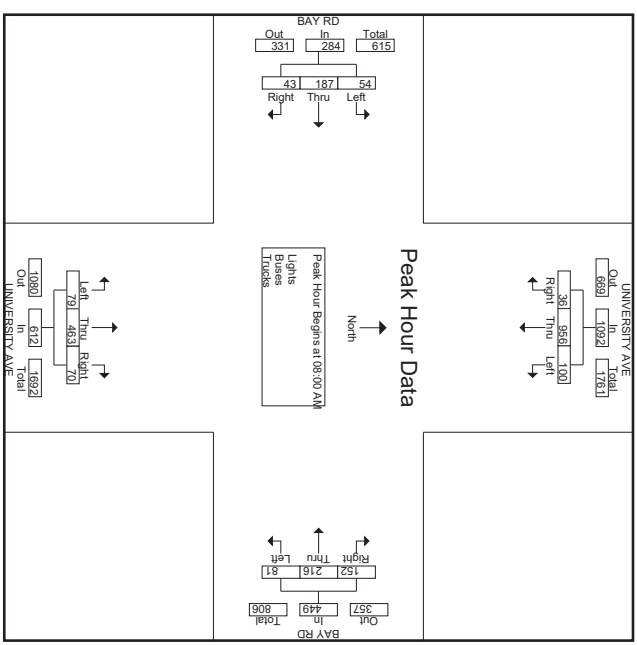
Start Time	DONOHOE ST				UNIVERSITY AVE				DONOHOE ST				UNIVERSITY AVE								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
04:00 PM	206	141	101	0	448	38	28	3	2	68	28	116	14	1	159	155	132	67	1	355	1030
04:15 PM	166	141	88	0	395	34	25	4	6	72	46	141	8	2	197	131	143	69	1	344	1008
04:30 PM	156	136	92	0	384	35	19	2	9	65	30	108	10	3	151	147	153	96	4	400	1000
04:45 PM	158	166	92	0	416	42	23	4	7	76	18	113	8	3	142	127	136	89	3	325	959
Total	686	584	373	0	1643	149	95	13	24	281	122	478	40	9	649	560	564	291	9	1424	3997
05:00 PM	145	168	78	1	392	41	17	4	6	68	37	133	11	0	181	148	151	56	2	357	988
05:15 PM	153	154	83	0	390	49	18	4	6	77	25	170	16	5	216	128	142	77	5	349	1032
05:30 PM	145	206	82	1	391	52	18	5	14	89	22	173	7	5	207	120	128	51	4	293	1058
05:45 PM	145	181	84	1	391	48	17	4	11	77	19	138	13	0	170	128	129	72	4	334	972
Total	624	689	327	2	1642	190	70	14	31	311	103	614	47	10	774	512	256	115	1333	4060	
06:00 PM	150	165	83	0	398	48	14	2	9	73	33	150	9	0	192	131	144	78	4	357	1020
06:15 PM	151	172	90	0	413	39	21	2	6	69	20	170	12	0	202	124	104	66	2	296	970
06:30 PM	156	126	101	0	383	42	30	9	4	85	20	145	16	0	175	167	118	57	0	342	985
06:45 PM	172	148	75	0	395	49	22	2	1	74	26	164	16	0	208	166	136	74	2	378	1053
Total	629	611	349	0	1589	178	87	15	20	300	99	629	47	0	775	588	602	275	8	1373	4037
Grand Total	1838	1884	1049	2	4874	517	252	42	81	882	324	1721	134	19	2198	1660	1616	822	32	4130	12094
Approach %	39.8	38.7	21.5	0	40.3	4.3	2.1	0.3	0.7	7.4	2.7	14.2	1.1	0.2	18.2	13.7	13.4	6.8	0.3	34.1	
% Lights	16	15.6	8.7	0	47.93	51.6	25.1	4.2	8.1	89.0	31.9	18.4	13.2	1.9	21.64	18.0	16.0	81.2	3.2	40.64	119.1
% Buses	98.3	98	99	100	98.3	99.8	99.6	100	100	99.8	98.5	98.4	98.5	100	98.5	97.6	99	98.8	100	98.4	98.5
% Trucks	0.9	0.8	0.5	0	0.8	0	0	0	0	0	1.5	1.3	0	0	1.2	0.2	0.6	0.5	0	0.4	0.7

Start Time	DONOHOE ST				UNIVERSITY AVE				DONOHOE ST				UNIVERSITY AVE					
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs		
05:15 PM	153	154	83	390	49	18	4	71	25	170	16	211	125	142	77	344	1016	
05:30 PM	141	206	82	469	52	18	5	76	22	173	7	202	110	128	51	289	1035	
05:45 PM	145	161	84	390	48	14	1	64	19	138	13	170	129	129	72	330	956	
06:00 PM	150	165	83	398	48	14	1	72	27	150	9	192	131	144	78	353	1007	
Total Volume	629	686	332	1647	197	67	12	276	99	631	45	775	495	543	278	1316	4014	
% App. Total	38.2	41.7	20.2		71.4	24.3	4.3		12.8	81.4	5.8		37.6	41.3	21.1			
PHF	.869	.833	.9868	.878	.947	.931	.600		.920	.750	.972	.703		.918	.945	.891	.932	.970



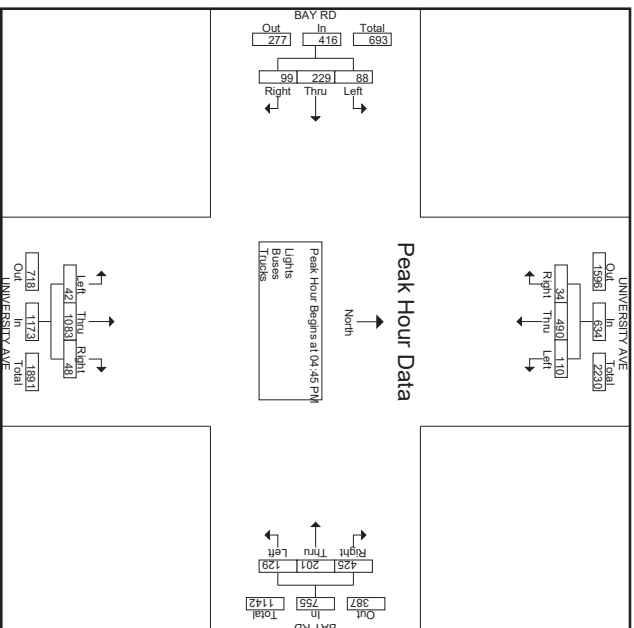
Start Time	UNIVERSITY AVE			BAY RD			UNIVERSITY AVE			BAY RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	3	173	22	0	198	22	32	44	1	98	22	15
07:15 AM	1	183	12	6	202	28	49	43	2	122	16	74
07:30 AM	7	214	17	8	246	24	43	24	0	91	17	83
07:45 AM	13	219	22	7	261	31	61	9	1	102	18	91
Total	24	789	73	21	907	104	185	120	4	413	73	336
08:00 AM	14	178	30	2	223	50	67	25	3	145	23	124
08:15 AM	14	222	40	2	278	35	63	18	0	116	14	131
08:30 AM	5	268	16	3	292	35	51	18	2	107	18	98
08:45 AM	4	268	16	3	311	32	35	19	0	86	15	110
Total	36	996	100	12	1104	132	216	81	5	454	70	463
09:00 AM	7	289	24	2	322	23	29	26	1	79	14	104
09:15 AM	6	258	14	3	283	21	24	20	1	66	9	84
09:30 AM	11	245	21	2	279	17	22	22	3	66	17	104
09:45 AM	8	252	17	1	279	13	21	22	1	57	16	98
Total	34	1044	77	8	1163	74	96	92	6	268	56	390
Grand Total	94	2789	250	41	3174	330	487	293	15	1135	199	1189
Approach %	3	87.9	7.9	1.3	29.1	43.8	25.8	1.3	11.4	68.1	11.2	9.3
Total %	1.4	40.3	3.6	0.6	45.9	4.8	7.2	4.2	0.2	16.4	2.9	17.2
% Lights	93	2671	240	41	3045	318	467	268	15	1068	191	1156
% Buses	98.9	95.8	96	100	95.9	96.4	94	91.5	100	94.1	96	97.2
% Trucks	1.1	0.7	0	0	0.6	0.9	4.4	1.7	0	2.6	1.3	6.1

Start Time	UNIVERSITY AVE			BAY RD			UNIVERSITY AVE			BAY RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	13	178	30	2	223	50	67	25	3	145	23	124
08:15 AM	14	222	40	2	278	35	63	18	0	116	14	131
08:30 AM	5	268	14	2	287	35	51	19	2	105	18	98
08:45 AM	4	288	16	3	308	32	35	19	0	86	15	110
Total Volume	36	996	100	10	1092	152	216	81	4	449	70	463
% App. Total	3.3	87.5	9.2	0.9	33.9	48.1	18	18	0.4	11.4	7.5	12.9
PHF	0.63	0.80	0.25	0.25	0.86	0.76	0.80	0.10	0.79	0.71	0.88	0.73



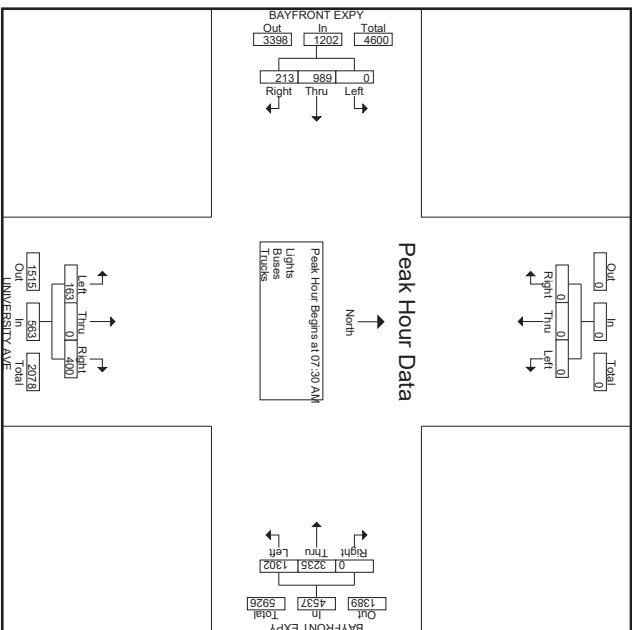
Start Time	UNIVERSITY AVE				BAY RD				UNIVERSITY AVE				BAY RD							
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Westbound		Eastbound					
	Right	Thru	Left	Perks	Appr	Total	Right	Thru	Left	Perks	Appr	Total	Right	Thru	Left	Perks	Appr	Total		
04:00 PM	9	96	14	10	129	91	49	40	3	183	17	280	15	25	337	28	47	22	9	106
04:15 PM	8	91	26	6	131	68	41	26	3	138	21	301	9	33	364	26	52	24	21	123
04:30 PM	5	98	22	5	130	102	57	43	5	207	10	266	9	39	324	17	45	30	13	105
04:45 PM	9	117	26	3	155	131	45	32	6	214	8	291	7	25	331	31	61	21	6	119
Total	31	402	88	24	545	392	192	147	17	742	56	1138	40	122	1356	102	205	97	49	453
05:00 PM	7	120	29	5	161	105	53	32	2	192	17	260	16	14	307	21	52	20	1	94
05:15 PM	7	118	27	5	153	102	48	29	2	184	11	263	11	32	317	21	58	30	1	122
05:30 PM	11	135	28	7	181	87	85	36	3	181	12	269	8	16	305	29	64	17	7	108
05:45 PM	11	96	24	11	142	57	55	41	0	183	17	260	17	21	316	17	84	13	16	130
Total	36	469	108	29	642	371	221	138	10	740	58	1052	52	83	1245	89	232	80	37	454
06:00 PM	3	108	30	5	146	103	66	36	1	206	16	230	15	32	293	25	57	12	26	120
06:15 PM	10	95	23	6	134	98	50	36	4	189	18	267	19	27	331	27	69	16	4	116
06:30 PM	7	104	16	5	132	86	74	34	3	189	18	295	12	21	346	24	47	15	8	94
06:45 PM	7	89	15	4	115	65	50	17	0	132	21	272	22	22	337	28	43	17	6	94
Total	27	396	84	20	527	350	240	123	8	721	73	1064	68	102	1307	104	216	60	44	424
Grand Total	94	1267	280	73	1714	1113	653	402	35	2203	187	3254	160	307	3908	291	673	237	130	1331
Apprch %	5.5	73.9	16.3	4.3	50.5	29.6	18.2	1.6	1.6	4.8	83.3	4.1	7.9	21.9	50.6	17.8	9.8			14.5
Total %	1	13.8	3.1	0.8	18.7	12.2	7.1	4.4	0.4	24.1	2	35.5	1.7	3.4	42.7	3.2	7.4	2.6	1.4	14.5
% Lights	97.9	97.8	98.6	100	98	98.1	97.2	98	100	97.9	97.3	98.8	92.5	100	98.5	96.2	97.6	99.2	100	97.8
% Buses	1	13	0	0	14	4	17	4	0	25	1	5	12	0	18	11	14	0	0	25
% Trucks	1	15	4	0	20	17	1	4	0	22	4	35	0	0	39	0	2	2	0	4
% Trucks	1	1	2	1.4	0	1.2	1.5	0.2	1	0	1	2.1	1.1	0	1	0	0.3	0.8	0	0.3

Start Time	UNIVERSITY AVE				BAY RD				UNIVERSITY AVE				BAY RD						
	Southbound		Northbound		Westbound		Eastbound		Northbound		Southbound		Westbound		Eastbound				
	Right	Thru	Left	Perks	Appr	Total	Right	Thru	Left	Perks	Appr	Total	Right	Thru	Left	Perks	Appr	Total	
04:45 PM	9	117	26	152	131	45	32	208	8	291	7	306	31	61	21	113	779		
05:00 PM	7	120	29	156	105	53	32	190	17	260	16	293	21	52	20	93	732		
05:15 PM	7	118	27	152	102	48	29	179	11	263	11	285	21	58	30	109	725		
05:30 PM	11	135	28	174	87	55	38	178	12	269	8	289	26	58	17	101	742		
Total Volume	34	490	110	634	425	201	129	755	48	1083	42	1173	99	229	88	416	2978		
% Appr Total	5.4	77.3	17.4	56.3	26.6	17.1	4.1	92.3	3.6	23.8	55	21.2	23.8	55	21.2	23.8	55	21.2	23.8
PHF	0.773	0.907	0.948	0.911	0.811	0.914	0.896	0.907	0.706	0.930	0.656	0.958	0.798	0.939	0.733	0.920	0.956		



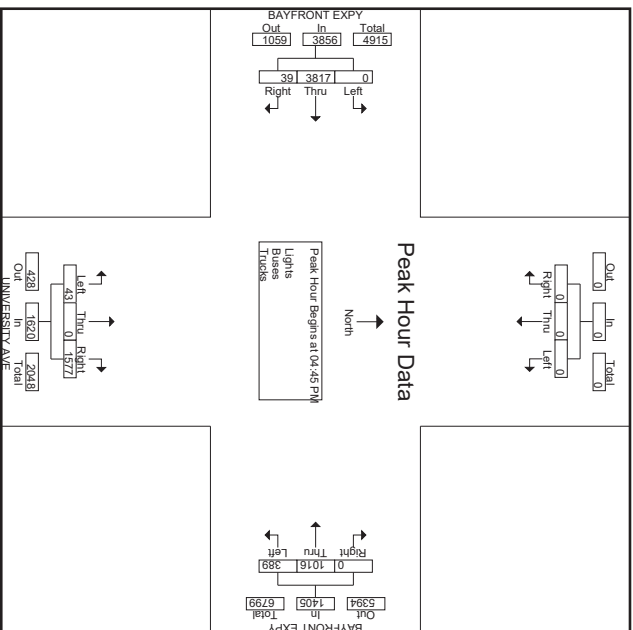
Start Time	Southbound				Westbound				Northbound				Eastbound				
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	653	197	0	834	271	0	1105	72	0	33	1	
07:30 AM	0	0	0	0	0	889	308	0	890	81	0	850	81	0	55	4	
07:45 AM	0	0	0	0	0	826	273	0	1197	104	0	56	7	167	40	253	
Total	0	0	0	0	0	3202	1049	0	4251	345	0	189	19	553	136	1063	
08:00 AM	0	0	0	0	0	790	364	0	1175	98	0	33	0	131	63	190	
08:15 AM	0	0	0	0	0	730	337	0	1070	110	0	29	2	141	61	233	
08:30 AM	0	0	0	0	0	708	356	0	1007	82	0	34	1	147	35	190	
08:45 AM	0	0	0	0	0	731	362	0	1178	83	0	31	5	129	37	243	
Total	0	0	0	0	0	3019	1362	0	4490	383	0	127	8	578	199	876	
09:00 AM	0	0	0	0	0	795	360	0	1146	102	0	47	1	150	32	184	
09:15 AM	0	0	0	0	0	868	337	0	1226	75	0	34	4	113	26	216	
09:30 AM	0	0	0	0	0	888	341	0	1212	68	0	32	5	105	21	167	
09:45 AM	0	0	0	0	0	912	304	0	1216	59	0	37	2	98	25	194	
Total	0	0	0	0	0	3463	1342	0	4810	304	0	150	12	466	106	761	
Grand Total	0	0	0	0	0	9684	3850	0	13651	1032	0	466	39	1537	441	2700	
Approach %	0	0	0	0	0	71.5	28.4	0.1	67.1	0	30.3	2.5	14	86	0	0	
Total %	0	0	0	0	0	63.1	21.1	0.1	74.3	5.7	0	2.6	0.2	8.4	2.4	14.8	0
% Lights	0	0	0	0	0	93.9	37.7	17	1305.3	98.4	0	45.3	39	147.6	417	246.5	
% Buses	0	0	0	0	0	96.2	96.5	100	96.3	95.3	0	97.2	100	96	94.6	92.4	
% Trucks	0	0	0	0	0	0.9	0.6	0	0.8	1.6	0	0.2	0	1.1	0.2	2.3	

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
07:30 AM	0	0	0	0	0	889	308	0	1197	104	0	56	160	40	253	0
07:45 AM	0	0	0	0	0	826	273	0	1099	88	0	45	133	49	293	0
08:00 AM	0	0	0	0	0	790	364	0	1174	98	0	33	131	63	190	0
08:15 AM	0	0	0	0	0	730	337	0	1067	110	0	29	139	61	253	0
Total Volume	0	0	0	0	0	3235	1302	0	4537	400	0	163	563	213	989	0
% App. Total	0	0	0	0	0	71.3	26.7	0	77.1	29	0	7.2	88.0	84.5	84.4	0
PHF	0.000	0.000	0.000	0.000	0.000	0.910	0.948	0.948	0.909	0.000	0.000	0.728	0.880	0.845	0.844	0.000



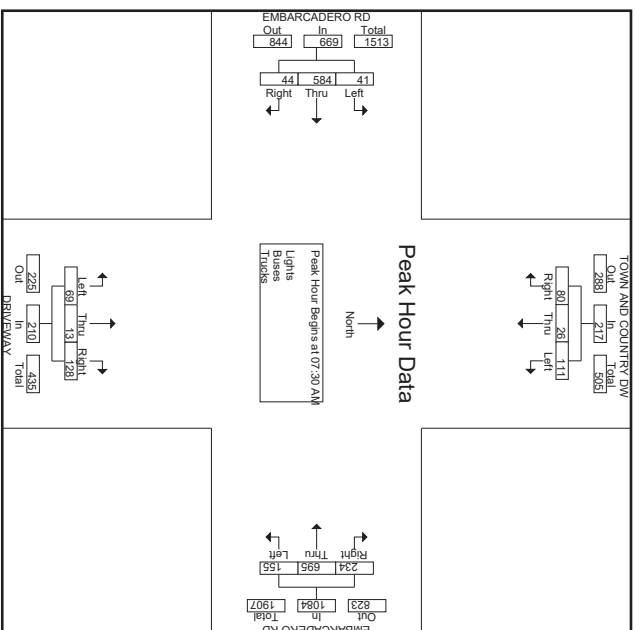
Start Time	Southbound			BAYFRONT EXPY Westbound			UNIVERSITY AVE Northbound			BAYFRONT EXPY Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	220	77	0	297	326	0	17	1
04:15 PM	0	0	0	0	225	64	0	289	415	0	13	4
04:30 PM	0	0	0	0	249	82	0	331	420	0	15	0
04:45 PM	0	0	0	0	258	90	0	348	383	0	9	0
Total	0	0	0	0	952	313	0	1265	1484	0	54	5
05:00 PM	0	0	0	0	250	106	0	285	493	0	18	2
05:15 PM	0	0	0	0	215	87	0	337	324	0	10	4
05:30 PM	0	0	0	0	253	106	0	360	426	0	6	3
05:45 PM	0	0	0	0	230	113	0	345	462	0	12	1
Total	0	0	0	0	968	412	0	1405	1726	0	46	10
06:00 PM	0	0	0	0	242	87	0	329	387	0	10	1
06:15 PM	0	0	0	0	215	59	1	272	344	0	12	4
06:30 PM	0	0	0	0	226	87	4	327	488	0	21	0
06:45 PM	0	0	0	0	212	113	0	325	384	0	21	3
Total	0	0	0	0	905	346	5	1256	1683	0	70	8
Grand Total	0	0	0	0	2845	1071	10	3926	4823	0	170	23
Approach %	0	0	0	0	0.725	0.273	0.3	0.962	0.34	0.5	0.34	0.5
% Lights	0	0	0	0	0.144	0.54	0.1	0.198	0.243	0	0.9	0.1
% Buses	0	0	0	0	0.2710	0.1024	0.10	0.3754	0.4748	0	0.167	0.23
% Trucks	0	0	0	0	0.953	0.965	100	0.956	0.984	0	0.982	100

Start Time	Southbound			BAYFRONT EXPY Westbound			UNIVERSITY AVE Northbound			BAYFRONT EXPY Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:45 PM	0	0	0	0	258	90	348	333	0	9	342	14
05:00 PM	0	0	0	0	255	106	361	493	0	18	511	7
05:15 PM	0	0	0	0	250	87	327	323	0	10	333	9
05:30 PM	0	0	0	0	253	106	359	428	0	6	434	9
Total Volume	0	0	0	0	1016	389	1405	1577	0	43	1620	39
% App. Total	0	0	0	0	0.723	0.277	0.973	0.973	0	2.7	0.99	1
PHF	0.000	0.000	0.000	0.000	0.984	0.917	0.973	0.900	0.000	0.997	0.923	0.000



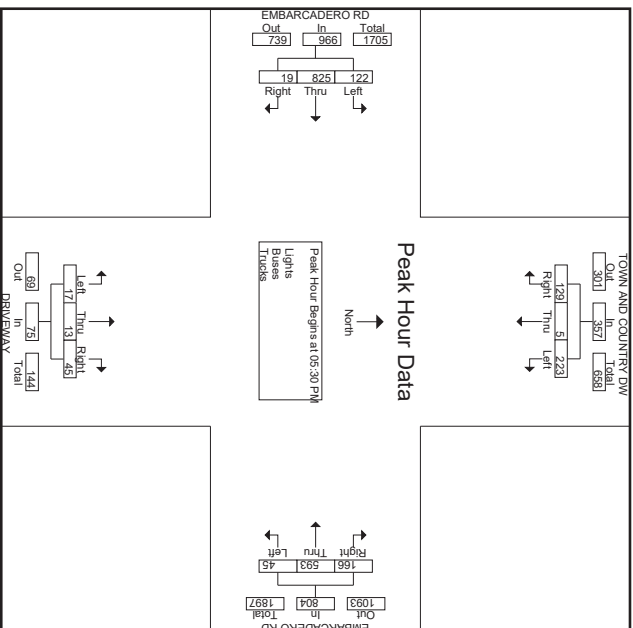
Start Time	TOWN AND COUNTRY DW			EMBARCADERO RD			DRIVEWAY			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	9	0	10	4	24	35	160	7	0	202	3	0
07:15 AM	0	10	4	4	23	41	167	14	0	222	3	0
07:30 AM	26	3	11	4	44	41	188	26	0	265	5	0
07:45 AM	14	5	22	3	44	47	195	46	0	289	2	0
Total	59	8	53	15	135	164	710	93	0	967	32	0
08:00 AM	20	17	49	2	88	69	108	49	0	226	72	7
08:15 AM	20	1	29	7	51	77	204	34	0	315	30	2
08:30 AM	23	2	24	7	36	53	211	7	2	286	4	1
08:45 AM	25	0	23	7	35	32	167	7	0	206	3	1
Total	88	20	123	17	250	231	690	92	0	1013	109	11
09:00 AM	28	3	22	10	63	44	179	4	0	227	5	0
09:15 AM	29	2	16	9	61	43	178	7	1	229	5	0
09:30 AM	19	0	34	10	63	31	188	16	0	225	10	1
09:45 AM	17	1	31	6	55	46	183	14	0	223	13	2
Total	88	6	103	35	232	184	708	41	1	914	33	3
Grand Total	235	34	281	67	617	559	2108	226	1	2894	174	18
Approx %	38.1	5.5	45.5	10.9	19.3	72.8	7.8	0	0	52.6	5.7	2.2
Total %	4.3	0.6	5.1	1.2	11.2	10.2	38.3	4.1	0	3.2	0.3	1.6
% Lights	225	34	277	67	603	555	2033	224	1	2813	173	18
% Buses	95.7	100	98.6	100	97.7	99.3	98.4	99.1	100	97.2	99.4	100
% Trucks	0	0	0	2	2	0	3.5	2	0	3.7	1	0
% Buses	0	0	0.7	0	0.3	0	1.7	0.9	0	1.3	0.6	1.1
% Trucks	10	0	2	0	12	4	4.0	0	0	4.4	0	0
% Trucks	4.3	0	0.7	0	1.9	0.7	1.9	0	0	1.5	0	0

Start Time	TOWN AND COUNTRY DW			EMBARCADERO RD			DRIVEWAY			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30 AM	26	3	11	40	41	188	26	255	5	0	4	9
07:45 AM	14	5	22	41	47	195	46	288	21	7	4	34
08:00 AM	20	17	49	29	86	69	108	49	0	226	72	7
08:15 AM	20	1	29	50	77	77	204	34	3.4	315	30	2
Total Volume	80	26	111	217	234	695	155	1084	128	13	69	210
% App. Total	36.9	12	51.2	21.6	64.1	14.3	6.1	6.2	32.9	6.6	87.3	6.1
PHF	.769	.382	.366	.631	.760	.652	.791	.880	.444	.464	.431	.441



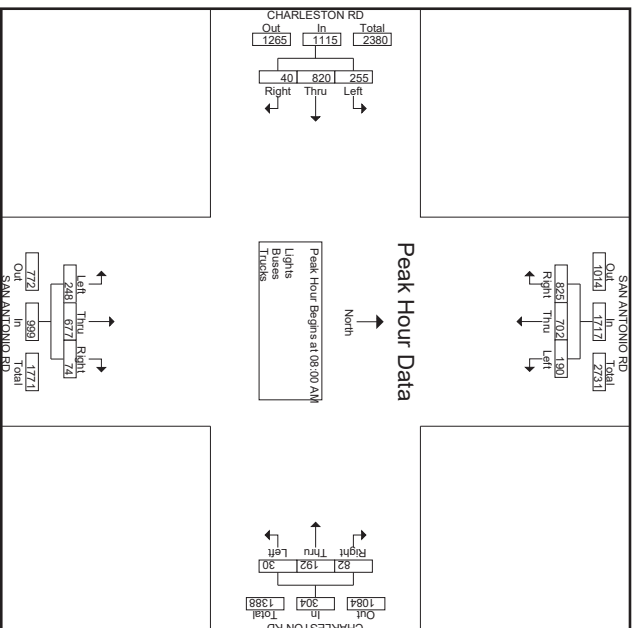
Start Time	TOWN AND COUNTRY DW			EMBARCADERO RD			DRIVEWAY			EMBARCADERO RD			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	28	2	47	3	80	3	1	169	18	2	4	6	
04:15 PM	27	1	56	2	86	4	0	167	17	0	2	1	
04:30 PM	31	0	58	3	92	3	0	167	18	1	2	4	
04:45 PM	37	3	45	6	91	3	0	173	11	0	3	15	
Total	123	6	206	14	349	147	16	676	64	3	9	14	
05:00 PM	31	1	60	5	97	3	0	155	5	4	4	16	
05:15 PM	31	1	51	4	87	4	0	166	10	6	6	8	
05:30 PM	24	2	52	5	88	3	0	181	10	6	6	6	
05:45 PM	36	1	55	5	93	3	0	198	18	5	4	32	
Total	121	5	228	17	371	135	0	700	43	21	21	34	
06:00 PM	33	1	69	3	106	3	0	205	9	0	6	3	
06:15 PM	32	1	37	7	82	6	0	220	8	2	0	8	
06:30 PM	24	2	51	5	82	2	0	198	9	1	3	5	
06:45 PM	36	0	45	5	86	3	0	212	13	2	5	5	
Total	130	4	202	20	356	157	0	833	39	5	14	21	
Grand Total	374	15	636	51	1076	459	160	109	1	2209	146	29	44
Approach %	34.6	1.4	59.1	4.7	20.8	74.2	4.9	0	34.8	2.3	0.5	0.7	1.1
% Lights	37.3	15	63.6	51	107.5	45.9	161.7	10.9	1	218.6	14.6	2.9	4.4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0.3	0	0	0	0	0.3	0	0	0.2	0	0	0	0

Start Time	TOWN AND COUNTRY DW			EMBARCADERO RD			DRIVEWAY			EMBARCADERO RD		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
05:30 PM	21	2	62	85	36	132	13	181	10	6	6	22
05:45 PM	38	1	55	94	38	146	15	198	18	5	5	28
06:00 PM	33	1	69	103	32	166	7	205	9	0	6	15
06:15 PM	37	1	37	75	60	220	10	217	3	4	217	32
Total Volume	129	5	223	357	166	593	45	804	45	13	17	75
% App. Total	36.1	1.4	62.5	20.6	73.8	5.8	6.0	17.3	22.7	2	85.4	12.6
PHF	.849	.625	.808	.867	.692	.893	.750	.914	.625	.542	.708	.670



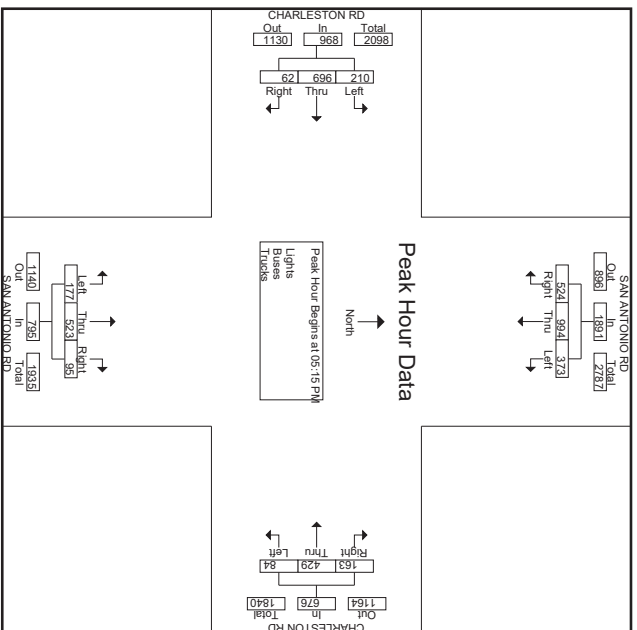
Start Time	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				CHARLESTON RD Eastbound						
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks			
07:00 AM	122	166	40	0	328	9	12	1	23	14	105	18	1	138	0	59	23	23	83
07:15 AM	156	157	40	1	354	16	30	6	52	13	108	28	0	149	1	77	36	3	117
07:30 AM	162	171	43	0	376	18	37	8	63	16	154	42	0	212	2	94	39	1	136
07:45 AM	191	175	41	1	408	18	41	11	71	13	168	56	3	238	3	133	39	4	179
Total	631	689	164	2	1466	61	120	26	209	56	533	144	4	737	6	363	137	9	515
08:00 AM	257	176	42	1	476	14	45	0	66	18	168	69	0	255	10	195	52	12	269
08:15 AM	196	177	50	4	427	21	57	11	2	91	18	138	65	2	243	8	199	75	2
08:30 AM	171	176	48	2	397	21	45	9	2	74	21	176	57	2	257	11	226	72	4
08:45 AM	201	173	50	3	427	26	45	9	4	82	17	179	57	3	251	11	200	56	24
Total	825	702	190	10	1727	82	192	30	9	313	74	677	248	7	1006	40	820	255	22
09:00 AM	179	154	66	4	403	18	36	0	2	56	25	160	77	0	262	1	198	51	0
09:15 AM	159	187	64	1	405	37	41	1	0	79	21	143	43	5	212	2	176	55	2
09:30 AM	130	183	61	6	380	19	27	2	2	50	20	146	30	1	197	2	169	37	0
09:45 AM	129	167	61	1	358	25	25	0	0	50	24	117	29	5	175	0	208	46	0
Total	591	691	252	12	1546	99	129	3	4	235	90	566	179	11	846	5	747	189	2
Grand Total	2047	2062	606	24	4739	242	441	59	15	757	220	1776	571	22	2569	51	1930	581	33
Approach %	43.2	43.5	12.8	0.5	44.4	2.3	4.1	0.6	0.1	7.1	2.1	16.6	5.3	0.2	24.2	0.5	18.1	5.4	1.3
Lights	2009	1939	573	24	4536	222	429	58	15	724	206	1719	558	20	2503	49	1903	568	33
% Lights	97.7	94	94.6	100	95.7	91.7	97.3	98.3	100	95.6	93.6	96.8	97.7	90.9	96.7	96.1	98.6	97.8	100
Buses	12	13	3	0	28	1	0	0	0	11	0	8	3	0	11	0	3	5	0
% Buses	0.6	0.6	0.5	0	0.6	0.4	0	0	0	0.1	0	0.5	0.5	0	0.4	0	0.2	0.9	0
Trucks	35	110	30	0	175	19	12	1	0	32	14	49	10	2	75	2	24	8	0
% Trucks	1.7	5.3	5	0	3.7	7.9	2.7	1.7	0	4.2	6.4	2.8	1.8	9.1	2.9	3.9	1.2	1.4	0

Start Time	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				CHARLESTON RD Eastbound					
	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks	Right	Thru	Left	Peaks		
08:00 AM	257	176	42	1	475	14	45	0	65	18	168	69	0	255	10	195	52	257
08:15 AM	196	177	50	4	423	21	57	11	89	18	158	65	24	1	8	199	75	282
08:30 AM	171	176	48	2	395	21	45	9	6	78	21	176	57	2	254	11	226	72
08:45 AM	201	173	50	3	424	26	45	9	7	82	17	175	57	3	249	11	200	56
Total Volume	625	702	190	10	1717	82	192	30	304	74	677	248	999	40	820	255	1115	4135
% App. Total	48	40.9	11.1	2.7	47.7	2.7	63.2	9.9	85.4	7.4	67.8	24.8	97.9	3.6	73.5	22.9	51.9	111.5
PHF	80.3	99.2	95.0	90.4	78.8	84.2	88.2	85.4	88.1	96.2	89.9	97.9	90.9	90.7	85.0	90.2	93.2	98.3



Start Time	SAN ANTONIO RD				CHARLESTON RD				SAN ANTONIO RD				CHARLESTON RD				
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	
04:00 PM	99	193	92	2	386	43	61	18	0	122	26	123	35	0	184	15	169
04:15 PM	90	208	75	3	376	36	76	28	0	140	14	144	29	3	190	13	179
04:30 PM	66	223	71	1	361	32	87	30	0	149	32	153	34	1	220	11	186
04:45 PM	102	238	103	2	445	30	79	21	0	130	30	132	48	4	214	11	193
Total	357	882	341	8	1568	141	303	97	0	541	102	552	146	8	808	50	727
05:00 PM	103	247	109	3	462	42	102	22	1	167	19	89	32	3	153	14	161
05:15 PM	123	280	92	2	466	47	104	17	0	168	25	139	33	0	197	12	178
05:30 PM	119	239	73	1	433	48	112	17	1	178	27	147	48	1	223	13	176
05:45 PM	149	246	91	1	487	40	133	28	0	202	18	112	64	0	184	17	186
Total	494	982	365	7	1846	177	451	85	2	715	89	497	177	4	767	62	711
06:00 PM	133	259	117	2	511	28	80	21	0	120	25	125	32	1	183	14	146
06:15 PM	156	294	80	2	442	45	90	17	0	152	25	137	33	0	197	13	176
06:30 PM	173	193	62	2	430	23	72	20	0	115	27	102	39	3	171	10	139
06:45 PM	178	201	86	5	450	33	71	23	1	128	27	89	47	1	164	8	140
Total	640	857	325	11	1833	129	313	81	1	524	104	453	153	5	715	45	600
Grand Total	1491	2701	1031	26	5249	447	1067	263	3	1780	295	1502	476	17	2290	157	2038
Approch %	28.4	51.5	19.6	0.5	25.1	59.9	14.8	0.2	0	14.7	2.4	12.4	3.9	0.1	18.9	1.3	16.8
Total %	12.3	22.2	8.5	0.2	43.2	3.7	8.8	2.2	0	14.7	2.4	12.4	3.9	0.1	18.9	1.3	16.8
Lights	1477	2680	1010	24	5191	441	1065	261	3	1770	289	1471	473	15	2248	155	2018
% Lights	99.1	99.2	98.9	98.7	98.9	98.7	98.8	99.2	100	99.4	98.7	99.4	98.2	98.2	99.7	99	99
Buses	6	9	2	0	17	0	0	0	1	0	5	0	0	0	5	0	5
% Buses	0.4	0.3	0.2	0	0.3	0	0.1	0	0.1	0	0.3	0	0	0.2	0	0.2	0.5
Trucks	8	12	19	2	41	6	1	2	0	9	6	28	3	2	37	2	15
% Trucks	0.5	0.4	1.8	7.7	0.8	1.3	0.1	0.8	0	0.5	2	1.7	0.6	11.8	1.6	1.3	0.7

Start Time	SAN ANTONIO RD		CHARLESTON RD		SAN ANTONIO RD		CHARLESTON RD	
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs
05:15 PM	123	250	92	465	47	104	17	168
05:30 PM	119	239	73	431	48	112	17	177
05:45 PM	149	246	91	486	40	133	29	202
06:00 PM	133	259	117	509	28	80	21	129
Total Volume	524	994	373	1891	163	429	84	676
% App. Total	27.7	52.6	19.7	24.1	63.5	12.4	11.9	65.3
PHF	.879	.959	.797	.929	.849	.806	.724	.837



ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

START TIME	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL		
07:00	5	35	21	0	61	18	250	23	1	292	9	62	9	0	80	4	48	8	1	61	484	2
07:15	9	42	18	0	69	21	277	29	0	327	20	55	11	0	86	16	83	11	1	111	593	1
07:30	7	50	22	0	79	23	370	35	0	428	21	90	21	0	132	17	92	14	0	123	762	0
07:45	7	58	23	1	89	40	365	52	0	457	24	91	19	0	134	24	168	21	2	215	895	3
Total	28	185	84	1	298	102	1262	139	1	1504	74	298	60	0	432	61	391	54	4	510	2744	6
08:00	14	62	17	0	93	32	312	44	0	388	29	123	30	0	182	21	146	22	1	190	853	1
08:15	17	83	14	0	114	32	305	57	0	394	53	139	33	0	225	24	173	23	1	221	954	1
08:30	8	61	19	1	89	44	381	51	1	477	37	150	27	0	214	26	229	36	4	295	1075	6
08:45	23	68	24	0	115	38	304	44	0	386	34	130	38	0	202	39	284	26	3	352	1055	3
Total	62	274	74	1	411	146	1302	196	1	1645	153	542	128	0	823	110	832	107	9	1058	3937	11
09:00	13	72	17	0	102	43	301	37	2	383	25	116	25	0	166	17	164	23	0	204	855	2
09:15	13	76	28	0	117	42	282	44	0	368	21	120	12	0	153	23	206	14	4	247	885	4
09:30	11	37	25	0	73	25	284	35	0	344	27	89	15	0	131	22	172	13	2	209	757	2
09:45	22	88	26	0	136	54	298	35	0	387	36	132	32	0	200	20	149	20	3	192	915	3
Total	59	273	96	0	428	164	1165	151	2	1482	109	457	84	0	650	82	691	70	9	852	3412	11
16:00	17	103	14	0	134	30	148	16	0	194	18	70	25	0	113	38	289	30	6	363	804	6
16:15	26	84	9	0	119	41	230	28	0	299	18	79	25	0	122	28	296	35	4	363	903	4
16:30	28	116	20	0	164	34	183	24	2	243	20	96	33	0	149	19	263	29	2	313	869	4
16:45	22	91	11	0	124	31	219	20	1	271	19	67	24	0	110	32	337	42	3	414	919	4
Total	93	394	54	0	541	136	780	88	3	1007	75	312	107	0	494	117	1185	136	15	1453	3495	18
17:00	23	140	9	0	172	31	227	33	0	291	15	87	28	0	130	37	315	30	4	386	979	4
17:15	28	86	8	0	122	45	271	23	0	339	28	81	59	0	168	25	324	37	6	392	1021	6
17:30	44	124	14	0	182	50	270	25	0	345	25	66	28	0	119	16	301	22	5	344	990	5
17:45	24	118	12	0	154	55	282	21	0	358	23	72	32	0	127	28	271	37	6	342	981	6
Total	119	468	43	0	630	181	1050	102	0	1333	91	306	147	0	544	106	1211	126	21	1464	3971	21
18:00	14	100	15	0	129	46	251	14	0	311	13	62	32	0	107	30	357	53	4	444	991	4
18:15	28	96	4	0	128	50	244	24	0	318	32	81	33	0	146	35	315	44	5	399	991	5
18:30	18	108	6	0	132	47	234	40	1	322	22	72	35	0	129	32	313	37	2	384	967	3
18:45	27	148	11	0	186	30	194	28	0	252	21	84	45	0	150	21	275	28	3	327	915	3
Total	87	452	36	0	575	173	923	106	1	1203	88	299	145	0	532	118	1260	162	14	1554	3864	15
Grand Total	448	2046	387	2	2883	902	6482	782	8	8174	590	2214	671	0	3475	594	5570	655	72	6891	21423	82
Apprch %	15.5%	71.0%	13.4%	0.1%		11.0%	79.3%	9.6%	0.1%		17.0%	63.7%	19.3%	0.0%		8.6%	80.8%	9.5%	1.0%			
Total %	2.1%	9.6%	1.8%	0.0%	13.5%	4.2%	30.3%	3.7%	0.0%	38.2%	2.8%	10.3%	3.1%	0.0%	16.2%	2.8%	26.0%	3.1%	0.3%	32.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	17	83	14	0	114	32	305	57	0	394	53	139	33	0	225	24	173	23	1	221	954
08:30	8	61	19	1	89	44	381	51	1	477	37	150	27	0	214	26	229	36	4	295	1075
08:45	23	68	24	0	115	38	304	44	0	386	34	130	38	0	202	39	284	26	3	352	1055
09:00	13	72	17	0	102	43	301	37	2	383	25	116	25	0	166	17	164	23	0	204	855
Total Volume	61	284	74	1	420	157	1291	189	3	1640	149	535	123	0	807	106	850	108	8	1072	3939
% App Total	14.5%	67.6%	17.6%	0.2%		9.6%	78.7%	11.5%	0.2%		18.5%	66.3%	15.2%	0.0%		9.9%	79.3%	10.1%	0.7%		
PHF	.663	.855	.771	.250	.913	.892	.847	.829	.375	.860	.703	.892	.809	.000	.897	.679	.748	.750	.500	.761	.916
PM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	28	86	8	0	122	45	271	23	0	339	28	81	59	0	168	25	324	37	6	392	1021
17:30	44	124	14	0	182	50	270	25	0	345	25	66	28	0	119	16	301	22	5	344	990
17:45	24	118	12	0	154	55	282	21	0	358	23	72	32	0	127	28	271	37	6	342	981
18:00	14	100	15	0	129	46	251	14	0	311	13	62	32	0	107	30	357	53	4	444	991
Total Volume	110	428	49	0	587	196	1074	83	0	1353	89	281	151	0	521	99	1253	149	21	1522	3983
% App Total	18.7%	72.9%	8.3%	0.0%		14.5%	79.4%	6.1%	0.0%		17.1%	53.9%	29.0%	0.0%		6.5%	82.3%	9.8%	1.4%		
PHF	.625	.863	.817	.000	.806	.891	.952	.830	.000	.945	.795	.867	.640	.000	.775	.825	.877	.703	.875	.857	.975

ALL TRAFFIC DATA

City of Mountain View
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
 Date : 6/3/2015

Unshifted Count = All Vehicles

START TIME	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL		
07:00	17	0	18	0	35	0	287	21	0	308	0	0	0	0	0	0	74	0	0	74	417	0
07:15	18	0	15	0	33	0	390	23	0	413	0	0	0	0	0	1	86	0	0	87	533	0
07:30	24	0	32	0	56	0	397	18	0	415	0	0	0	0	0	3	129	0	0	132	603	0
07:45	35	0	24	0	59	0	415	24	0	439	0	0	0	0	0	4	190	0	0	194	692	0
Total	94	0	89	0	183	0	1489	86	0	1575	0	0	0	0	0	8	479	0	0	487	2245	0
08:00	24	0	48	0	72	0	368	28	0	396	0	0	0	0	0	2	187	0	0	189	657	0
08:15	50	0	53	0	103	0	428	39	0	467	0	0	0	0	0	8	230	0	0	238	808	0
08:30	55	0	41	0	96	0	445	27	0	472	0	0	0	0	0	7	268	0	0	275	843	0
08:45	59	0	30	0	89	0	350	33	0	383	0	0	0	0	0	9	317	0	0	326	798	0
Total	188	0	172	0	360	0	1591	127	0	1718	0	0	0	0	0	26	1002	0	0	1028	3106	0
09:00	48	0	36	0	84	0	359	27	0	386	0	0	0	0	0	7	251	0	0	258	728	0
09:15	37	0	30	0	67	0	290	22	0	312	0	0	0	0	0	11	234	0	0	245	624	0
09:30	41	0	30	0	71	0	335	14	0	349	0	0	0	0	0	7	197	0	0	204	624	0
09:45	36	0	36	0	72	0	348	23	0	371	0	0	0	0	0	10	213	0	0	223	666	0
Total	162	0	132	0	294	0	1332	86	0	1418	0	0	0	0	0	35	895	0	0	930	2642	0
16:00	34	0	30	0	64	0	218	15	0	233	0	0	0	0	0	11	336	0	0	347	644	0
16:15	35	0	35	0	70	0	222	14	0	236	0	0	0	0	0	4	336	0	0	340	646	0
16:30	33	0	32	0	65	0	281	12	0	293	0	0	0	0	0	7	363	0	0	370	728	0
16:45	38	0	33	0	71	0	265	13	0	278	0	0	0	0	0	12	379	0	0	391	740	0
Total	140	0	130	0	270	0	986	54	0	1040	0	0	0	0	0	34	1414	0	0	1448	2758	0
17:00	42	0	47	1	90	0	295	16	0	311	0	0	0	0	0	15	373	0	0	388	789	1
17:15	38	0	37	0	75	0	292	14	0	306	0	0	0	0	0	17	374	0	0	391	772	0
17:30	39	0	51	0	90	0	407	24	0	431	0	0	0	0	0	12	387	0	1	400	921	1
17:45	39	0	43	0	82	0	312	22	0	334	0	0	0	0	0	13	352	0	0	365	781	0
Total	158	0	178	1	337	0	1306	76	0	1382	0	0	0	0	0	57	1486	0	1	1544	3263	2
18:00	31	0	41	0	72	0	340	23	0	363	0	0	0	0	0	7	381	0	0	388	823	0
18:15	49	0	47	0	96	0	346	18	0	364	0	0	0	0	0	13	332	0	0	345	805	0
18:30	40	0	43	0	83	0	295	19	0	314	0	0	0	0	0	14	386	0	1	401	798	1
18:45	26	0	41	0	67	0	248	23	0	271	0	0	0	0	0	13	366	0	0	379	717	0
Total	146	0	172	0	318	0	1229	83	0	1312	0	0	0	0	0	47	1465	0	1	1513	3143	1
Grand Total	898	0	873	1	1762	0	7933	512	0	8445	0	0	0	0	0	207	6741	0	2	6950	17157	3
Apprch %	60.4%	0.0%	49.5%	0.1%		0.0%	93.9%	6.1%	0.0%		0.0%	0.0%	0.0%	0.0%		3.0%	97.0%	0.0%	0.0%			
Total %	5.2%	0.0%	5.1%	0.0%	10.3%	0.0%	46.2%	3.0%	0.0%	49.2%	0.0%	0.0%	0.0%	0.0%		1.2%	39.3%	0.0%	0.0%	40.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
 Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	50	0	53	0	103	0	428	39	0	467	0	0	0	0	0	8	230	0	0	238	808
08:30	55	0	41	0	96	0	445	27	0	472	0	0	0	0	0	7	268	0	0	275	843
08:45	59	0	30	0	89	0	350	33	0	383	0	0	0	0	0	9	317	0	0	326	798
09:00	48	0	36	0	84	0	359	27	0	386	0	0	0	0	0	7	251	0	0	258	728
Total Volume	212	0	160	0	372	0	1582	126	0	1708	0	0	0	0	0	31	1066	0	0	1097	3177
% App Total	57.0%	0.0%	43.0%	0.0%		0.0%	92.6%	7.4%	0.0%		0.0%	0.0%	0.0%	0.0%		2.8%	97.2%	0.0%	0.0%		
PHF	.898	.000	.755	.000	.903	.000	.889	.808	.000	.905	.000	.000	.000	.000	.000	.861	.841	.000	.000	.841	.942
PM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	39	0	51	0	90	0	407	24	0	431	0	0	0	0	0	12	387	0	1	400	921
17:45	39	0	43	0	82	0	312	22	0	334	0	0	0	0	0	13	352	0	0	365	781
18:00	31	0	41	0	72	0	340	23	0	363	0	0	0	0	0	7	381	0	0	388	823
18:15	49	0	47	0	96	0	346	18	0	364	0	0	0	0	0	13	332	0	0	345	805
Total Volume	158	0	182	0	340	0	1405	87	0	1492	0	0	0	0	0	45	1452	0	1	1498	3330
% App Total	46.5%	0.0%	53.5%	0.0%		0.0%	94.2%	5.8%	0.0%		0.0%	0.0%	0.0%	0.0%		3.0%	96.9%	0.0%	0.1%		
PHF	.806	.000	.892	.000	.885	.000	.863	.906	.000	.865	.000	.000	.000	.000	.000	.865	.938	.000	.250	.936	.904

ALL TRAFFIC DATA

City of Mountain View
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
 Date : 6/3/2015

Unshifted Count = All Vehicles

START TIME	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	6	0	17	0	23	0	272	29	0	301	0	0	0	0	0	3	67	0	0	70	384	0
07:15	4	0	9	0	13	0	356	44	0	400	0	0	0	0	0	3	87	0	0	90	503	0
07:30	13	0	17	0	30	0	385	37	0	422	0	0	0	0	0	4	117	0	0	121	573	0
07:45	9	0	20	0	29	0	393	51	0	444	0	0	0	0	0	12	195	0	0	207	680	0
Total	32	0	63	0	95	0	1406	161	0	1567	0	0	0	0	0	22	466	0	0	488	2150	0
08:00	6	0	10	0	16	0	370	45	0	415	0	0	0	0	0	4	178	0	0	182	613	0
08:15	9	0	19	0	28	0	450	47	0	497	0	0	0	0	0	8	239	0	0	247	772	0
08:30	14	0	20	0	34	0	448	34	0	482	0	0	0	0	0	6	267	0	0	273	789	0
08:45	23	0	19	0	42	0	354	34	0	388	0	0	0	0	0	11	301	0	0	312	742	0
Total	52	0	68	0	120	0	1622	160	0	1782	0	0	0	0	0	29	985	0	0	1014	2916	0
09:00	12	0	21	0	33	0	358	34	0	392	0	0	0	0	0	14	246	0	0	260	685	0
09:15	16	0	16	0	32	0	301	25	0	326	0	0	0	0	0	13	230	0	1	244	602	1
09:30	11	0	18	0	29	0	335	21	0	356	0	0	0	0	0	4	185	0	0	189	574	0
09:45	10	0	11	0	21	0	372	29	0	401	0	0	0	0	0	5	213	0	0	218	640	0
Total	49	0	66	0	115	0	1366	109	0	1475	0	0	0	0	0	36	874	0	1	911	2501	1
16:00	12	0	23	0	35	0	223	33	0	256	0	0	0	0	0	9	324	0	0	333	624	0
16:15	28	0	14	0	42	0	221	39	0	260	0	0	0	0	0	10	332	0	0	342	644	0
16:30	17	0	18	0	35	0	268	39	0	307	0	0	0	0	0	11	335	0	0	346	688	0
16:45	24	0	18	0	42	0	275	46	0	321	0	0	0	0	0	8	364	0	0	372	735	0
Total	81	0	73	0	154	0	987	157	0	1144	0	0	0	0	0	38	1355	0	0	1393	2691	0
17:00	24	0	27	0	51	0	267	66	0	333	0	0	0	0	0	11	366	0	0	377	761	0
17:15	37	0	26	0	63	0	285	54	0	339	0	0	0	0	0	16	372	0	0	388	790	0
17:30	16	0	21	0	37	0	364	89	0	453	0	0	0	0	0	15	373	0	0	388	878	0
17:45	28	0	31	0	59	0	305	55	0	360	0	0	0	0	0	18	338	0	0	356	775	0
Total	105	0	105	0	210	0	1221	264	0	1485	0	0	0	0	0	60	1449	0	0	1509	3204	0
18:00	22	0	25	0	47	0	306	69	0	375	0	0	0	0	0	15	363	0	0	378	800	0
18:15	24	0	14	0	38	0	306	82	0	388	0	0	0	0	0	20	345	0	0	365	791	0
18:30	13	0	21	0	34	0	286	58	0	344	0	0	0	0	0	14	373	0	0	387	765	0
18:45	21	0	12	0	33	0	248	46	0	294	0	0	0	0	0	16	343	0	0	359	686	0
Total	80	0	72	0	152	0	1146	255	0	1401	0	0	0	0	0	65	1424	0	0	1489	3042	0
Grand Total	399	0	447	0	846	0	7748	1106	0	8854	0	0	0	0	0	250	6553	0	1	6804	16504	1
Apprch %	47.2%	0.0%	52.8%	0.0%		0.0%	87.5%	12.5%	0.0%		0.0%	0.0%	0.0%	0.0%		3.7%	96.3%	0.0%	0.0%			
Total %	2.4%	0.0%	2.7%	0.0%	5.1%	0.0%	46.9%	6.7%	0.0%	53.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	39.7%	0.0%	0.0%	41.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
 Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEA HOUR	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	9	0	19	0	28	0	450	47	0	497	0	0	0	0	0	8	239	0	0	247	772
08:30	14	0	20	0	34	0	448	34	0	482	0	0	0	0	0	6	267	0	0	273	789
08:45	23	0	19	0	42	0	354	34	0	388	0	0	0	0	0	11	301	0	0	312	742
09:00	12	0	21	0	33	0	358	34	0	392	0	0	0	0	0	14	246	0	0	260	685
Total Volume	58	0	79	0	137	0	1610	149	0	1759	0	0	0	0	0	39	1053	0	0	1092	2988
% App Total	42.3%	0.0%	57.7%	0.0%		0.0%	91.5%	8.5%	0.0%		0.0%	0.0%	0.0%	0.0%		3.6%	96.4%	0.0%	0.0%		
PHF	.630	.000	.940	.000	.815	.000	.894	.793	.000	.885	.000	.000	.000	.000	.000	.696	.875	.000	.000	.875	.947
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	16	0	21	0	37	0	364	89	0	453	0	0	0	0	0	15	373	0	0	388	878
17:45	28	0	31	0	59	0	305	55	0	360	0	0	0	0	0	18	338	0	0	356	775
18:00	22	0	25	0	47	0	306	69	0	375	0	0	0	0	0	15	363	0	0	378	800
18:15	24	0	14	0	38	0	306	82	0	388	0	0	0	0	0	20	345	0	0	365	791
Total Volume	90	0	91	0	181	0	1281	295	0	1576	0	0	0	0	0	68	1419	0	0	1487	3244
% App Total	49.7%	0.0%	50.3%	0.0%		0.0%	81.3%	18.7%	0.0%		0.0%	0.0%	0.0%	0.0%		4.6%	95.4%	0.0%	0.0%		
PHF	.804	.000	.734	.000	.767	.000	.880	.829	.000	.870	.000	.000	.000	.000	.000	.850	.951	.000	.000	.958	.924

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

START TIME	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL		
07:00	2	18	18	0	38	31	272	8	3	312	10	29	11	0	50	10	70	9	0	89	489	3
07:15	1	26	36	0	63	28	348	11	1	388	14	29	8	0	51	7	80	10	0	97	599	1
07:30	10	23	42	0	75	34	415	24	0	473	16	16	5	0	37	19	135	10	1	165	750	1
07:45	8	41	42	0	91	37	327	28	0	392	27	39	14	0	80	31	155	26	0	212	775	0
Total	21	108	138	0	267	130	1362	69	4	1565	67	113	38	0	218	67	440	55	1	563	2613	5
08:00	7	27	45	1	80	30	382	27	2	441	24	31	15	0	70	28	169	20	0	217	808	3
08:15	9	23	60	0	92	38	334	41	1	414	21	44	12	0	77	31	220	23	0	274	857	1
08:30	14	32	47	0	93	39	354	31	2	426	18	37	9	0	64	39	225	36	0	300	883	2
08:45	7	24	45	0	76	35	311	23	0	369	41	50	19	0	110	47	297	35	0	379	934	0
Total	37	106	197	1	341	142	1381	122	5	1650	104	162	55	0	321	145	911	114	0	1170	3482	6
09:00	9	37	53	0	99	39	287	27	2	355	30	48	10	0	88	30	240	28	1	299	841	3
09:15	5	35	39	0	79	52	276	26	0	354	19	47	22	0	88	35	193	33	0	261	782	0
09:30	9	45	44	0	98	43	280	28	6	357	16	13	9	0	38	17	200	37	0	254	747	6
09:45	13	31	48	0	92	47	279	11	2	339	49	72	23	0	144	27	185	38	2	252	827	4
Total	36	148	184	0	368	181	1122	92	10	1405	114	180	64	0	358	109	818	136	3	1066	3197	13
16:00	12	50	27	0	89	24	165	9	2	200	30	45	25	0	100	20	309	35	0	364	753	2
16:15	12	50	33	0	95	35	182	20	2	239	22	42	9	1	74	26	310	40	0	376	784	3
16:30	11	35	32	0	78	33	220	14	1	268	26	39	19	0	84	35	314	38	2	389	819	3
16:45	12	39	35	0	86	38	292	14	0	344	10	14	8	0	32	24	366	45	0	435	897	0
Total	47	174	127	0	348	130	859	57	5	1051	88	140	61	1	290	105	1299	158	2	1564	3253	8
17:00	14	50	43	0	107	39	303	10	0	352	29	44	20	0	93	26	324	38	2	390	942	2
17:15	16	82	52	0	150	40	299	17	0	356	29	41	13	0	83	33	361	43	0	437	1026	0
17:30	12	45	21	0	78	37	357	20	0	414	23	32	21	0	76	29	347	56	0	432	1000	0
17:45	4	26	19	0	49	72	331	22	1	426	34	41	14	0	89	34	329	45	0	408	972	1
Total	46	203	135	0	384	188	1290	69	1	1548	115	158	68	0	341	122	1361	182	2	1667	3940	3
18:00	4	72	41	0	117	63	339	37	0	439	16	28	12	0	56	23	298	64	0	385	997	0
18:15	7	74	20	0	101	70	313	24	1	408	25	70	25	0	120	33	269	57	0	359	988	1
18:30	9	59	28	0	96	44	253	27	0	324	23	42	17	0	82	46	317	78	0	441	943	0
18:45	9	47	37	0	93	69	230	16	1	316	24	40	23	0	87	42	298	63	0	403	899	1
Total	29	252	126	0	407	246	1135	104	2	1487	88	180	77	0	345	144	1182	262	0	1588	3827	2
Grand Total	216	991	907	1	2115	1017	7149	513	27	8706	576	933	363	1	1873	692	6011	907	8	7618	20312	37
Apprch %	10.2%	46.9%	42.9%	0.0%		11.7%	82.1%	5.9%	0.3%		30.8%	49.8%	19.4%	0.1%		9.1%	78.9%	11.9%	0.1%			
Total %	1.1%	4.9%	4.5%	0.0%	10.4%	5.0%	35.2%	2.5%	0.1%	42.9%	2.8%	4.6%	1.8%	0.0%	9.2%	3.4%	29.6%	4.5%	0.0%	37.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	LEFT	THRU	RIGHT	UTURNS	APP-TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	9	23	60	0	92	38	334	41	1	414	21	44	12	0	77	31	220	23	0	274	857
08:30	14	32	47	0	93	39	354	31	2	426	18	37	9	0	64	39	225	36	0	300	883
08:45	7	24	45	0	76	35	311	23	0	369	41	50	19	0	110	47	297	35	0	379	934
09:00	9	37	53	0	99	39	287	27	2	355	30	48	10	0	88	30	240	28	1	299	841
Total Volume	39	116	205	0	360	151	1286	122	5	1564	110	179	50	0	339	147	982	122	1	1252	3515
% App Total	10.8%	32.2%	56.9%	0.0%		9.7%	82.2%	7.8%	0.3%		32.4%	52.8%	14.7%	0.0%		11.7%	78.4%	9.7%	0.1%		
PHF	.696	.784	.854	.000	.909	.968	.908	.744	.625	.918	.671	.895	.658	.000	.770	.782	.827	.847	.250	.826	.941
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	16	82	52	0	150	40	299	17	0	356	29	41	13	0	83	33	361	43	0	437	1026
17:30	12	45	21	0	78	37	357	20	0	414	23	32	21	0	76	29	347	56	0	432	1000
17:45	4	26	19	0	49	72	331	22	1	426	34	41	14	0	89	34	329	45	0	408	972
18:00	4	72	41	0	117	63	339	37	0	439	16	28	12	0	56	23	298	64	0	385	997
Total Volume	36	225	133	0	394	212	1326	96	1	1635	102	142	60	0	304	119	1335	208	0	1662	3995
% App Total	9.1%	57.1%	33.8%	0.0%		13.0%	81.1%	5.9%	0.1%		33.6%	46.7%	19.7%	0.0%		7.2%	80.3%	12.5%	0.0%		
PHF	.563	.686	.639	.000	.657	.736	.929	.649	.250	.931	.750	.866	.714	.000	.854	.875	.925	.813	.000	.951	.973

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5305 CENTRAL EXPY/RENGSTORFF AVE

Critical Vol./Cap. (X): 0.673
Average Delay (sec/Veh): 62.1
Level Of Service: E

Optimal Cycle: 19
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 28 52 16 34 21 59 22 60
Y/R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 1 1 0 1 0 2 0 1 0 2 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 5:15-6:15PM
Base Vol: 84 310 163 99 460 41 108 1100 115 129 993 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 84 310 163 99 460 41 108 1100 115 129 993 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 84 310 163 99 460 41 108 1100 115 129 993 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 84 310 163 99 460 41 108 1100 115 129 993 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 84 310 163 99 460 41 108 1100 115 129 993 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/turn: 0.70 0.84 0.81 0.78 0.83 0.81 0.78 0.85 0.78 0.78 0.85 0.78
Lanes: 2.00 1.29 0.71 1.00 1.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2677 2060 1083 1488 2887 257 1488 3230 1488 1488 3230 1488

Capacity Analysis Module:
Vol/Sat: 0.03 0.15 0.15 0.07 0.16 0.16 0.07 0.34 0.08 0.09 0.31 0.08
Clt Moves: ****

Green Time: 29.4 49.8 49.8 15.3 35.7 35.7 20.1 56.5 56.5 21.1 57.5 72.8
Volume/Cap: 0.17 0.49 0.49 0.70 0.72 0.72 0.58 0.97 0.22 0.66 0.86 0.17
Utilform Del: 57.9 47.1 47.1 73.7 60.5 60.5 69.3 53.6 38.3 69.5 50.8 27.3
IncrementDel: 0.2 0.4 0.4 14.3 3.6 3.6 4.6 19.7 0.2 8.2 6.8 0.1
InflQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 58.1 47.5 47.5 88.0 64.1 64.1 73.9 73.4 38.5 77.7 56.9 27.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.1 47.5 47.5 88.0 64.1 64.1 73.9 73.4 38.5 77.7 56.9 27.4
LOS by Move: E+ D D F E E E D+ B- E+ C
HCM2KAVGO: 11 11 7 14 14 7 33 8 27 5 5

Note: Queue reported is the number of cars per lane.
Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to SANTA CIARA COUNTY

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #311 CENTRAL EXPY/SHORELINE BLVD WEST OF CENTRAL

Critical Vol./Cap. (X): 0.442
Average Delay (sec/Veh): 5.9
Level Of Service: A

Optimal Cycle: 134
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 18 18 11 107 0 95
Y/R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 0 1 0 0 1 0 2 0 0 0 2 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 5:15 - 6:15 PM
Base Vol: 0 0 117 0 108 57 1314 0 0 1209 293
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 0 117 0 108 57 1314 0 0 1209 293
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 117 0 108 57 1314 0 0 1209 293
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 117 0 108 57 1314 0 0 1209 293
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 117 0 108 57 1314 0 0 1209 293

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/turn: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 1750 0 1750 1750 3800 0 0 3800 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.06 0.03 0.35 0.00 0.00 0.32 0.17
Clt Moves: ****

Green Time: 0.0 0.0 0.0 16.7 0.0 16.7 10.3 99.0 0.0 0.0 88.7 88.7
Volume/Cap: 0.00 0.00 0.00 0.50 0.00 0.46 0.39 0.43 0.00 0.00 0.44 0.23
Utilform Del: 0.0 0.0 0.0 53.8 0.0 53.5 58.3 4.2 0.0 0.0 7.9 6.5
IncrementDel: 0.0 0.0 0.0 1.7 0.0 1.4 1.8 0.1 0.0 0.0 0.1 0.1
InflQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 0.00 0.00 0.00 0.19 0.19
Delay/Veh: 0.0 0.0 0.0 55.5 0.0 54.9 60.0 0.1 0.0 0.0 1.6 1.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 55.5 0.0 54.9 60.0 0.1 0.0 0.0 1.6 1.3
LOS by Move: A A A A E+ A 5 3 1 0 0 0 1 1
HCM2KAVGO: 0 0 0 5 0 5 3 1 0 0 0 3 1

Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5310 CENTRAL EXPWY/SHORELINE BLVD EAST OF CENTRAL

Cycle (sec): 124 Critical Vol./Cap. (X): 0.485
Loss Time (Sec): 9 Average Delay (Sec/Veh): 7.4
Optimal Cycle: 134 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Split Phase Split Phase Protected Protected
Rights: Include OVI Ignore OVI
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y-R: 0 0 0 0 1 0 0 0 1 2 0 2 0 0 0 2 0 1
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 5:15 - 6:15 PM
Base Vol: 0 0 161 0 201 26 1392 0 0 1340 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 161 0 201 26 1392 0 0 1340 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 0 201 26 1392 0 0 1340 80
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 0 201 26 1392 0 0 1340 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 161 0 201 26 1392 0 0 1340 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 1750 0 1750 0 1750 3800 0 0 3800 1750

Capacity Analysis Module:
VOL/Sat: 0.00 0.00 0.00 0.09 0.00 0.11 0.01 0.37 0.00 0.00 0.35 0.05
Green Time: 0.0 0.0 20.4 0.0 30.5 10.2 95.3 0.0 0.0 85.1 105.5
Volume/Cap: 0.00 0.00 0.00 0.56 0.00 0.47 0.10 0.48 0.00 0.00 0.51 0.05
UtilForm Del: 0.0 0.0 0.0 51.5 0.0 43.0 56.9 5.7 0.0 0.0 10.2 1.6
IncrmentDel: 0.0 0.0 0.0 2.5 0.0 0.8 0.2 0.1 0.0 0.0 0.2 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.31 0.00
Delay/Veh: 0.0 0.0 0.0 54.0 0.0 43.8 57.1 0.1 0.0 0.0 3.3 0.0
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 54.0 0.0 43.8 57.1 0.1 0.0 0.0 3.3 0.0
LOS by Move: A A A D 7 0 0 8 1 1 0 0 4 0
HOM2KVBQ: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5308 CENTRAL EXPWY/CASSTRO ST-MOPPET BLVD

Cycle (sec): 132 Critical Vol./Cap. (X): 0.738
Loss Time (Sec): 21 Average Delay (Sec/Veh): 63.3
Optimal Cycle: 133 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 30 46 46 10 26 18 59 59 17 58 58
Y-R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 1 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 5:15 - 6:15 PM
Base Vol: 102 161 75 50 236 132 121 1218 156 156 1172 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 102 161 75 50 236 132 121 1218 156 156 1172 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 102 161 75 50 236 132 121 1218 156 156 1172 88
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 102 161 75 50 236 132 121 1218 156 156 1172 88
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 102 161 75 50 236 132 121 1218 156 156 1172 88

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.70 0.84 0.81 0.78 0.84 0.81 0.78 0.85 0.78 0.78 0.85 0.78
Lanes: 2.00 1.35 0.65 1.00 1.26 0.74 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2677 2145 999 1488 2016 1128 1488 3230 1488 1488 3230 1488

Capacity Analysis Module:
VOL/Sat: 0.04 0.08 0.08 0.03 0.12 0.12 0.08 0.38 0.10 0.10 0.36 0.06
Green Time: 25.9 39.7 39.7 8.6 22.4 22.4 15.5 50.9 50.9 14.7 50.0 58.7
Volume/Cap: 0.19 0.25 0.25 0.51 0.69 0.69 0.69 0.98 0.27 0.94 0.96 0.13
UtilForm Del: 51.4 40.5 40.5 69.2 59.7 59.7 64.8 46.4 32.3 67.5 46.3 25.1
IncrmentDel: 0.2 0.1 0.1 4.7 3.8 3.8 11.2 20.3 0.3 53.5 16.5 0.1
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 51.6 40.6 40.6 73.8 63.5 63.5 76.1 66.6 32.5 121.0 62.8 25.2
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.6 40.6 40.6 73.8 63.5 63.5 76.1 66.6 32.5 121.0 62.8 25.2
LOS by Move: D 3 5 5 3 10 10 6 32 7 11 32 4
HOM2KVBQ: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #5213 FOOTHILL EXPY/MAIN ST-BURKB RD
 Cycle (sec): 95 Critical Vol./Cap. (X): 0.394
 Loss Time (sec): 12 Average Delay (sec/veh): 19.9
 Optimal Cycle: 107 Level Of Service: B-
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 9 45 22 58 28 28 28 28
 YPR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1 0 1 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 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
 Initial Bse: 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 60 420 107 249 1241 274 26 132 42 76 153 63
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Volume: 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
 Adj/Lane: 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 2.04 1.00 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 Wovs: *****

Green Times: 8.0 40.0 40.0 19.5 51.5 51.5 24.9 24.9 24.9 24.9 24.9
 Volume/Cap: 0.41 0.26 0.13 0.69 0.60 0.29 0.09 0.37 0.37 0.22 0.31 0.14
 UtilFrom Del: 46.5 20.2 19.1 39.4 16.7 13.3 29.9 32.3 32.3 31.0 31.7 30.3
 IncrntDel: 1.8 0.1 0.1 5.7 0.5 0.2 0.1 0.5 0.5 0.3 0.4 0.1
 InitQueue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 0.87 1.00 1.00 0.70 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 48.3 17.7 16.8 45.1 12.1 9.4 30.0 32.8 32.8 31.3 32.1 30.4
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 48.3 17.7 16.8 45.1 12.1 9.4 30.0 32.8 32.8 31.3 32.1 30.4
 LOS by Move: D 3 B 2 B 8 B 10 B 3 A 1 C 5 C 2 C
 HCM2KAVGQ: *****

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

 Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to SANRA CLARA COUNTY



File Name : 1AM FINAL
 Site Code : 00000001
 Start Date : 5/9/2017
 Page No : 1

Start Time	FOOTHILL EXPY Southbound				W EDITH AVE Westbound				FOOTHILL EXPY Northbound				W EDITH AVE Eastbound								
	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total					
07:00 AM	3	36	8	0	47	41	8	12	0	61	19	153	16	0	188	10	18	3	0	31	327
07:15 AM	2	31	10	6	49	43	27	10	0	80	15	233	24	0	262	15	22	4	0	41	432
07:30 AM	3	42	14	3	62	69	40	25	1	135	33	257	38	5	333	22	32	10	0	64	594
07:45 AM	3	46	17	2	68	89	53	16	0	158	33	297	51	8	389	43	82	5	0	130	745
Total	11	155	49	11	226	242	128	63	1	434	100	930	129	13	1172	90	154	22	0	266	2098
08:00 AM	3	62	21	14	100	96	68	16	1	180	35	279	30	2	346	41	57	9	0	107	733
08:15 AM	3	73	28	7	111	139	50	15	1	206	24	328	27	3	362	29	75	17	2	123	822
08:30 AM	6	56	18	3	83	112	43	32	1	188	24	367	24	2	417	36	55	11	0	102	790
08:45 AM	0	70	22	5	97	89	26	23	0	138	26	404	21	0	451	25	40	8	1	74	760
Total	12	261	89	29	391	436	187	86	3	712	109	1378	102	7	1596	131	227	45	3	406	3105
09:00 AM	6	49	25	1	81	81	26	16	0	123	11	324	16	1	360	20	39	7	0	66	630
09:15 AM	4	62	31	3	100	64	25	15	0	104	11	270	8	0	289	18	32	6	0	56	549
09:30 AM	3	79	21	2	105	59	21	18	0	98	11	257	21	1	270	23	35	9	0	67	640
09:45 AM	6	69	20	1	96	42	23	12	0	77	14	257	14	1	286	26	26	6	1	59	518
Total	19	259	97	7	382	246	95	61	0	402	55	1088	59	2	1205	87	132	28	1	248	2237
Grand Total	42	675	235	47	999	924	410	210	4	1548	264	3386	290	23	3973	308	513	95	4	920	7440
Approch %	42	67.6	23.5	4.7	99.7	26.5	13.6	0.3	0.3	20.8	6.6	85.6	7.3	0.6	53.4	34.1	55.8	10.3	0.4	12.4	7361
Total %	0.6	9.1	3.2	0.9	13.4	12.4	8.5	2.06	0.1	15.33	2.97	33.9	2.81	2.3	35.66	3.03	51.0	1.3	0.1	9.11	7361
% Lights	92.9	96.8	97	100	98.2	99.2	99	98.6	100	99	97.3	99.4	96.9	100	99.1	98.4	99.4	98.9	100	99	99.3
% Buses	0	0	0	0	0	0.4	0.1	0.2	0	0	0.2	0.1	0	0	0	0	0	0	0	0	0.1
% Trucks	3	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0.5
% Trucks	7.1	0.6	3	0	1.4	0.6	0.7	1.9	0	0.8	1.9	0.5	3.1	0	0.8	1.3	0.6	1.1	0	0.9	0.9

Start Time	FOOTHILL EXPY Southbound				W EDITH AVE Westbound				FOOTHILL EXPY Northbound				W EDITH AVE Eastbound				
	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total	Right	Thru	Left	APC Total	
08:00 AM	3	62	21	86	96	68	15	179	35	279	30	344	41	57	9	107	716
08:15 AM	3	73	28	104	139	50	16	205	24	328	27	379	29	75	17	121	809
08:30 AM	6	56	18	80	112	43	32	187	24	367	24	415	36	55	11	102	784
08:45 AM	0	70	22	92	89	26	23	138	26	404	21	451	25	40	8	73	754
Total Volume	12	261	89	362	436	187	86	709	109	1378	102	1589	131	227	45	403	3063
% Appr Total	3.3	72.1	24.6	61.5	26.4	12.1	1	6.9	86.7	6.4	32.5	56.3	11.2	8.33	9.47		
PHF	500	894	795	870	784	688	672	985	779	853	850	881	799	757	662	833	947

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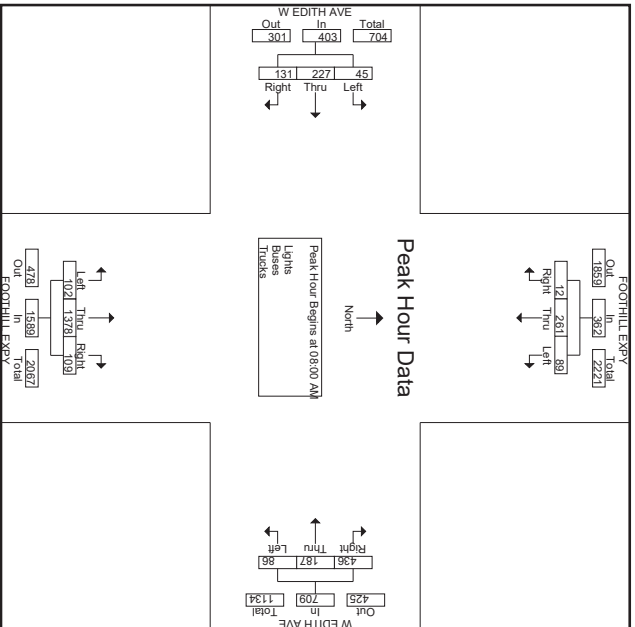
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File Name : 1AM FINAL
Site Code : 00000001
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Start Time	FOOTHILL EXPY Southbound			W EDITH AVE Westbound			FOOTHILL EXPY Northbound			W EDITH AVE Eastbound			Int. Total								
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left									
04:00 PM	15	259	66	5	345	37	58	28	1	124	20	24	1	116	21	49	7	77	662		
04:15 PM	31	303	56	3	393	35	53	29	0	117	20	83	23	2	128	37	44	4	85	723	
04:30 PM	19	308	73	3	403	44	52	20	0	116	28	75	20	1	124	38	62	8	108	751	
04:45 PM	30	357	69	2	458	40	58	17	0	115	19	76	19	1	115	37	58	2	97	785	
Total	95	1227	264	13	1599	156	221	94	1	472	87	305	86	5	483	133	213	21	0	367	2921
05:00 PM	20	350	70	5	445	31	53	15	0	99	21	63	16	0	100	19	47	4	2	72	716
05:15 PM	30	369	76	2	477	41	38	12	0	91	22	87	30	1	140	22	63	3	0	88	796
05:30 PM	32	350	81	3	466	44	60	23	0	127	19	104	24	1	148	21	62	2	0	85	826
05:45 PM	21	324	82	4	431	47	63	20	0	130	22	91	22	2	137	18	53	3	0	74	772
Total	103	1383	309	14	1819	163	214	70	0	447	84	345	92	4	525	80	225	12	2	319	3110
06:00 PM	18	316	67	3	404	41	60	14	0	115	16	79	23	4	122	14	38	4	3	59	700
06:15 PM	4	305	73	6	388	34	61	13	0	108	24	89	9	1	123	13	48	6	0	67	686
06:30 PM	7	256	52	2	317	34	47	27	0	108	22	72	13	1	108	13	36	2	0	51	584
06:45 PM	4	204	44	2	254	37	37	20	0	94	17	49	10	3	79	22	36	4	0	62	489
Total	33	1081	236	13	1363	146	205	74	0	425	79	289	55	9	432	62	158	16	3	239	2459
Grand Total	231	3701	809	40	4781	465	640	238	1	1344	250	939	233	18	1440	275	596	49	5	925	8490
Approch %	4.9	77.4	16.9	0.8	56.3	34.6	47.6	17.7	0.1	15.8	2.9	11.1	2.7	0.2	17	23.7	64.4	5.3	0.5	10.9	
Total %	4.2	43.6	9.5	0.8	47.69	46.4	64.0	23.6	1	13.41	24.6	30.3	23.1	0.8	14.30	21.3	59.5	4.9	0.1	10.9	84.92
% Lights	98.9	99.7	99.9	100	99.7	99.6	100	99.2	100	99.6	99.2	99.4	99.1	100	99.3	99.3	99.6	100	100	99.7	99.7
% Buses	0	2	0	0	2	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0	4
% Trucks	1	8	1	0	10	1	0	2	0	3	2	4	2	0	8	2	1	0	0	0	24
% Trucks	0.4	0.2	0.1	0	0.2	0	0.8	0	0.2	0.3	0.4	0.9	0	0.6	0.1	0.7	0.2	0	0	0.3	0.3

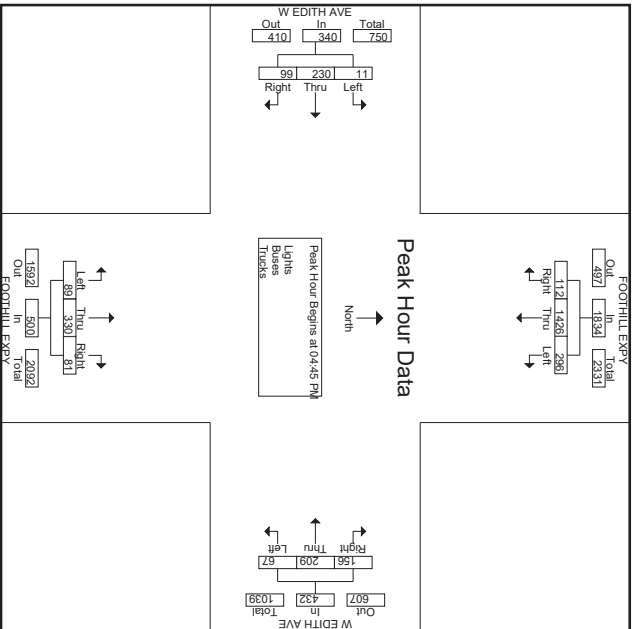
Start Time	FOOTHILL EXPY Southbound			W EDITH AVE Westbound			FOOTHILL EXPY Northbound			W EDITH AVE Eastbound			Int. Total				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left					
04:45 PM	30	357	89	456	40	58	17	115	19	76	19	114	37	58	2	97	782
05:00 PM	20	350	70	440	31	53	15	99	21	63	16	100	19	47	4	70	709
05:15 PM	30	369	76	475	41	38	12	91	22	87	30	139	22	63	3	88	793
05:30 PM	32	350	81	463	44	60	23	127	19	104	24	147	21	62	2	85	822
Total Volume	112	1426	296	1834	156	209	67	432	81	330	89	500	99	230	11	340	3106
% App. Total	6.1	77.8	16.1	36.1	48.4	15.5	16.2	66	17.8	16.2	66	17.8	29.1	67.6	3.2	87.6	945
PHF	875	966	914	965	896	871	728	850	920	793	742	850	699	913	688	876	945

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

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Groups Printed- Lights - Buses - Trucks

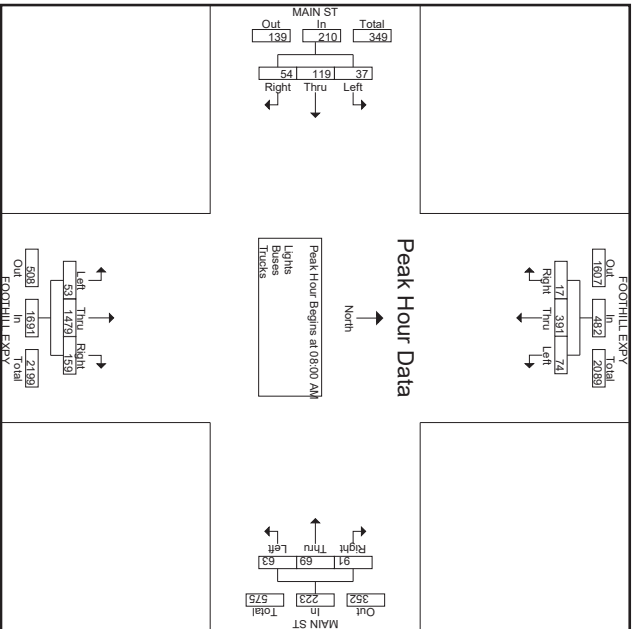
Start Time	FOOTHILL EXPY Southbound			MAIN ST Westbound			FOOTHILL EXPY Northbound			MAIN ST Eastbound			Int. Total								
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left									
07:00 AM	5	46	3	7	10	15	0	32	33	192	9	6	240	4	10	4	1	19	349		
07:15 AM	2	57	8	4	71	12	2	39	33	237	14	6	290	3	16	10	2	31	431		
07:30 AM	2	80	8	8	98	15	14	12	0	41	26	299	9	8	34	2	4	47	528		
07:45 AM	3	88	13	2	108	16	23	11	0	50	26	352	18	7	40	3	27	19	0	54	613
Total	12	271	32	18	333	51	59	50	2	162	118	1080	50	27	1275	23	77	46	5	151	1921
08:00 AM	4	100	18	3	125	17	25	12	1	55	39	326	15	4	38	20	10	0	52	616	
08:15 AM	5	97	17	9	128	22	16	24	2	64	46	346	14	2	40	12	25	6	2	45	645
08:30 AM	3	96	22	6	127	27	13	15	0	55	42	401	14	2	45	13	38	14	0	65	706
08:45 AM	5	98	17	4	124	25	15	12	0	52	32	406	10	3	45	9	34	7	2	52	679
Total	17	391	74	22	504	91	69	63	3	226	159	1479	53	11	1702	54	119	37	4	214	2646
09:00 AM	3	65	20	3	91	18	22	12	0	52	39	335	17	4	40	13	29	14	0	56	606
09:15 AM	5	89	13	4	111	12	20	14	0	46	43	302	8	6	35	13	30	3	0	46	562
09:30 AM	10	88	24	4	128	8	13	17	0	38	42	288	13	7	30	10	11	1	0	39	503
09:45 AM	0	82	21	4	107	17	27	2	0	68	42	268	12	6	32	10	24	7	0	41	544
Total	18	324	78	15	435	55	77	70	2	204	178	1143	50	23	1394	45	101	35	1	182	2215
Grand Total	47	986	184	55	1272	197	205	183	7	592	455	3702	153	61	4371	122	297	118	10	547	6782
Approach %	3.7	77.5	14.5	4.3	18.8	33.3	34.6	30.9	1.2	6.7	10.4	84.7	3.5	1.4	64.5	22.3	54.3	21.6	1.8	9.1	66.92
Total %	0.7	14.5	2.7	0.8	12.5	2.9	2.9	4.7	0.1	8.7	6.7	54.6	2.6	0.9	43.2	11.3	29.3	11.5	1.0	5.31	66.92
% Lights	49	97.2	183	59	125.9	192	205	178	7	58.2	45.2	386.3	146	61	432.4	113	293	115	10	97.1	96.7
% Buses	96.7	98.6	99.3	100	98.7	97.5	100	97.3	100	98.3	99.3	98.9	96.7	100	99.9	92.6	98.7	97.5	100	97.1	96.7
% Trucks	0	0.3	0	0	0.2	0	0	0	0	0.2	0	0.1	0	0	0.4	0.8	0	0	0	0.2	0.3
% Trucks	2	1.1	1	0	1.4	4	0	5	0	3	3	3.5	5	0	4	8	4	4	3	0	1.5
% Trucks	4.3	1.1	0.5	0	1.1	2	0	2.7	0	1.5	0.7	0.9	3.3	0	1	6.6	1.3	2.5	0	2.7	1.2

Start Time	FOOTHILL EXPY Southbound			MAIN ST Westbound			FOOTHILL EXPY Northbound			MAIN ST Eastbound			Int. Total				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left					
08:00 AM	4	100	18	12	25	12	54	39	326	15	380	20	22	10	52	608	
08:15 AM	5	97	17	11	22	16	24	46	346	14	406	12	25	6	43	630	
08:30 AM	3	96	22	12	27	13	15	55	42	401	14	44	38	14	65	698	
08:45 AM	5	98	17	12	25	15	12	32	406	10	448	9	34	7	50	670	
Total Volume	17	391	74	48	91	69	63	223	159	1479	53	169	54	119	37	210	2606
% App. Total	3.5	81.1	15.4	40.8	30.9	28.3	89.4	91.1	88.5	92.5	87.5	56.7	17.6	17.6	17.6	80.8	93.3
PHF	880	978	841	988	843	690	656	899	864	911	883	925	783	661	808	933	

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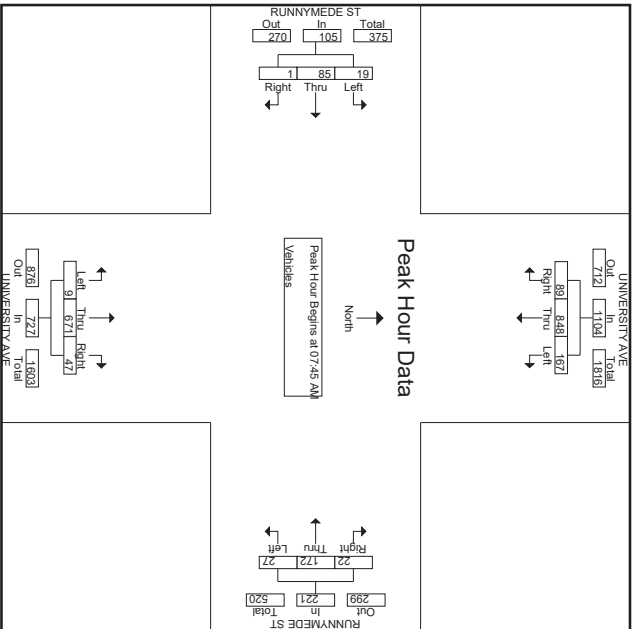
File Name : 3AM FINAL
Site Code : 00000003
Start Date : 5/5/2015
Page No : 1

Start Time	UNIVERSITY AVE						RUNNMEDE ST						UNIVERSITY AVE						RUNNMEDE ST															
	Southbound			Northbound			Westbound			Eastbound			Northbound			Southbound			Eastbound			Westbound												
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	App. Total	Int. Total		
07:00 AM	10	319	21	0	350	2	19	14	0	35	11	124	1	137	3	9	5	1	18	540														
07:15 AM	20	284	21	1	326	5	21	2	1	29	12	122	3	138	3	15	3	1	22	515														
07:30 AM	25	225	34	0	284	1	35	4	3	43	15	129	5	149	0	24	3	1	28	504														
07:45 AM	31	200	30	0	261	9	51	6	1	67	16	177	4	200	0	47	5	2	54	592														
Total	86	1028	106	1	1221	17	126	28	5	174	54	552	13	624	6	95	16	5	122	2141														
08:00 AM	16	197	32	2	247	4	65	8	6	83	12	163	3	183	1	13	4	2	20	533														
08:15 AM	27	219	54	3	303	2	38	9	0	47	11	168	2	184	0	17	4	0	21	555														
08:30 AM	15	232	51	0	298	2	11	5	2	32	9	163	5	174	0	8	6	2	16	520														
08:45 AM	10	285	41	0	316	2	11	28	2	20	7	189	5	199	9	10	2	2	17	595														
Total	68	913	178	5	1164	15	132	28	9	192	38	680	10	740	10	48	16	4	78	2164														
Grand Total	154	1941	284	6	2395	32	258	52	14	356	92	1292	23	17	1364	16	143	32	9	200	4305													
Apprch %	65	81.4	119	0.3	58.4	0.7		14.6	3.9	72.5	14.6	16.3	0.3	8.3	2.1	28.6	0.5	0.4	31.7	0.4	3.3	0.7	0.2	4.6										
Total %	3.6	45.1	6.6	0.1	55.4	0.7		1.2	0.3	8.3	2.1	28.6	0.5	0.4	31.7	0.4	3.3	0.7	0.2	4.6														

Start Time	UNIVERSITY AVE						RUNNMEDE ST						UNIVERSITY AVE						RUNNMEDE ST														
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total												
07:45 AM	31	200	30	261	9	51	6	66	16	177	4	197	0	47	5	52	576																
08:00 AM	16	197	32	245	4	65	8	77	12	163	3	178	1	13	4	18	518																
08:15 AM	27	219	54	300	2	38	6	46	11	168	2	181	0	17	4	21	548																
08:30 AM	15	232	51	298	7	18	7	32	8	163	0	171	0	8	6	14	515																
Total Volume	89	848	167	1104	22	172	27	221	47	671	9	727	1	85	19	105	2157																
% App. Total	8.1	76.8	15.1	12.2	10	77.8	12.2	6.5	92.3	1.2	6.5	92.3	1.2	8.1	18.1	4.6	18.1	0.7	7.92	5.05	93.6												
PHF	.718	.914	.773	.920	.611	.692	.844	.718	.734	.948	.563	.923	.250	.452	.792	.505	.936																

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

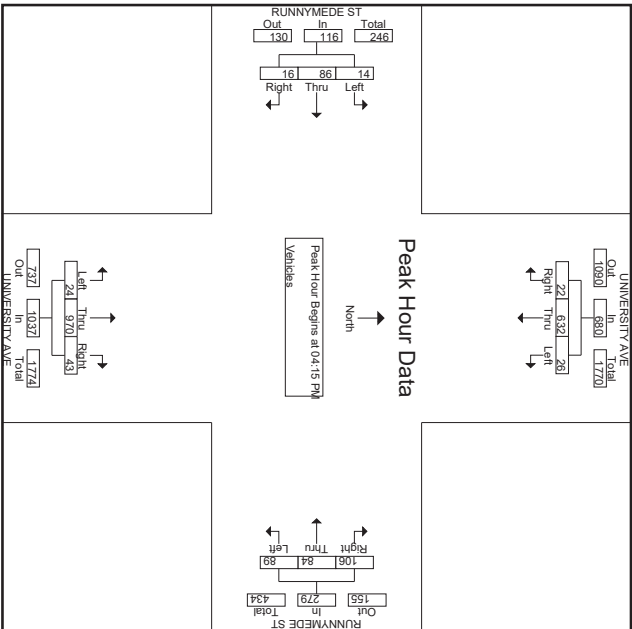
Peak Hour for Entire Intersection Begins at 07:45 AM



Start Time	UNIVERSITY AVE Southbound			RUNNYMEDE ST Westbound			UNIVERSITY AVE Northbound			RUNNYMEDE ST Eastbound			Int. Total	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	2	0	1	0	0	1	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	4
Total	0	7	0	0	0	7	0	1	0	0	1	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	6
Grand Total	0	7	0	0	0	7	0	1	0	0	6	0	0	15
Apprch %	0	100	0	0	100	0	0	100	0	0	100	0	0	100
Total %	0	46.7	0	0	46.7	0	6.7	0	40	0	40	0	0	6.7

Start Time	UNIVERSITY AVE Southbound			RUNNYMEDE ST Westbound			UNIVERSITY AVE Northbound			RUNNYMEDE ST Eastbound			Int. Total	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	2	0	1	0	0	1	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	0	0	3	0	0	0	1	0	0	0	4
Total Volume	0	7	0	0	0	7	0	1	0	1	0	0	0	9
% App. Total	0	100	0	0	100	0	0	100	0	0	100	0	0	100
PHF	.000	.583	.000	.583	.000	.250	.000	.250	.000	.250	.000	.000	.000	.583

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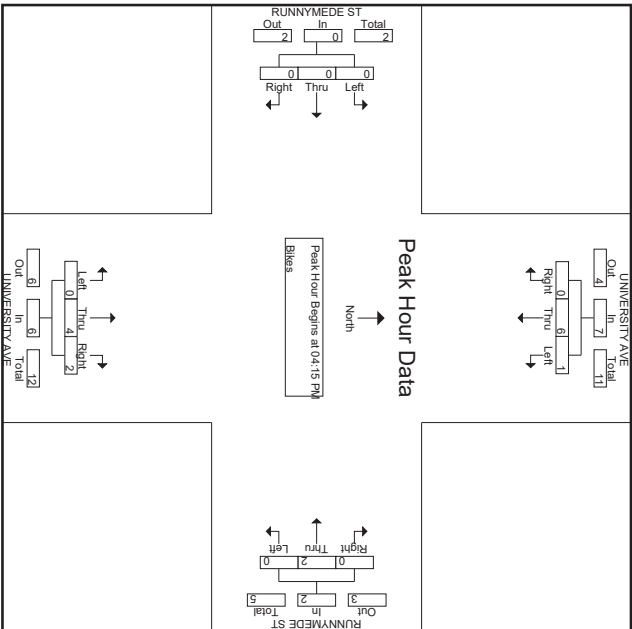


File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/5/2015
Page No : 1

Start Time	Groups Pinned - Bikes								Int. Total	
	UNIVERSITY AVE Southbound				UNIVERSITY AVE Northbound					
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	2	0	2	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0
Total	0	3	0	3	0	2	0	2	0	0
05:00 PM	0	3	0	3	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0
05:30 PM	0	2	0	2	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0
Total	0	7	0	7	0	0	0	0	0	0
Grand Total	0	10	0	10	0	2	0	2	0	0
Apprch %	0	83.3	0	83.3	0	100	0	100	0	0
Total %	0	40	0	40	0	8	0	8	0	4

Start Time	UNIVERSITY AVE Southbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
	04:15 PM	0	1	0	1	0	0	0	0	2	1	0		3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	3	0	3	0	0	0	0	2	2	0	4	0	15
Total Volume	0	6	1	7	0	0	0	0	2	2	0	4	0	15
% App. Total	0	85.7	14.3	85.7	0	100	0	100	33.3	66.7	0	66.7	0	62.5
PHF	.000	.500	.250	.583	.000	.250	.000	.250	.500	.500	.000	.000	.000	.625

File Name : 3PM FINAL
Site Code : 00000003
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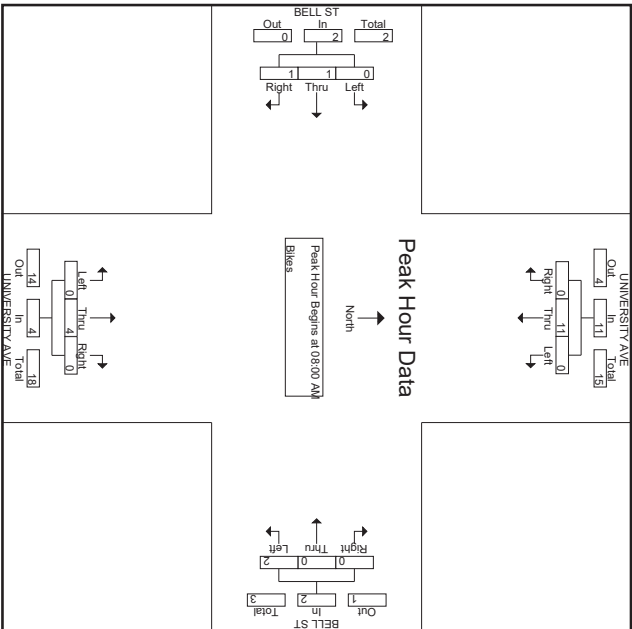


File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/5/2015
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Start Time	UNIVERSITY AVE				BELL ST				UNIVERSITY AVE				BELL ST								
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound								
	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs	Right	Thru	Left	Perfs					
07:00 AM	6	330	3	7	346	8	10	19	2	43	4	113	4	4	125	5	12	4	3	24	534
07:15 AM	6	242	4	1	253	4	21	18	0	43	3	121	3	6	133	7	20	3	3	33	462
07:30 AM	3	213	3	6	225	2	28	35	2	62	4	150	4	6	164	7	15	2	3	27	483
07:45 AM	1	217	2	3	223	4	25	33	0	62	14	186	6	5	211	16	28	1	2	47	543
Total	16	1002	12	17	1047	18	84	105	4	211	25	570	17	21	633	35	75	10	11	131	2022
08:00 AM	7	196	6	0	209	2	38	25	0	65	13	169	11	2	195	10	19	5	0	34	503
08:15 AM	4	211	4	0	221	3	32	20	0	46	4	174	6	3	187	5	14	2	4	25	478
08:30 AM	4	284	4	0	272	4	10	12	1	46	12	149	8	1	168	4	15	4	1	24	510
08:45 AM	10	293	6	4	273	4	10	17	2	33	3	196	8	1	208	5	12	2	2	24	537
Total	29	924	22	6	977	12	100	74	3	189	32	686	31	7	798	24	60	13	7	104	2028
Grand Total	41	1936	34	23	2024	30	184	179	7	400	57	1256	48	28	1391	69	135	23	18	235	4050
Apprch %	2	95.2	1.7	1.1	50	7.5	46	44.8	1.9	9.9	4.1	90.7	3.5	2	251	57.4	9.3	7.7	0.6	7.7	5.8
Total %	1	47.6	0.8	0.6	0.7	4.5	4.4	0.2	0.2	9.9	1.4	31.1	1.2	0.7	34.3	1.5	3.3	0.6	0.4	5.8	

Start Time	UNIVERSITY AVE				BELL ST				UNIVERSITY AVE				BELL ST				
	Southbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound				
	Right	Thru	Left	Appr Total	Right	Thru	Left	Appr Total	Right	Thru	Left	Appr Total	Right	Thru	Left	Appr Total	Int. Total
07:45 AM	1	217	2	220	4	25	33	62	14	186	6	206	16	28	1	45	533
08:00 AM	7	196	6	209	2	38	25	65	13	169	11	193	10	19	5	34	501
08:15 AM	4	211	4	219	3	22	20	45	4	174	6	184	5	14	2	21	489
08:30 AM	4	284	4	272	3	30	12	45	12	149	8	167	4	15	4	23	507
Total Volume	16	888	16	920	12	115	90	217	43	678	29	750	35	75	12	123	2010
% Appr Total	1.7	96.5	1.7	5.5	5.3	41.5	5.7	90.4	3.9	5.7	90.4	3.9	28.5	61.8	9.8	68.3	94.3
PHF	0.571	0.841	0.697	0.846	0.750	0.757	0.692	0.835	0.768	0.911	0.659	0.910	0.547	0.679	0.600	0.693	0.943

File Name : 4AM FINAL
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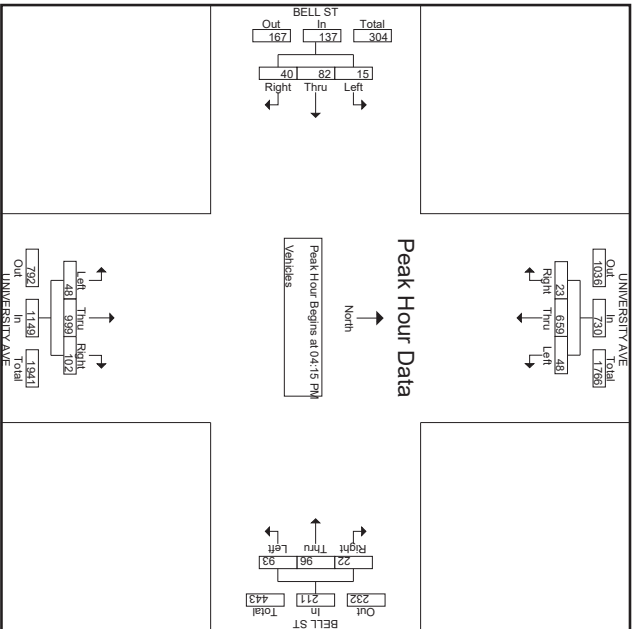
File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/5/2015
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Start Time	UNIVERSITY AVE						BELL ST						UNIVERSITY AVE						BELL ST							
	Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
04:00 PM	6	150	10	5	171	6	25	27	0	58	19	217	9	16	281	12	16	4	6	36	528					
04:15 PM	6	170	16	5	197	7	21	26	0	54	22	251	11	5	289	10	17	5	4	36	576					
04:30 PM	5	157	12	3	177	5	22	20	4	51	23	239	11	8	281	16	16	5	8	45	554					
04:45 PM	6	183	9	3	201	5	22	22	2	51	26	258	10	1	295	7	23	2	3	35	592					
Total	23	660	47	16	746	23	90	95	6	214	90	965	41	30	1126	45	72	16	21	154	2240					
05:00 PM	6	149	11	6	172	5	31	25	1	62	31	251	16	1	289	7	26	3	4	40	573					
05:15 PM	5	133	10	4	152	5	29	15	1	60	43	205	13	1	282	7	12	1	0	20	494					
05:30 PM	3	175	8	7	193	7	28	24	2	60	6	105	10	4	127	14	19	2	8	43	424					
05:45 PM	3	167	5	6	187	7	28	14	4	51	10	160	9	4	183	10	17	0	4	31	492					
Total	23	624	34	23	704	22	127	78	6	233	92	721	48	10	871	38	74	6	16	134	1942					
Grand Total	46	1294	81	39	1450	45	217	173	12	447	182	1888	89	40	1997	83	146	22	37	288	4182					
Apprch % Total	32	88.0	56	27	34.7	10.1	48.5	38.7	2.3	10.7	4.4	40.3	2.1	1	4.78	28.8	50.7	2	3.5	0.5	0.9	6.9				
% Appr Total	3.2	90.3	6.6	10.4	45.5	44.1	8.9	86.9	4.2	96.4	62.5	7.88	7.50	92.6	97.2											

Start Time	UNIVERSITY AVE						BELL ST						UNIVERSITY AVE						BELL ST						
	Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:15 PM	6	170	16	192	7	21	28	54	22	251	11	284	10	17	5	32	562								
04:30 PM	5	157	12	174	5	22	20	47	23	239	11	273	16	16	5	37	531								
04:45 PM	6	183	9	198	5	22	22	49	26	258	10	294	7	23	2	32	573								
05:00 PM	6	149	11	166	22	31	25	81	31	251	16	298	7	28	3	36	561								
Total Volume	23	659	48	730	22	96	93	211	102	999	48	1149	40	82	15	137	2227								
% Appr Total	3.2	90.3	6.6	10.4	45.5	44.1	8.9	86.9	4.2	96.4	62.5	7.88	7.50	92.6	97.2										
PHF	.958	.900	.750	.922	.786	.774	.894	.985	.823	.968	.750	.964	.625	.788	.750	.926	.972								

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



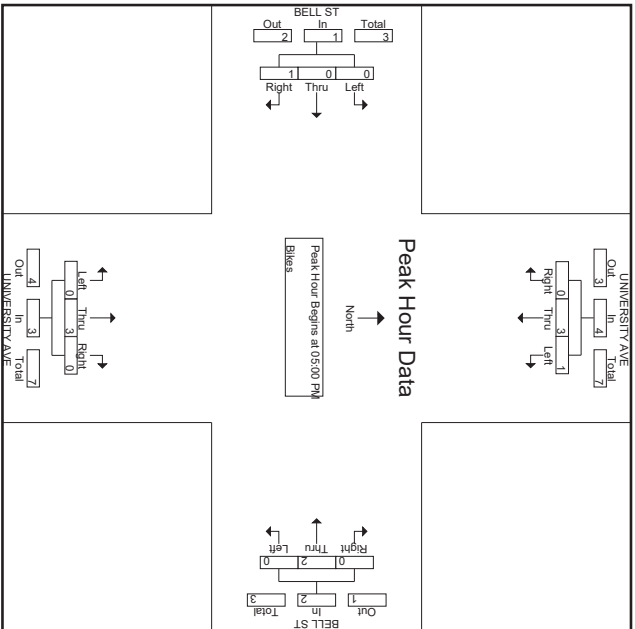
Start Time	UNIVERSITY AVE Southbound				BELL ST Westbound				UNIVERSITY AVE Northbound				BELL ST Eastbound			
	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	0	2	0	0	0	2	0	0	0	0	0	0
Grand Total	0	4	1	0	0	2	0	0	0	6	0	0	0	1	0	0
Apprch %	0	80	20	0	0	100	0	0	0	100	0	0	0	50	50	0
Total %	0	26.7	6.7	0	0	13.3	0	0	0	40	0	0	0	6.7	6.7	0
				33.3				13.3				0				13.3

Start Time	UNIVERSITY AVE Southbound				BELL ST Westbound				UNIVERSITY AVE Northbound				BELL ST Eastbound			
	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs	Right	Thru	Left	Pkgs
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	1	0	0	2	0	0	0	3	0	0	0	1	0	0
Total Volume	0	75	25	0	0	100	0	0	0	100	0	0	0	100	0	0
% Appr Total	.000	.750	.250	.500	.000	.500	.000	.500	.000	.375	.000	.375	.000	.250	.000	.250
PHF																

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

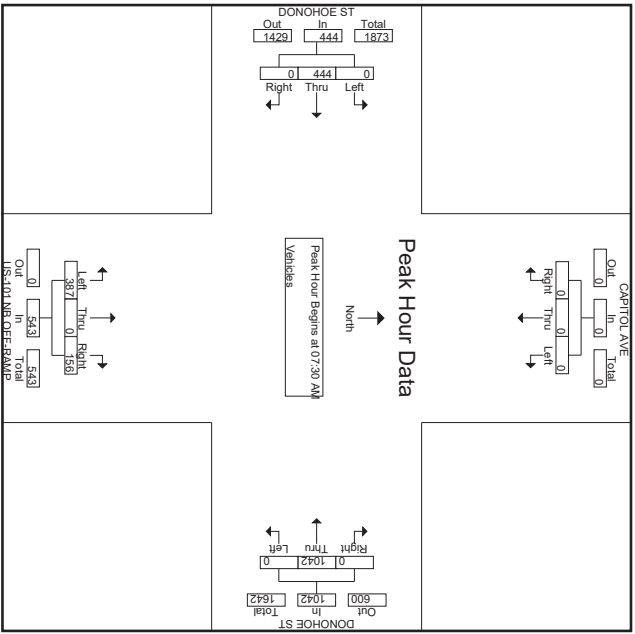
File Name : 4PM FINAL
Site Code : 00000004
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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 5/7/2015
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Start Time	CAPITOL AVE						DONOHOE ST						US-101 NB OFF-RAMP						DONOHOE ST					
	Southbound			Northbound			Westbound			Eastbound			Northbound			Southbound			Eastbound					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	0	0	4	4	0	0	191	0	2	193	25	0	91	0	116	0	99	0	0	0	99	412	0
07:15 AM	0	0	0	9	9	0	0	215	0	0	215	32	0	76	0	108	0	110	0	0	0	110	442	0
07:30 AM	0	0	0	0	0	1	0	271	0	1	271	41	0	79	0	120	0	103	0	0	0	103	495	0
07:45 AM	0	0	0	5	5	0	0	273	0	3	274	38	0	93	1	132	0	119	0	0	0	119	530	0
Total	0	0	0	19	19	1	0	950	0	3	953	136	0	339	1	476	0	431	0	0	0	431	1879	0
08:00 AM	0	0	0	9	9	0	0	237	0	0	237	46	0	107	0	153	0	103	0	0	0	103	502	0
08:15 AM	0	0	0	10	10	0	0	261	0	0	261	31	0	108	0	139	0	119	0	0	0	119	529	0
08:30 AM	0	0	0	6	6	0	0	227	0	0	227	30	0	117	1	148	0	106	0	0	0	106	467	0
08:45 AM	0	0	0	8	8	0	0	190	0	0	190	42	0	123	0	165	0	107	0	0	0	107	470	0
Total	0	0	0	33	33	0	0	915	0	3	918	149	0	455	1	605	0	435	0	0	0	435	1986	0
Grand Total	0	0	0	52	52	0	0	1985	0	3	1988	285	0	794	2	1081	0	866	0	0	0	866	3867	0
Apprch %	0	0	0	0	0	0	0	100	0	0.2	48.3	7.4	0	20.5	0.1	28	0	22.4	0	0	0	22.4		0
Total %	0	0	0	1.3	1.3	0	0	48.2	0	0.1	48.3	7.4	0	20.5	0.1	28	0	22.4	0	0	0	22.4		0

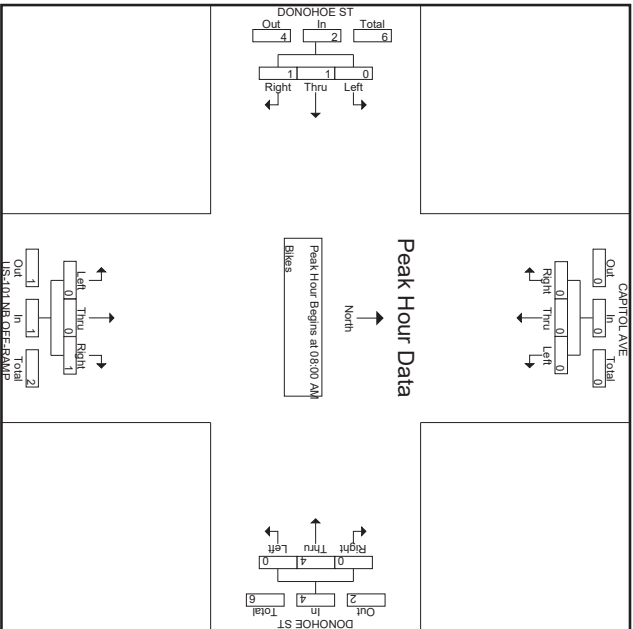
Start Time	CAPITOL AVE						DONOHOE ST						US-101 NB OFF-RAMP						DONOHOE ST					
	Southbound			Northbound			Westbound			Eastbound			Northbound			Southbound			Eastbound					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	0	0	0	0	0	0	271	0	0	271	41	0	79	0	120	0	103	0	0	0	103	494	0
07:30 AM	0	0	0	0	0	0	0	273	0	0	273	38	0	93	0	131	0	119	0	0	0	119	523	0
08:00 AM	0	0	0	0	0	0	0	237	0	0	237	46	0	107	0	153	0	103	0	0	0	103	493	0
08:15 AM	0	0	0	0	0	0	0	261	0	0	261	31	0	108	0	139	0	119	0	0	0	119	519	0
Total Volume	0	0	0	0	0	0	0	1042	0	0	1042	156	0	387	1	543	0	444	0	0	0	444	2029	0
% Appr. Total	0	0	0	0	0	0	0	100	0	0	954	28.7	0	71.3	0	100	0	100	0	0	0	100		0
PHF	.000	.000	.000	.000	.000	.000	.000	.954	.000	.954	.848	.000	.896	.000	.887	.000	.933	.000	.000	.000	.000	.933	.970	.000



Start Time	CAPITOL AVE Southbound					DONOHOE ST Westbound					US-101 NB OFF-RAMP Northbound					DONOHOE ST Eastbound				
	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	1	0	0	0
Grand Total	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	1	0	0	0
Apprch %	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	50	0	0	28.6
Total %	0	0	0	0	0	0	57.1	0	0	57.1	0	14.3	0	0	14.3	0	14.3	0	0	28.6

Start Time	CAPITOL AVE Southbound					DONOHOE ST Westbound					US-101 NB OFF-RAMP Northbound					DONOHOE ST Eastbound				
	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %	Right	Thru	Left	App: Total	App: %
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	1	0	0	0
% App: Total	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	50	0	0	28.6
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.000	.250	.000	.250	.250	.000	.250	.583

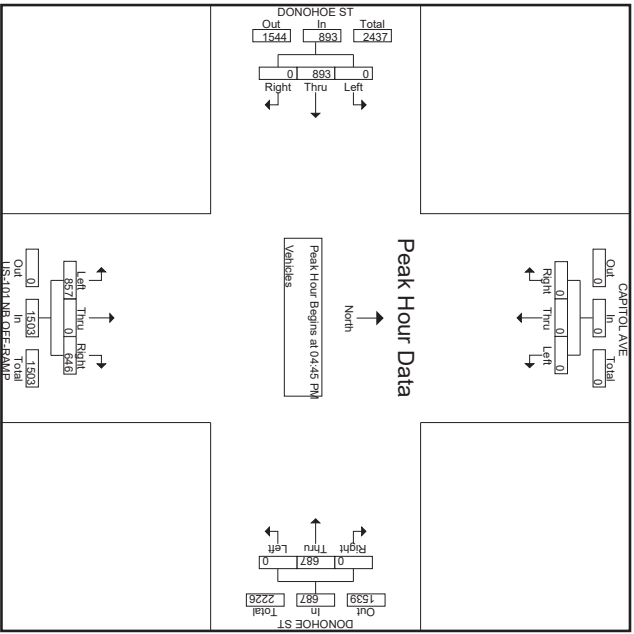
File Name : 6AM.FINAL
Site Code : 00000006
Start Date : 5/7/2015
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File Name : 6PM.FINAL
Site Code : 00000006
Start Date : 5/7/2015
Page No : 1

Start Time	CAPITOL AVE						DONOHOE ST						US-101 NB OFF-RAMP						DONOHOE ST						
	Southbound			Northbound			Westbound			Eastbound			Northbound			Eastbound			Westbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	0	0	0	0	6	6	0	183	0	0	183	155	0	229	1	385	0	206	0	0	0	0	206	0	206
04:15 PM	0	0	0	0	12	12	0	187	0	0	187	157	0	217	0	374	0	218	0	0	0	0	218	0	218
04:30 PM	0	0	0	0	8	8	0	159	0	2	161	133	0	183	1	317	0	204	0	0	0	0	204	0	204
04:45 PM	0	0	0	0	5	5	0	152	0	1	153	188	0	206	0	374	0	225	0	0	0	0	225	0	225
Total	0	0	0	0	31	31	0	681	0	3	684	613	0	835	2	1450	0	853	0	0	0	0	853	0	853
05:00 PM	0	0	0	0	9	9	0	191	0	1	192	140	0	203	0	343	0	225	0	0	0	0	225	0	225
05:15 PM	0	0	0	0	4	4	0	185	0	0	185	167	0	205	0	372	0	235	0	0	0	0	235	0	235
05:30 PM	0	0	0	0	5	5	0	159	0	0	159	171	0	243	0	414	0	208	0	0	0	0	208	0	208
05:45 PM	0	0	0	0	5	5	0	180	0	0	180	134	0	193	0	347	0	238	0	0	0	0	238	0	238
Total	0	0	0	0	23	23	0	695	0	1	696	632	0	844	0	1476	0	906	0	0	0	0	906	0	906
Grand Total	0	0	0	0	54	54	0	1376	0	4	1380	1245	0	1579	2	2926	0	1759	0	0	0	0	1759	0	1759
Apprch %	0	0	0	0	100	100	0	997	0	0.3	425	0	57.4	0	0	4.78	0	100	0	0	0	0	100	0	100
Total %	0	0	0	0	0.9	0.9	0	22.5	0	0.1	22.6	20.3	0	27.4	0	4.78	0	28.7	0	0	0	0	28.7	0	28.7

Start Time	CAPITOL AVE						DONOHOE ST						US-101 NB OFF-RAMP						DONOHOE ST						
	Southbound			Northbound			Westbound			Eastbound			Northbound			Eastbound			Westbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:45 PM	0	0	0	0	0	0	152	168	0	206	374	0	225	0	225	0	225	0	225	0	0	0	225	0	225
05:00 PM	0	0	0	0	0	0	191	140	0	203	343	0	225	0	225	0	235	0	235	0	0	235	0	235	
05:15 PM	0	0	0	0	0	0	185	167	0	205	372	0	235	0	235	0	235	0	235	0	0	235	0	235	
05:30 PM	0	0	0	0	0	0	159	171	0	243	414	0	208	0	208	0	208	0	208	0	0	208	0	208	
Total Volume	0	0	0	0	0	0	687	646	0	837	1503	0	893	0	893	0	893	0	893	0	0	893	0	893	
% Appr. Total	0	0	0	0	100	100	0.999	0.944	0.000	0.892	0.908	0.000	0.950	0.000	0.950	0.000	0.950	0.000	0.950	0.000	0.000	0.950	0.000	0.973	



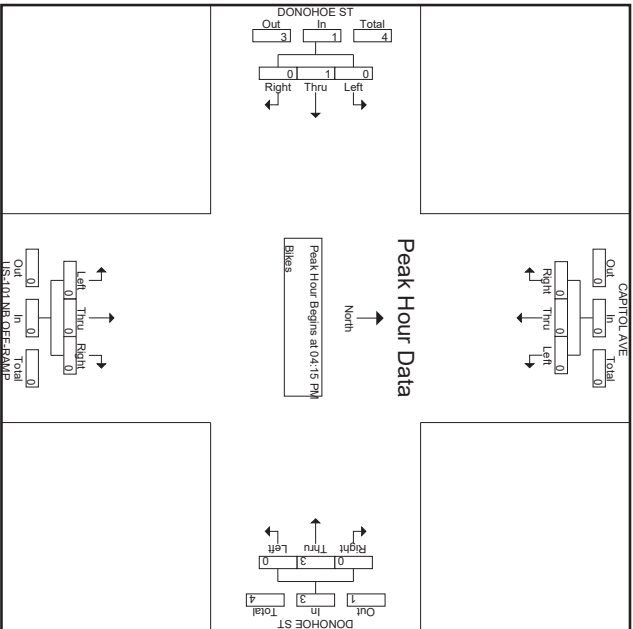
Start Time	CAPITOL AVE Southbound				DONOHOE ST Westbound				US-101 NB OFF-RAMP Northbound				DONOHOE ST Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Apprch % Total	0	0	0	0	0	100	0	50	0	0	0	0	0	100	0	50

Start Time	CAPITOL AVE Southbound				DONOHOE ST Westbound				US-101 NB OFF-RAMP Northbound				DONOHOE ST Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
% App. Total	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250

Peak Hour for Entire Intersection Begins at 04:15 PM

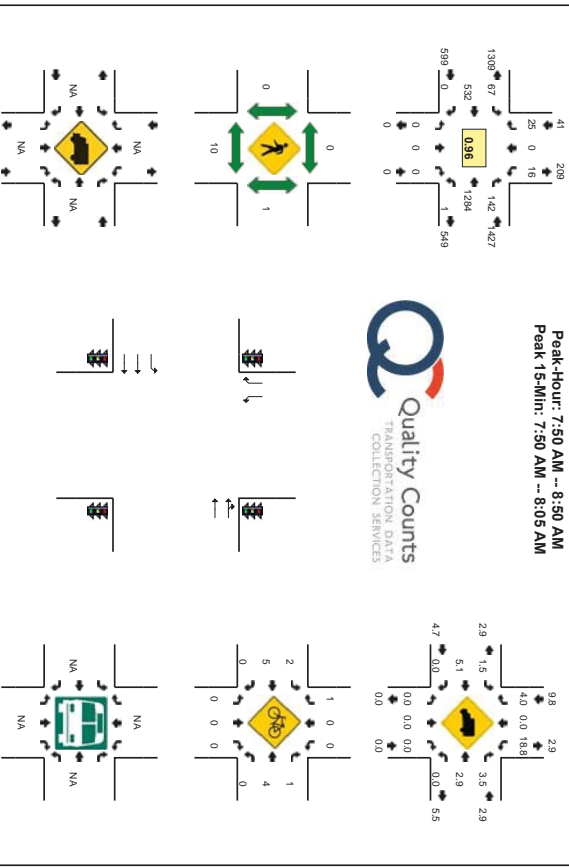
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/7/2015
Page No : 2



Type of peak hour being reported: Intersection Peak
LOCATION: O'Brien Dr -- University Ave
CITY STATE: Menlo Park, CA

Method for determining peak hour: Total Entering Volume
C-ID : 12899579
DATE: Tue, Sep 30 2014

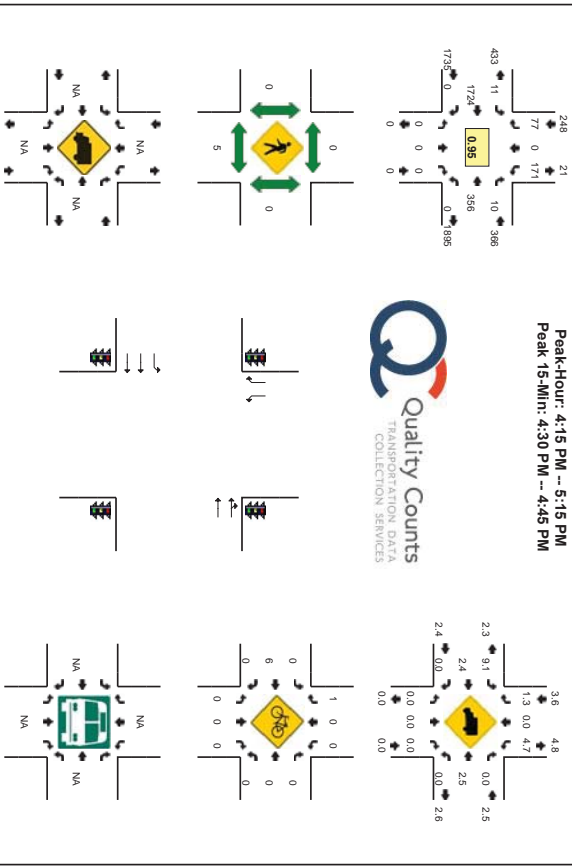


5-Min Count	O'Brien Dr (Northbound)			O'Brien Dr (Southbound)			University Ave (Eastbound)			University Ave (Westbound)			Total	Hourly Totals			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
7:50 AM	0	0	0	1	0	3	0	4	2	0	0	0	103	18	0	175	
7:55 AM	0	0	0	2	0	1	0	4	3	0	0	0	103	15	0	163	
8:00 AM	0	0	0	2	0	1	0	7	4	0	0	0	121	20	0	188	
8:05 AM	0	0	0	4	0	2	0	5	5	0	0	0	74	10	0	153	
8:10 AM	0	0	0	1	0	1	0	9	4	0	0	0	106	15	0	154	
8:15 AM	0	0	0	1	0	1	0	4	15	0	0	0	117	15	0	207	
8:20 AM	0	0	0	0	0	1	0	7	5	0	0	0	108	9	0	167	
8:25 AM	0	0	0	0	0	1	0	6	40	0	0	0	108	11	0	166	
8:30 AM	0	0	0	0	0	1	0	5	51	0	0	0	123	9	1	191	
8:35 AM	0	0	0	0	0	4	0	4	32	0	0	0	118	3	0	163	
8:40 AM	0	0	0	1	0	6	0	3	32	0	0	0	171	10	0	205	
8:45 AM	0	0	0	3	0	2	0	7	80	0	0	0	118	8	0	165	
8:50 AM	0	0	0	0	0	3	0	0	25	0	0	0	94	9	0	207	
8:55 AM	0	0	0	0	0	3	0	0	25	0	0	0	121	8	0	184	
9:00 AM	0	0	0	0	0	0	0	13	25	0	0	0	129	9	0	204	
Peak 15-Min	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Total
All Vehicles	0	0	0	0	16	0	28	0	76	50	0	0	0	1308	212	0	2144
Heavy Trucks	0	0	0	0	4	0	0	0	0	12	0	0	0	60	8	0	84
Pedestrians	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	12
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Comments: none																	

Report generated on 11/4/2014 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak
 Method for determining peak hour: Total Entering Volume
LOCATION: O'Brien Dr -- University Ave
CITY STATE: Menlo Park, CA
CJO : 12899580
DATE: Tue, Sep 30 2014

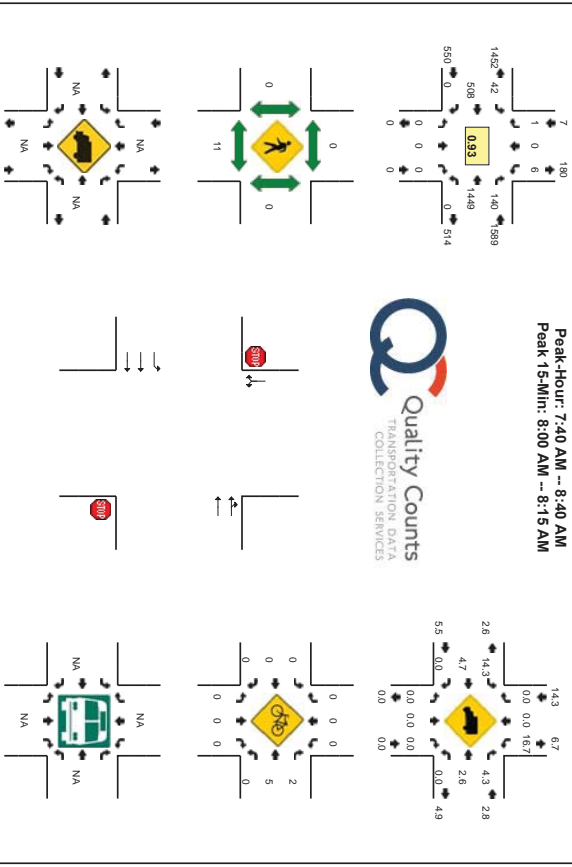


5-Min Count Period At	O'Brien Dr (Northbound)			O'Brien Dr (Southbound)			University Ave (Eastbound)			University Ave (Westbound)			Total Hourly Totals	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	144	
4:05 PM	0	0	0	10	0	5	0	128	0	0	47	0	188	
4:10 PM	0	0	0	9	0	13	0	105	0	33	1	2	164	
4:15 PM	0	0	0	12	0	3	0	122	0	31	1	0	172	
4:20 PM	0	0	0	8	0	3	0	180	0	19	0	0	211	
4:25 PM	0	0	0	7	0	8	0	137	0	26	2	0	180	
4:30 PM	0	0	0	14	0	10	0	150	0	34	1	0	209	
4:35 PM	0	0	0	13	0	7	0	149	0	46	1	0	195	
4:40 PM	0	0	0	19	0	7	0	118	0	0	0	0	186	
4:45 PM	0	0	0	15	0	3	0	137	0	24	1	0	180	
4:50 PM	0	0	0	9	0	6	0	148	0	35	0	0	195	
4:55 PM	0	0	0	17	0	5	0	147	0	24	0	0	195	
5:00 PM	0	0	0	20	0	10	0	159	0	25	0	0	214	
5:05 PM	0	0	0	21	0	8	0	139	0	28	3	0	200	
5:10 PM	0	0	0	16	0	12	0	126	0	3	0	0	232	
5:15 PM	0	0	0	14	0	0	0	143	0	25	0	0	181	
5:20 PM	0	0	0	21	0	10	0	123	0	44	0	0	198	
5:25 PM	0	0	0	11	0	10	0	127	0	30	1	0	235	
5:30 PM	0	0	0	12	0	5	0	101	0	34	1	0	154	
5:35 PM	0	0	0	8	0	4	0	104	0	30	0	0	148	
5:40 PM	0	0	0	9	0	6	0	128	0	23	2	1	167	
5:45 PM	0	0	0	13	0	7	0	131	0	23	0	0	166	
5:50 PM	0	0	0	15	0	5	0	149	0	35	1	0	192	
5:55 PM	0	0	0	9	0	5	0	109	0	36	1	0	183	
Peak 15-Min	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
All Vehicles	0	0	0	184	4	76	0	4	1716	0	476	12	0	2468
Heavy Trucks	0	0	0	4	0	0	0	48	0	0	0	0	0	64
Pedestrians	0	4	0	0	0	0	0	1	0	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Shopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Report generated on 11/4/2014 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak
 Method for determining peak hour: Total Entering Volume
LOCATION: Adams Ave -- University Ave
CITY STATE: Menlo Park, CA
CJO : 12899587
DATE: Tue, Sep 30 2014

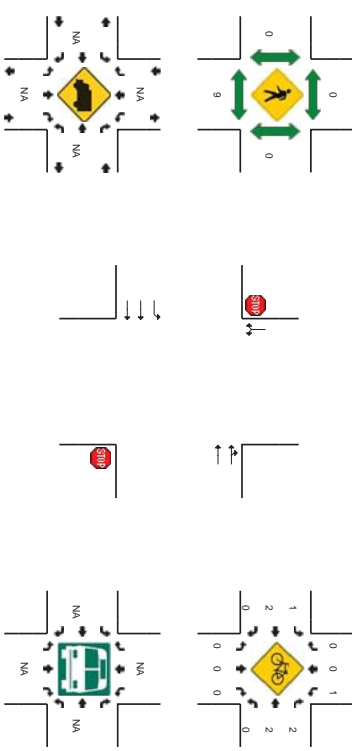
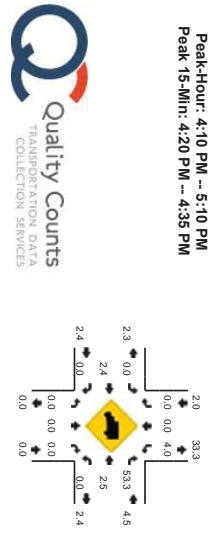


5-Min Count Period At	Adams Ave (Northbound)			Adams Ave (Southbound)			University Ave (Eastbound)			University Ave (Westbound)			Total Hourly Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	180
7:05 AM	0	0	0	1	0	0	0	35	0	0	0	0	143
7:10 AM	0	0	0	0	0	0	0	36	0	0	0	0	165
7:15 AM	0	0	0	2	0	0	0	34	0	0	0	0	182
7:20 AM	0	0	0	1	0	0	0	40	0	0	0	0	182
7:25 AM	0	0	0	0	0	0	0	48	0	0	0	0	181
7:30 AM	0	0	0	0	0	0	0	43	0	0	0	0	169
7:35 AM	0	0	0	0	0	0	0	42	0	0	0	0	178
7:40 AM	0	0	0	1	0	0	0	42	0	0	0	0	178
7:45 AM	0	0	0	0	0	0	0	53	0	0	0	0	188
7:50 AM	0	0	0	0	0	0	0	45	0	1	0	0	182
7:55 AM	0	0	0	0	0	0	0	35	0	0	0	0	176
8:00 AM	0	0	0	0	0	0	0	44	0	0	0	0	195
8:05 AM	0	0	0	0	0	0	0	49	0	0	0	0	200
8:10 AM	0	0	0	0	0	0	0	41	0	0	0	0	196
8:15 AM	0	0	0	0	0	0	0	44	0	0	0	0	202
8:20 AM	0	0	0	0	0	0	0	41	0	0	0	0	202
8:25 AM	0	0	0	0	0	0	0	47	0	1	0	0	201
8:30 AM	0	0	0	0	0	0	0	46	0	0	0	0	204
8:35 AM	0	0	0	0	0	0	0	34	0	0	0	0	214
8:40 AM	0	0	0	0	0	0	0	28	0	0	0	0	179
8:45 AM	0	0	0	0	0	0	0	28	0	0	0	0	165
8:50 AM	0	0	0	0	0	0	0	34	0	0	0	0	207
8:55 AM	0	0	0	0	0	0	0	41	0	0	0	0	192
Peak 15-Min	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
All Vehicles	0	0	0	44	536	0	0	154	184	0	0	0	2312
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	108
Pedestrians	0	12	0	0	0	0	0	0	72	0	0	0	12
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1
Shopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	1

Report generated on 11/4/2014 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak
 Method for determining peak hour: Total Entering Volume
 C-JOB : 12899598
 LOCATION: Adams Ave -- University Ave
 DATE: Tue, Sep 30 2014
 CITY STATE: Menlo Park, CA



5-Min Count	Adams Ave (Northbound)			Adams Ave (Southbound)			University Ave (Eastbound)			University Ave (Westbound)			Total	Hourly Totals	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	152	
4:05 PM	0	0	0	0	3	0	1	114	0	0	26	1	0	151	
4:10 PM	0	0	0	3	0	1	0	123	0	0	35	0	0	152	
4:15 PM	0	0	0	1	0	0	2	136	0	0	31	2	0	175	
4:20 PM	0	0	0	3	0	1	0	145	0	0	32	2	0	182	
4:25 PM	0	0	0	0	0	3	0	177	0	0	31	2	0	216	
4:30 PM	0	0	0	0	0	2	0	158	0	0	38	0	0	199	
4:35 PM	0	0	0	0	0	1	0	154	0	0	31	0	0	185	
4:40 PM	0	0	0	0	0	1	0	162	0	0	20	1	0	187	
4:45 PM	0	0	0	0	0	4	0	154	0	0	25	1	0	176	
4:50 PM	0	0	0	0	0	2	0	162	0	0	32	2	0	189	
4:55 PM	0	0	0	0	0	2	0	163	0	0	22	1	0	189	
5:00 PM	0	0	0	0	0	3	0	163	0	0	27	0	0	199	
5:05 PM	0	0	0	0	0	3	0	130	0	0	36	4	0	177	
5:10 PM	0	0	0	0	0	9	0	134	0	0	27	3	0	216	
5:15 PM	0	0	0	0	0	1	0	132	0	0	18	0	0	167	
5:20 PM	0	0	0	0	0	1	0	144	0	0	28	0	0	206	
5:25 PM	0	0	0	0	0	3	0	127	0	0	23	1	0	174	
5:30 PM	0	0	0	0	0	1	0	107	0	0	31	0	0	163	
5:35 PM	0	0	0	0	0	1	0	131	0	0	27	0	0	165	
5:40 PM	0	0	0	0	0	2	0	107	0	0	22	1	0	138	
5:45 PM	0	0	0	0	0	3	0	101	0	0	41	0	0	148	
5:50 PM	0	0	0	0	0	2	0	107	0	0	34	0	0	142	
5:55 PM	0	0	0	0	0	3	0	107	0	0	31	2	0	152	
5:59 PM	0	0	0	0	0	0	0	107	0	0	31	0	0	150	
Peak 15-Min	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U	Total	
All Vehicles	0	0	0	16	0	24	0	4	1820	0	4	404	16	0	2388
Heavy Trucks	0	0	0	0	0	0	0	0	52	0	0	8	4	0	64
Pedestrians	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
Bicycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Skipped Buses															
Comments:	none														

**APPENDIX C:
BICYCLE AND PEDESTRIAN ANALYSIS METHODOLOGY**



BICYCLE AND PEDESTRIAN METHODOLOGY

This section presents the various Quality-of-Service (QOS) methods considered for evaluating bicycle and pedestrian operations, and explains why Streetscore+ was the chosen analysis method for evaluating bicycle and pedestrian QOS at the required intersections for the Stanford University 2018 General Use Permit (GUP). The five methodologies discussed are Charlotte Bicycle and Pedestrian LOS, Pedestrian/Bicycle Environmental Quality Index, HCM 2010 Bicycle and Pedestrian LOS, Built Environment Factors, and Streetscore+. These methodologies are described in the sections below.

STREETSCORE+

The Streetscore+ method uses best practice guidance to measure bicycle and pedestrian comfort at links and intersections in urbanized environments. For bicycle facilities, Streetscore+ builds off of the Level of Traffic Stress methodology with targeted enhancements to address cycle track and bicycle boulevard comfort, making the methodologies consistent with the National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide, 2nd Edition. For pedestrian facilities, Streetscore+ is uses built environment factors based on best practice guidance and safety research documented in the NACTO Urban Streets Guide to evaluate pedestrian facilities at the study locations.

The advantages and disadvantages of this methodology include:

- Advantages
 - Incorporates bicyclists comfort on cycles tracks and bicycle boulevards
 - Measures bicycle and pedestrian comfort on streets and at intersections
 - Focuses on factors that planners and engineers can control
 - Allows users to quickly and effectively compare design alternatives and convey project benefits to stakeholders
- Disadvantages
 - Requires extensive data inputs that must be measured in the field

This methodology was chosen for evaluation because it easily and accurately assesses bicycle and pedestrian project benefits and trade-offs, which will assist community and agency stakeholders in making more informed decisions.

CHARLOTTE BICYCLE AND PEDESTRIAN LOS

This methodology was developed in Charlotte, North Carolina and is based on a point system. Points are awarded for design and operations features depending on whether they improve or worsen conditions for

bicyclists or pedestrians at signalized intersections. The LOS is determined by the sum of the points with LOS A receiving the highest points and LOS F receiving the lowest points.

The advantages and disadvantages of this methodology include:

- Advantages
 - Medium level of data input is required
 - Focused on factors that can be addressed through planning and engineering
 - Intersection-level analysis allows for comparison with auto LOS
- Disadvantages
 - Does not address quality of service between intersections

The Charlotte Bicycle and Pedestrian LOS method is very similar to the Streetscore+ methodology described above. Given that the Streetscore+ tool has the same benefits, but with customized inputs and workflow, the Charlotte Bicycle and Pedestrian LOS method was not selected for the bicycle and pedestrian evaluation.

PEDESTRIAN/BICYCLE ENVIRONMENTAL QUALITY INDEX (PEQI & BEQI)

The PEQI and BEQI methodology evaluates the quality of service for pedestrians and bicyclists at the intersection and street segments. At the intersection level, the evaluation is based on safety features that aim to protect pedestrians/bicyclists from vehicle traffic. The street segment assessment is determined by land use, traffic, and design features. The evaluation is also affected by how well safety is perceived from crime as well as safety measures to increase cyclist visibility.

The advantages and disadvantages of this methodology include:

- Advantages
 - Straightforward application: checklist and index
 - Basic software requirements (Microsoft Access, ArcGIS) for network analysis
- Disadvantages
 - Does not address quality of service between intersections
 - May not address all relevant design factors
 - Not designed for use outside urban areas
 - Requires extensive data inputs that must be measured in the field

PEQI/BEQI was not selected because this approach is data intensive and an accurate GIS database in the study area is not readily available or maintained by the cities of Palo Alto and Menlo Park.

HCM 2010 BICYCLE AND PEDESTRIAN LOS

This methodology is presented in the 2010 Highway Capacity Manual, which provides detailed instructions on calculating QOS for bicycles and pedestrians on urban streets as well as at signalized and two-way stop intersections. QOS scores are based on pedestrian or bicyclist perception of their travel experience, taking into account dedicated facilities, accommodation at intersections, and exposure to automobiles.

The advantages and disadvantages of this methodology include:

- Advantages
 - Focused on factors within the public right-of-way, which can be addressed through planning and engineering
 - Intersection-level analysis allows straightforward comparison with auto LOS
- Disadvantages
 - Requires extensive data inputs that must be measured in the field
 - Scores are insensitive to several variables and heavily influenced by automobile volumes, which are difficult to mitigate in a planning or engineering context
 - Some scenarios (e.g. road diets) produce inconsistent results
 - Does not address full range of potential bicycle and pedestrian improvements (e.g. cycle tracks, curb bulbs)

HCM 2010 was not selected for this Project because it requires extensive data inputs which would translate into higher costs and time required. HCM 2010 does not produce any additional meaningful results given the supplemental time required to produce the results. In addition, early testing in Santa Clara and Los Angeles Counties has indicated that the HCM methodology is not fully sensitive to all input changes; in some cases (e.g. road diets) it produces results that are inconsistent with expectations or typical professional judgement. Based on this knowledge, the 2010 HCM was not used for the pedestrian evaluation.

BUILT ENVIRONMENT FACTORS

The Built Environment Factors methodology takes into consideration the physical features of a facility and translates them into perceived quality of service. Essentially, the approach takes an inventory of the physical features that enhance pedestrian and bicycle conditions. The features are rated on a weighted system which translates into a QOS score.

The advantages and disadvantages include:

- Advantages

- Design and intervention-focused
- Straightforward measurement of variables
- Easily adaptable to specific contexts
- Disadvantages
 - Requires local jurisdiction to identify most important design factors and develop a custom scoring method for bicycle and pedestrian QOS
 - Does not directly take into consideration the presence of motor vehicles
 - Relevant factors may vary from agency to agency
 - May be more appropriate for citywide planning efforts, rather than for Project-level evaluation

This methodology was not chosen for evaluation because it requires the cities of Palo Alto and Menlo Park to develop a custom scoring method to assess pedestrian and bicycle quality of service. In the future, the cities may choose to develop such a scoring method with input from VTA and other stakeholders.

CONCLUSION

Streetscore+ will be used to evaluate signalized intersections where a mitigation measure or Project improvement is proposed under any scenarios where the geometry change applies. This method was chosen because Streetscore+ produces results that are sensitive to several variables, such as automobile volumes and the full range of potential bicycle and pedestrian improvements (e.g. road diets, cycle tracks, curb bulbs), that are not evaluated in the other methodologies discussed.

**APPENDIX D:
STREETSCORE+ METHODOLOGY**



Streetscore+: Comfort and Level of Traffic Stress Scoring Methodology for Bicyclists and Pedestrians

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Bicycle & Pedestrian Discipline Group

FEHR  PEERS



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INTRODUCTION

As jurisdictions are faced with increasingly complex transportation issues, the need for effective, low-data intensity, and customizable analysis tools to convey trade-offs and design alternatives to public and agency stakeholders is ever more apparent. Some existing tools, such as the Level of Traffic Stress methodology, better fit these needs and can be expanded to better meet the needs of bicycle and pedestrian planners. Other tools, such as the Highway Capacity Manual's Multi-Modal Level of Service methodology, are data intensive and onerous from a practitioner perspective and often feature complex calculations and outputs that are difficult to explain to non-transportation stakeholders. To address this need on active transportation and complete streets studies, Fehr & Peers prepared a quick-response tool – Streetscore+ – that allows jurisdictions to quickly and effectively compare design alternatives and convey project benefits to stakeholders.

Streetscore+ is an Excel-based tool that allows users to calculate comfort based indices for active transportation projects. For bicycle facilities, this builds off of the Level of Traffic Stress methodology developed by Mekuria, Furth, and Nixon (2012) with targeted enhancements to address cycle track and bicycle boulevard comfort, making the methodologies consistent with the National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide, 2nd edition. For pedestrian facilities, Streetscore+ is calculated based on best practice guidance documentation, such as the NACTO Urban Streets Guide and safety research. Streetscore+ uses best practice guidance to measure bicycle and pedestrian comfort at links and intersections in urbanized environments. Streetscore+ easily and accurately assesses bicycle and pedestrian project benefits and trade-offs, assisting community and agency stakeholders in making informed decisions about complete streets projects, and assisting project development as a sketch-planning tool to ensure that key comfort considerations are included in bicycle and pedestrian designs.

BACKGROUND & DOCUMENTATION

BICYCLING COMFORT AND LEVEL OF TRAFFIC STRESS

Mekuria, Furth, and Nixon's 2012 *Low Stress Bicycling and Network Connectivity* report (also Transportation Research Board Annual Compendium of Paper, 2016) opened the door to the Level of Traffic Stress (LTS) methodology that has been the focus of practitioners for the last four years. The report takes a practical approach to defining and describing user tolerance along a given bikeway, balancing typically available data against a "weakest link" methodology informed by sound engineering judgment. Streetscore+ takes a the same approach but incorporates methodologies for bicycle boulevard and cycle tracks.

CYCLE TRACKS

With the current LTS methodology, off-street facilities and cycle tracks receive a LTS score of 1, indicating that they are ideal for bicyclists of all ages and abilities. Recent research and best practice guidance from the Federal Highway Administration (FHWA) Separated Bikeway Guide; NACTO Urban Bikeway Guide, 2nd edition; and similar publications, has demonstrated that cycle track design is complex and worthy of more rigorous LTS assessment.

To document a refined comfort methodology for separated bikeways, the *NACTO Urban Bikeway Guide, 2nd edition* was used to reference best practices in raised and in-roadway cycle track design, both with and without parking. NACTO differentiates between required and recommended features, which were either incorporated into Streetscore+ or were treated as assumptions. For example, the raised cycle track requirement of "bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment" is assumed to be present. By contrast, buffer space guidance is incorporated as a Streetscore+ variable. The three foot minimum buffer space between the cycle track and parking lane is assumed to represent a Streetscore+ of 3, as more than 3 feet will be more comfortable for pedestrians and enhanced accessibility for users for mobility impairments, which would instead return a Streetscore+ of 1. If the required elements are missing or deficient, then a Streetscore+ of 4 is typically received. Missing, deficient, or minimum dimension recommended features receive a slightly more lenient decrease in score, typically a Streetscore+2 or 3 depending on the importance of the design element for comfort and safety.

The NACTO Urban Bikeway Guide also includes two-way separated bikeways or side paths. The Streetscore+ methodology does not currently include those facility types, but these can be incorporated into future updates to the methodology.

BICYCLE BOULEVARDS

The *NACTO Urban Bikeway Guide, 2nd Edition* also proposes specific criteria for best practices in bicycle boulevard design, helping practitioners distinguish from potentially high-stress bicycle routes – with high auto volumes and speed – from true bicycle boulevards that are traffic calmed through low auto volumes and speeds and are truly appropriate for all ages and abilities. Academic research from Jennifer Dill and others have reinforced this distinction in terms of low-stress bikeways’ ability to attract new ridership from the “Interested but Concerned” cohort.

The NACTO Guide states that bicycle boulevards “should be meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and an 85th percentile speed of no more than 25 mph (20 mph preferred).”¹ Bicycle boulevard components such as connectivity and route identification/wayfinding, which are critical elements of successful implementations, are assumed in the bicycle boulevard Streetscore+ criteria. While these are key design elements, they are not considered to be major drivers of comfort. As a result, bicycle boulevards with 1,500 vehicles per day or less and speeds below 20 mph received a Streetscore+ of 1 while bicycle boulevards with over 3,000 vehicles per day and speeds above 25 mph received a Streetscore+ of 3 or 4.

The bicycle boulevard design elements at minor streets document bicycle travel time considerations with and without frequent stop signs at intersection with minor streets. While the NACTO Guide does not present a particular rule, it notes that giving right-of-way to the bicycle boulevard should be considered at all minor intersections.

PEDESTRIAN COMFORT

SIDEWALK ENVIRONMENT

The NACTO Urban Streets Design Guide (USDG) and engineering judgment provide the basis for pedestrian Streetscore+. The USDG provides critical, recommended, and optional parameters for the pedestrian environment consistent with best practices and documents supporting guidance and literature. Additional considerations of comfort are informed by practitioner and best practice experience.

The USDG specifically addresses the following topic areas:

¹ NACTO Urban Bikeway Guide, 2nd edition. “Bicycle Boulevard Route Planning” <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/>

- **Usable Sidewalk Space:** A desired minimum through zone of six feet, with an absolute minimum of five feet, is listed as a critical strategy. Where sidewalk directly adjacent to moving traffic, the desired minimum is eight feet, providing a two-foot buffer for street furniture and utilities.
- **Driveways:** Maintaining sidewalk at-grade through driveways is describe as a critical strategy. As a result, frequent driveway curb cuts that impact the sidewalk zone, receive a Streetscore+ of 4.
- **Pedestrian-Scale Lighting:** This is a recommended strategy, resulting in sidewalks with only roadway lighting not receiving a Streetscore+ higher than 2.
- **Street Trees and Landscaping:** Street trees and tree wells that minimally impact sidewalk structure are a recommended strategy.
- **Speed:** Additional comfort measures, such as going beyond minimum dimensions for sidewalk and providing landscape buffer, are noted as important as speed increases. Design speed is also referenced as an overall safety consideration for urban streets, linking crash severity with increases in speed.

Other criteria that influence comfort that are not specifically addressed in the USDG include:

- **Sidewalk Quality:** Smooth, even surface is important from an accessibility perspective and creating great streetscape environments.
- **Number of Travel Lanes:** Increasing the number of travel lanes generally decreases the comfort and enjoyment of walking on that street.
- **Heavy Vehicle Volumes:** High volumes of heavy vehicles in the outside curb lane can create uncomfortable walking conditions for pedestrians even with buffer from the street.
- **Crosswalk Frequency:** In urban environment, having frequent marked crossing opportunities is important designate preferred crossing areas for pedestrians and to signal their presence to other roadway users.

UNCONTROLLED CROSSWALKS

Engineering considerations about when to install and enhance crosswalks based on pedestrian safety considerations have evolved significantly in the last ten years. Published in 2005, the Federal Highway Administration (FHWA) *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (2005) report identified where marking crosswalks may lead to an increased safety risk based on average daily traffic volumes (ADT), speed, number of travel lanes, and presence of a median. Since then, case study research has focused on the efficacy of specific types of lighted enhancements that could be used to address crash risk, such as rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs). Case

studies have documented PHB efficacy in the 98th percentile² and RRFBs in the 80th percentile.³ RRFBs continue to have interim approval in the Manual of Uniform Traffic Control Devices (MUTCD), and PHBs, along with a warrant for their use, are included in the MUTCD.

SIGNALIZED CROSSWALKS

Signalized crosswalk criteria employ best practices and engineering judgment to determine comfort at crosswalks that already have a high level of traffic control given their location at signals. As a result, key variables may include:

- **Crossing Distance:** Lower crossing distance can reduce pedestrian exposure to vehicles and makes crossing easier for those with mobility impairments as well as seniors and students.
- **Accessibility:** While many signalized crosswalks have basic ADA requirements, additional consideration can be given to push buttons and curb ramps to better address the comfort of those with visual, auditory, and mobility impairments.
- **Right-Turn Slip Lanes:** In some environments, channelized right-turn lanes may be provided at intersections, which frequently allow for free or yield-controlled right-turn across crosswalks. Controlling speeds at these locations is important for pedestrian comfort.
- **LPI or Scramble:** Leading pedestrian interval (LPI) and pedestrian scramble should be considered as signalized pedestrian improvements in urbanized areas. To recognize the need for their consideration, these are included as a variable but not have no effect on the ultimate Streetscore+.

² Fitzpatrick, Turner, Brewer, et al. "Improving Pedestrian Safety at Unsignalized Crossings," NCHRP 562 (2006).

³ FHWA, "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks" (September 2010).

PEDESTRIAN STREETSORE+ METHODOLOGY

The Pedestrian Streetscore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- **Streetscore+ 1:** Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal “pedestrian-friendly” environment.
- **Streetscore+ 2:** Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a “pedestrian-friendly” environment where it intersects with a more auto-oriented roadway or other environmental constraints.
- **Streetscore+ 3:** Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- **Streetscore+ 4:** Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

Like bicycle comfort, pedestrian comfort is based on a variety of factors, not just one variable, on both links and at intersections. Multiple variables ranging from the quality and presence of sidewalk to the conditions of the adjacent roadway (speed, number of travel lanes, and frequency of trucks) influence the pedestrian Streetscore+ methodology. Each variable is scored 1 through 4, with the highest stress (lowest comfort) condition resulting in the composite score. The weakest link approach accounts for the important role of intersections and gaps in the pedestrian environment, parallel to the Mekuria, Furth, and Nixon methodology for Level of Traffic Stress.

The Streetscore+ methodology is intended for use in urban and developed suburban areas. In highly urbanized areas or more rural areas, the tables should be contextualized to the local environment.

Example of the Weakest Link Methodology

A roadway with good quality sidewalk of ample width, landscaping, and buffer from the roadway (Streetscore+ 1) adjacent to a travel lane with high-speed traffic and no lighting (Streetscore+ 4) results in a composite Streetscore+ of 4.

PEDESTRIAN LINKS

Pedestrian Streetscore+ link criteria are presented in **Table 1** and discussed in the section below.

**TABLE 1 STREETSCORE+ CRITERIA
SIDEWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Usable Sidewalk	>=8 feet	7 to 6 feet	<6 feet	No Sidewalk
Sidewalk Quality	Even, Smooth Surface	(no effect)	(no effect)	Cracks, Failing Pavement
Sidewalk Accessibility	Driveway Curb Cuts Out of the Sidewalk Zone	(no effect)	(no effect)	Frequent Driveway Curb Cuts into the Sidewalk Zone
Landscape Buffer and Street Trees	Yes, Continuous	Yes, Discontinuous ¹	No Landscaping	(no effect)
# of Lanes	2-3	4-5	(no effect)	6+
Prevailing Speed	<=25 MPH	26- 30 MPH	31-35 MPH	>=36 MPH
Lighting	Pedestrian-Scale	Roadway Lighting	(no effect)	No Lighting ²
Heavy Vehicle³	<=5%	5-8% with no buffer OR >8% with buffer	(no effect)	>8% with no buffer
Crosswalk Frequency⁴	Crosswalks Spaced 400 feet or Less	(no effect)	Crosswalks Spaced > 400 feet	(no effect)

1. Discontinuous is defined as not having a consistent effect on street life. Regularly spaced street trees may still feel like a "continuous" buffer and should receive a score of 1.
2. No lighting also includes ineffective roadway lighting.
3. Consider the percentage of heavy vehicles operating in the curbside travel lane as data is available.
4. In urbanized areas where pedestrians are expected, crosswalk frequency should be taken into consideration where there is demand based on land use and densities. As a general rule of thumb, consider marking a crosswalk if 20 pedestrians in a given hour may cross at that location.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

SIDEWALK WIDTH, ACCESSIBILITY, AND QUALITY

Three variables are used to assess the sidewalk environment. First, sidewalk width is considered to ensure that pedestrians can comfortably walk side-by-side and pass each other. These dimensions are intended to be minimum standards for roadways in urbanized areas and may require modifications in highly dense areas or in lower-density contexts. Consistently deteriorated sidewalk quality scores an automatic Streetscore+ 4, as a result of issues such as tripping hazards and accessibility. Similarly, sidewalk

accessibility targets continuity of the walking experience through maintaining the sidewalk at grade through driveways, with minimal interference from driveways, curb cuts and slopes. Where driveways are frequent and do not maintain sidewalk grades through driveways, a Streetscore+ of 4 is received.

LANDSCAPE BUFFER AND STREET TREES

Street trees provide both buffered protection from through vehicles as well as shade for the pedestrian environment. Where this dual benefit is most pronounced is when street trees are spaced such that collectively they are perceived as a continuous buffer against vehicular traffic. As a result, a continuous buffer receives a Streetscore+ of 1. Where street trees are present but spacing is not as frequent or there are gaps in the landscaping, a Streetscore+ of 2 is received.

TRAVEL LANES, SPEED, AND HEAVY VEHICLES

The number of travel lanes, the prevailing automobile speeds, and the percentage of heavy vehicle traffic describe roadway conditions immediately adjacent to the pedestrian environment. The number of travel lanes is used as a way to describe the amount of automobile traffic on a roadway. Heavy vehicle percentage in the curbside travel lane should be input where data is available.

LIGHTING

Adequate visibility for pedestrians serves both security and safety functions. Lighting that is specifically designed for pedestrians receives a Streetscore+ of 1, with general roadway lighting receiving a Streetscore+ 2. No roadway lighting - or where roadway lighting is spaced so infrequently as to be rendered ineffectual for pedestrians - receives a Streetscore+ of 4.

CROSSWALK FREQUENCY

In urbanized areas with pedestrian traffic, crosswalks should be spaced every 400 feet or less to ensure adequate crossing opportunities. Where demand is present but crossing opportunities are limited, a Streetscore+ of 3 is assigned.

PEDESTRIAN STREETSORE+ AT SIGNALIZED INTERSECTIONS

Table 2 presents the Pedestrian Streetscore+ criteria for signalized intersections. Given the large safety and comfort benefit offered by full traffic signals, the criteria focuses on crossing distance, accessibility, and intersection conflicts, as described below:

- **Crossing Distance:** Crossing distance is measured based on the number of travel lanes on the crosswalk approach. Narrower streets of 2-3 lanes received a Streetscore+ of 1, and roadways with 4-5 lanes received a Streetscore+ of 2. Wider roadway receives a score of 4. Medians do not receive additional consideration at signalized locations, as pedestrians are assumed to cross the street in one pedestrian phase.
- **Accessibility:** The presence of accessible elements, such as vibrotactile/audible push buttons at signals, are important to serving those with auditory and visual impairments. Signals that have auditory-only push buttons that meet ADA requirements, received a Streetscore+ of 2, and standard push buttons meeting ADA requirements received a Streetscore+ of 3. Accessibility is also assessed in terms of curb ramps. Directional curb ramps – two per corner – are desired to assist those with mobility and visual impairments, directing them into the crosswalk and receive a Streetscore+ of 1. One ramp per corner receives a Streetscore+ of 2, and if any of the curb ramps are missing, a Streetscore+ of 4 is received.
- **Channelized Right-Turns:** Right-turn slip lanes lengthen the distance that a pedestrian must cross to get from one side of the roadway to the other. As such, even when they are signal-controlled, they receive a Streetscore+ of 2. Pedestrian comfort decreases as right-turn lane slip lane control becomes yield (Streetscore+ 3) or becomes a free right-turn receiving a Streetscore+ of 4.
- **LPI or Scramble:** Leading pedestrian intervals (LPIs) and pedestrian scrambles give pedestrians priority at the intersection. Where these are present with no right-turn on red restrictions, Streetscore+ 1 is received. However, there is not a penalty for signals that do not incorporate LPIs or scrambles, so there is no overall effect on the total score from this variable.

**TABLE 2 STREETSCORE+ CRITERIA
SIGNALIZED INTERSECTION CROSSWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Crossing Distance	2-3 lanes	4-5 lanes	(no effect)	6+ Lanes
Pedestrian Signal Accessibility	Vibrotactile/ Audible Push Buttons ¹	Auditory Push Button Only	Standard Push Button Only	Missing Countdown Signals, Push Buttons Do Not Meet ADA Standards
Accessibility	Directional Curb Ramps	Diagonal Curb Ramps	(no effect)	Missing Curb Ramps
Right-Turn Slip Lanes	(no effect)	Signalized Slip Lane or Speed Table	Yield Control	No Control
LPI or Scramble	Yes with no RTOR	(no effect)	(no effect)	(no effect)

1. Signal may still operate on recall, but the push buttons allows for those with visual and/or auditory impairments to know when the signal phases change. Use of this at all signals is consistent with the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

UNCONTROLLED CROSSWALKS

Table 3 presents uncontrolled pedestrian crossing Streetscore+ criteria. This method builds on *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (FHWA, 2005) and adapts those findings to include specific recommended enhancements with the latest industry standards on flashing beacons. Based on available documentation of the efficacy of different types of beacons and practitioner perspective on maintenance, only rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) are considered as lighted crosswalk enhancements. Table 11 from the FHWA report is adapted to designate RRFBs specifically as an enhancement if a marked crosswalk is assumed to have a possible increase in pedestrian crash risk without enhancements, and to include PHBs and signals, if warranted, as the substantial crossing improvement required in order to mark a crosswalk if the location is designated as marked crosswalks alone are insufficient, as pedestrian crash risk may be increased by providing marked crosswalks alone. Geometric enhancements should always be considered.

The Streetscore+ is calculated by comparing **Table 3** against what the user has input regarding travel lanes, ADT, speed, median refuge, and crosswalk enhancements. If the input roadway characteristics and crosswalk enhancements, if any, match the recommended roadway characteristics and crosswalk enhancements, if any, then a Streetscore+ of 1 is received. If the recommended crosswalk enhancements

do not match based on the roadway characteristics, then a Streetscore+ of 4 is received. The purpose of the binary scoring system is that the crosswalk either does or does not meet best practices in uncontrolled crosswalk safety. Therefore, if the existing or proposed crosswalk enhancements match the level of enhancements required based on speed, volumes, and number of travel lanes, then the Streetscore+ is considered to be “good” and received a Streetscore+ of 1. If not, then the Streetscore+ is considered to be “poor” or Streetscore+ 4.

**TABLE 3 STREETSCORE+ CRITERIA
UNCONTROLLED PEDESTRIAN CROSSING**

Roadway Type	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C ¹	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C ¹	C	C	C ¹	C	C

Notes:

A=Level A, Signing and Striping Only;

B=Level B, Rapid Rectangular Flashing Beacons (RRFB);

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

1. Depending on site observation, driver yielding rates, and other engineering considerations, RRFBs could be considered.

BICYCLE STREETSCORE+ METHODOLOGY

The Streetscore+ methodology for bicycle facilities builds on the Mekuria, Furth, and Nixon LTS methodology, with updates provided based on the NACTO Urban Bikeway Guide, 2nd edition documentation. As discussed in the literature review, two specific bicycle facility were identified in the existing LTS methodology when it comes to evaluating innovative bicycle facilities: cycle tracks and bicycle boulevards. Because both bikeway types hold a high potential to increase the number of bicycling trips, accurately assessing how their designs, which can vary greatly in level of protection and traffic calming, influence bicycle comfort is critical. The Streetscore+ methodology uses the LTS methodology as a base with the following modifications:

- **Cycle Tracks** (or “separated bikeways”) – Off-street bikeways and cycle tracks are automatically scored LTS 1 in the LTS methodology. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in cycle track design at the link and intersection level.
- **Bicycle Boulevards** – Bicycle boulevards are treated as bicycle routes in the LTS methodology and do not include special consideration of traffic calming, volumes, or speeds. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevards design on links and for major street crossings.

The Streetscore+ scoring methodology is intended to be fully parallel to the Mekuria, Furth, and Nixon’s LTS methodology with a 1-4 scale. Four Types of Cyclists prepared by Roger Geller, Bicycle Coordinator for Portland Office of Transportation, describes these scales in detail and is attached for reference:

- Streetscore+ 1 - The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress would allow children trained in traffic safety to bicycle to school by themselves as well as people “interested but concerned” about bicycling.⁴
- Streetscore+ 2 - The highest level of acceptable traffic stress for the “interested but concerned” segment of the population. This is the threshold for a “low traffic stress” bicycle network that truly accommodates people of all ages and abilities.
- Streetscore+ 3 - This level of traffic stress accommodates a much smaller segment of population - Geller’s “enthused and confident” segment of the population - who are excited and more familiar with biking and will therefore accept a higher level of traffic stress.

⁴ Geller, “Four Types of Cyclists,” Undated. <https://www.portlandoregon.gov/transportation/article/237507>

- Streetscore+ 4 - This is a very high level of traffic stress that does not work for approximately 99% of the population according to Geller's classification scheme. Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

CYCLE TRACK – LINKS

NACTO guidance details separate methodologies for raised cycle tracks versus in-roadway cycle tracks as the designs differ. Parking is another critical variable that affects design elements, as a result with and without parking criteria are presented for each. For each set of criteria, it is assumed that the cycle track is a direct route with clear wayfinding signs and pavement legends to help guide bicyclists of all ages and abilities on the corridor.

RAISED CYCLE TRACKS WITH PARKING

NACTO states a preferred dimension of 6.5 feet for a raised cycle track riding surface to allow bicyclists to travel side-by-side or to pass other bicyclists with a minimum of 5 feet. Adjacent to parking a minimum 3 foot buffer is required to allow passenger loading and protect bicyclists from dooring incidents. NACTO acknowledges that driveways and minor street crossings create potential visibility issues between bicyclist and drivers. As a result, it recommends that parking be prohibited 30 feet from either side of an intersection to improve driver-bicyclist sight lines.

Blockages to the cycle track, such as with double-parked vehicles, may be enabled if mountable curb or a cycle track at half the curb height is used. If the cycle track design specifies designated loading zones that are attractive for commercial and/or passenger loading or if the design physically prevents the cycle track from being blocked by vehicles, a Streetscore+ of 1 is received. If the design does not address curb management or if the cycle track can be blocked by vehicles, a Streetscore+ of 3 is received. **Table 4** presents the methodology.

**TABLE 4: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Buffer Width	>3 feet	(no effect)	3 feet	<3 feet
Bicycle Lane Width	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet
Visibility at Minor Streets	Parking prohibited >=30 feet from intersections	(no effect)	Parking prohibited <30 feet from intersections	(no effect)
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

RAISED CYCLE TRACKS WITHOUT PARKING

Raised cycle tracks without parking generally use the same criteria as raised cycle tracks with parking except that adjustments are made to the horizontal separation criterion and a speed criterion is introduced. Separation can be provided by either a mountable curb with a desired 4:1 slope or a furnishing zone buffer separating the cycle track from the travel lane per NACTO. The highest score that the cycle track with mountable curb can receive is Streetscore+ 2. Raised cycle tracks with mountable curbs less the NACTO-recommended minimum one (1) foot buffer receive Streetscore+ 3. Where a furnishing zone buffer of at least 3 feet is provided, raised cycle tracks receive Streetscore+ 1.

With no parked cars to buffer the cycle track from the travel lane, speed is introduced to account for traffic stress associated with riding adjacent to fast moving vehicles. The Streetscore+ is balanced against the network-planning desire to site cycle tracks on higher speed roads, such as arterials. As a result, Streetscore+ of 1 still allows for a prevailing speed of up to 30 MPH.

Operable cycle track surface width, cycle track blockages, and visibility at minor streets are still included. Because parking is not included, the visibility at minor streets is instead defined by the sight triangle between the driver and the bicyclist. **Table 5** presents the methodology.

**TABLE 5: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Separation	Mountable Curb with 4:1 Slope	(no effect)	>= 1 foot	<1 foot	(no effect)
	Furnishing Zone Buffer	>=3 feet	(no effect)	<3 feet	(no effect)
Speed Limit or Prevailing Speed	30 MPH or less	Up to 35 MPH	Up to 40 MPH	(no effect)	
Bicycle Lane Width	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet	
Visibility at Minor Streets	Design accommodates 20 feet for sight triangle to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles <20 feet / 10 feet	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)	

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITH PARKING

Parking-protected in-roadway cycle tracks have similar Streetscore+ criteria to raised cycle tracks, but include additional details on the operable cycle track lane width as well as the type and width of buffer.

Per NACTO, the desired width of the operable cycle track area is 7 feet in uphill portions or where bicycle volumes are higher and is otherwise 6 feet, allowing for a Streetscore+ of 1. A minimum width of 5 feet is required, resulting in a Streetscore+ of 2.

While parking is assumed in this scenario, buffer type offers an additional level of protection for the cycle track. If the buffer is solid or raised, the maximum Streetscore+ of 1 is received. If the buffer is painted and has some vertical elements, such as soft-hit posts or rubber curb, a Streetscore+ of 2 is calculated. While the highest score a paint-only cycle track can receive is 3. Likewise, the desired minimum dimension for

parking and the parking-side buffer is 11 feet with a minimum 3 foot buffer. Parking widths of 7 feet that still provide the 3 foot buffer receive a score of 3 to account for added friction and more constrained cross-section. **Table 6** presents the methodology.

**TABLE 6: STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Bicycle Lane Width	Uphill or High Volume	>=7 feet	<=6 feet	(no effect)	(no effect)
	Otherwise	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type	Solid/Raised	Painted + Some Vertical Elements ¹	Painted Only	(no effect)	
Parking + Buffer Width	>=11 feet, with >3 feet buffer	(no effect)	10 feet total, with minimum 3 feet buffer	<10 feet total or buffer <3 feet	
Visibility at Minor Streets	Parking prohibited 30 feet from intersections	(no effect)	Sight triangles <30 feet	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITHOUT PARKING

In-roadway cycle tracks without parking includes the same criteria as in-roadway cycle tracks with parking, but also includes the speed criteria to account for the lack of parking buffer. Visibility at minor streets focuses on sight triangles since parking is prohibited in this condition. **Table 7** presents the methodology.

**TABLE 7 STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Bicycle Lane Width	<i>Uphill or High Volume</i>	>=7 feet	<=6 feet	(no effect)	(no effect)
	<i>Otherwise</i>	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type	Solid/Raised	Painted + Some Vertical Elements ¹	(no effect)	(no effect)	
Buffer Width	>=4 feet	3 feet	<3 feet	(no effect)	
Visibility at Minor Streets	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles less than 20 feet and 10 feet	(no effect)	
Speed Limit or Prevailing Speed	<=30 MPH or less	31- 35 MPH	>=36 MPH	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

- Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

CYCLE TRACKS AT SIGNALIZED INTERSECTIONS

Intersections are a very sensitive design area for cycle tracks and have a high potential to provide a weak link in an otherwise robust facility. Signalized intersections in particular require consideration of protected intersection treatments, protected signal phasing, and consideration of left- and right-turn auto movements across the cycle track. The Streetscore+ methodology for cycle tracks is calculated by intersection approach, similar to the LTS methodology. It is assumed that clear wayfinding and pavement legends provide guidance to bicyclists through these intersections. **Table 8** presents the Streetscore+ criteria for cycle tracks at signalized intersections.

**TABLE 8 STREETSCORE+ CRITERIA
CYCLE TRACKS AT SIGNALIZED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Separation	Separate signal Phasing ¹ for cycle track with barrier ² at intersection approach	Barrier and good sightlines but permitted turns (RT <150 vph) during cycle track green phase	Barrier and good sightlines but permitted turns (RT >150 vph) during cycle track green phase <u>OR</u> No barrier separation i.e., mixing zone or striped bike lane with right-turn pocket (RT <150 vph)	No barrier separation i.e., mixing zone or striped lane with right-turn pocket (RT >150 vph)
Bicycle Left-Turns	Protected Intersection	Painted Treatments: Two-Stage Turn Box or Bike Box	Break in separation/barrier for bikes to merge out	(no effect)
Conflicting Left-Turn Treatments	Protected Left-Turns	(no effect)	Permissive Left-Turns	(no effect)

1. Either with protected right-turn phase or dedicated bicycle only phase that does not overlap with permitted turning autos or opposing auto movements.
2. Barrier would be a solid, raised elements (curb, landscape-buffer, etc) or a protected intersection that remain up until the intersection.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

SEPARATION

A variety of methods can be used to separate conflicts between turning vehicles and through bicyclists at signalized intersections. Separate signal phasing between through bicyclists and turning vehicles entirely remove the conflict, therefore receiving a Streetscore+ of 1. This treatment should include a solid barrier up to the intersection to reinforce the cycle track protection.

The protected intersection treatment alone substantially reduces the potential and impact of conflict, putting bicyclists ahead of turning vehicles and reducing the speeds of right-turning vehicles; however, they do not remove the conflict all together. Where these treatments are implemented with right-turn vehicle volumes per hour less than 150, a Streetscore+ of 2 is provided. Where right-turn volumes are higher than 150 vehicles per hour or where mixing zones or striped bike lanes with low right-turn volumes are striped, a score of 3 is received. This accounts for the real drop in protection of the cycle track.

BICYCLE LEFT-TURNS

Cycle track designs should accommodate left-turns out of the cycle track. Streetscore+ 1 is reserved for protected intersections, which facilitate two-stage turns with a raised barrier and full protection from the roadway. Painted facilities allowing bicyclists to cross in two stages – two stage turn boxes and bike boxes – received a Streetscore+ of 2. Breaks in cycle track barriers or similar treatments requiring bikes to confidently move out of the cycle track and merge across lanes receive a Streetscore+ of 3.

CONFLICT LEFT-TURN TREATMENTS

While right-hook conflicts are the commonly discussed conflict for bicyclists, auto left-turns across the cycletrack should also be considered. Protected vehicular left-turns which fully remove the bicyclist-auto conflicts receive a Streetscore+ of 1. Permissive left-turns receive a Streetscore+ of 3, as that phasing does not mitigate the conflict.

CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS

Cycle tracks at stop-controlled or uncontrolled intersections have different needs than signalized intersections which are likely to have higher traffic volumes and more turning conflicts. The focus of stop-controlled and uncontrolled is on conflicts with right-turn vehicles and maintaining good sightlines. **Table 9** presents the methodology.

**TABLE 9 STREETSCORE+ CRITERIA
CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Approach Geometry	-	Separation or barrier with permitted right turns <150 vph	Through bike lane and right-turn lane OR mixing zone with <150 vph	Through bike lane and right-turn lane OR mixing zone with >150 vph
Visibility at Minor Streets	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings. If parking, prohibited 30 feet from Intersection	(no effect)	Sight triangles less than 20 feet /10 feet	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

BICYCLE BOULEVARD – LINKS

The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevard design at the link-level. The Mekuria, Furth, and Nixon LTS methodology evaluates a bicycle boulevard using the same criteria – speed and travel lanes – as any other bicycle route. Given the sensitivity of bicycle boulevards to average daily traffic (ADT) and speeds, Streetscore+ for bicycle boulevards requires ADT and posted speed limit (ideally prevailing speed) and incorporates a higher sensitivity to those two factors for designated bicycle boulevards. To account for bicyclist delay on bicycle boulevards, the frequency of controlled intersection was also introduced to account for less desirability associated with losing momentum when stopping/starting at controlled intersections. **Table 10** presents the methodology.

**TABLE 10: STREETSCORE+ CRITERIA
BICYCLE BOULEVARD LINKS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
ADT on Link	<1,500	1,500-3,000	3,000-6,000	>6,000
Speed	<=20 MPH	Up to 25 MPH	(no effect)	>25 MPH
Number of Stop Signs per Mile	2	4	6	>6

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

AVERAGE DAILY TRAFFIC (ADT)

Bicycle boulevards are typically located on two-lane residential streets. As such, the number of travel lanes does not provide substantial differentiation in the traffic stress on the facility. As a result, only ADT is used. NACTO states that 1,500 ADT is desirable, with up to 3,000 allowed on limited section of the corridor. As a result, these were assigned to Streetscore+ 1 and 2, respectively.

SPEED

The NACTO Urban Bikeway Guide recommends that bicycle boulevards should have a target speed of 20 MPH to maximize bicycle comfort and safety. Where speed is higher than 20 MPH, speed management strategies should be used to lower the 85th percentile speed. Given this target speed, bicycle boulevards with 20 MPH or slower speeds are given a Streetscore+ of 1, up to 25 MPH a Streetscore+ of 2, and greater than 25 MPH is Streetscore+ 3.

NUMBER OF STOP-CONTROLLED INTERSECTIONS PER MILE

The NACTO Urban Bikeway Guide states that at intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority to reduce or minimize delay by limiting the number of stop signs along the route. Segments of at least one half mile with continuous travel i.e., no stop sign controls are desirable. A metric of the number of controlled intersections per mile was developed to account for bicycle boulevard priority and bicyclist delay. The metric considers stop-control on the bicycle boulevard and not signalized intersections.

BICYCLE BOULEVARDS – MAJOR STREET CROSSINGS

The bicycle boulevard major street crossing methodology proposes a parallel approach to uncontrolled crosswalk locations. While the efficacy of RRFBs and PHBs are better documented for pedestrians, many cities are beginning to utilize these enhancements on bicycle boulevards. Given the sensitive nature of these crossings for bicyclists of all ages and abilities, the needs are assumed to be similar to that of a pedestrians at uncontrolled crosswalks at major streets. As detailed in the Pedestrian Streetscore+ section, this method assumes a three-tiered level of crossing enhancements:

- A: Crosswalk Enhancements with Signing and Striping Only
- B: Crosswalk Enhancement with Signing, Striping, and Rectangular Rapid Flashing Beacons (RRFBs). Note that this assumes bicyclists would be able to actuate the RRFB through a separated push button located adjacent to the travelway.
- C: Crosswalk Enhancement with Signing, Striping, and Pedestrian Hybrid Beacon (PHB) or Traffic Signal. Note that this assumes bicyclists would be able to actuate the PHB or signal through bicycle detection.

The Streetscore+ for bicycle boulevard crossings therefore defines the minimum recommended design elements based on ADT, number of travel lanes, and speed, as presented in Table 11. Based on user input regarding the presence of signing and striping only or beacons, Streetscore+ delivers a score of 1 if the level of treatment matches the recommended treatment, and a score of 4 if the existing/proposed treatments input by the user do not match recommended treatments. In addition to the signing, striping, and beacon and/or signal enhancements, users should also examine the feasibility of geometric improvements at the crosswalk, such as curb extensions or median refuges.

**TABLE 11 STREETSCORE+ CRITERIA
BICYCLE BOULEVARD MAJOR STREET CROSSING**

Major Street Criteria	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C ¹	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C ¹	C	C	C ¹	C	C

Notes:

- Depending on site observations, driver yielding rates, and other engineering considerations, RRFBs could be considered.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

A=Level A, Signing and Striping Only

B=Level B, Rapid Rectangular Flashing Beacons (RRFB)

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

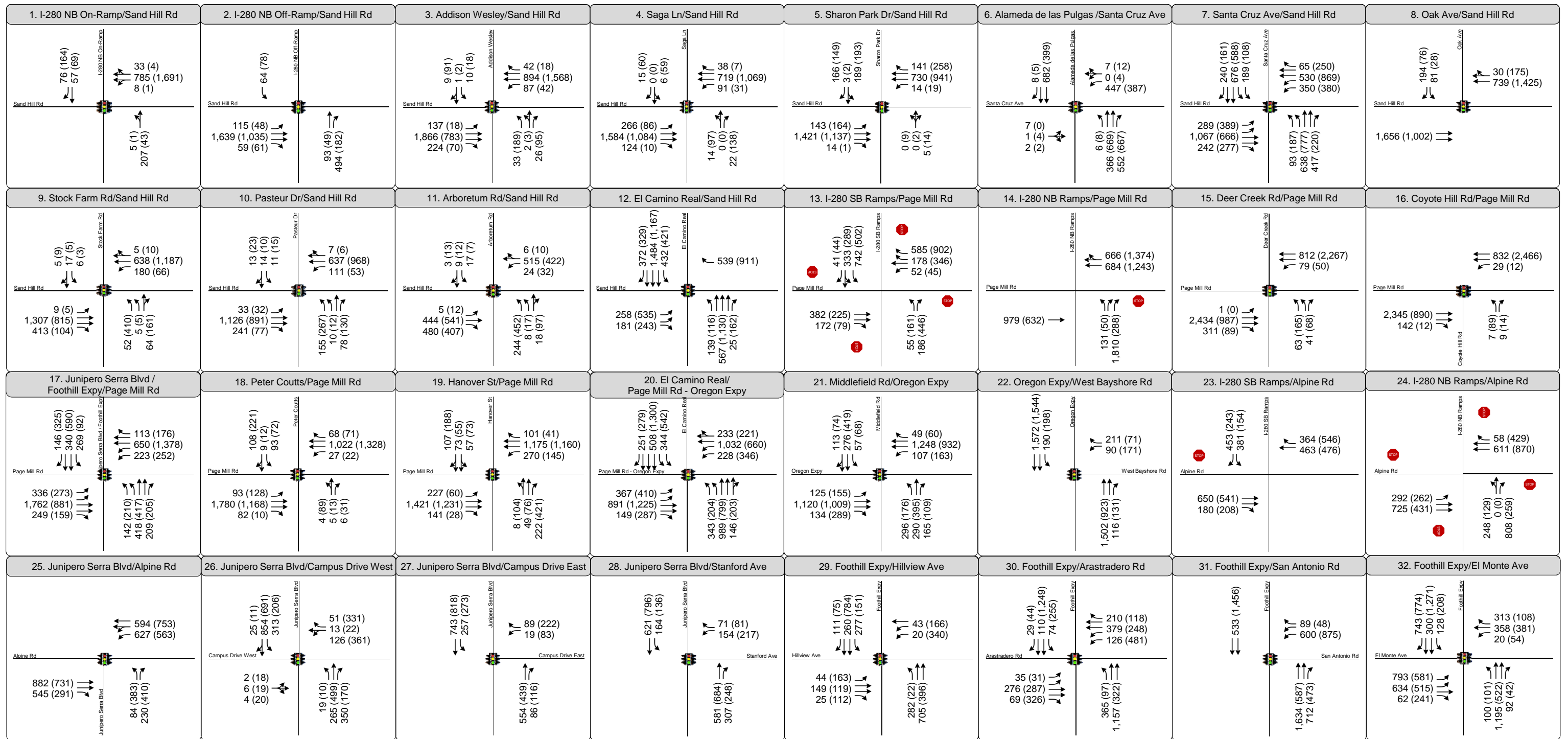
Conclusion

The Streetscore+ methodology builds on Mekruia, Furth, and Nixon’s LTS methodology to incorporate a finer grain understanding of bicyclist comfort on cycle tracks and bicycle boulevards and creates a parallel methodology to measure pedestrian comfort on streets and at intersections. This methodology is intended to be easy-to-use with the typical datasets that transportation practitioners utilize on corridor studies and active transportation projects. As a result, transportation practitioners can use this tool in a sketch planning capacity to further active transportation designs and more accurately understand the impacts of design decisions on comfort and stress tolerance for people who walk and bike. Where data may not be available or local conditions may warrant adjusted criteria, the tool is intended to be flexible and customizable.



**APPENDIX E:
STUDY INTERSECTION VOLUMES**



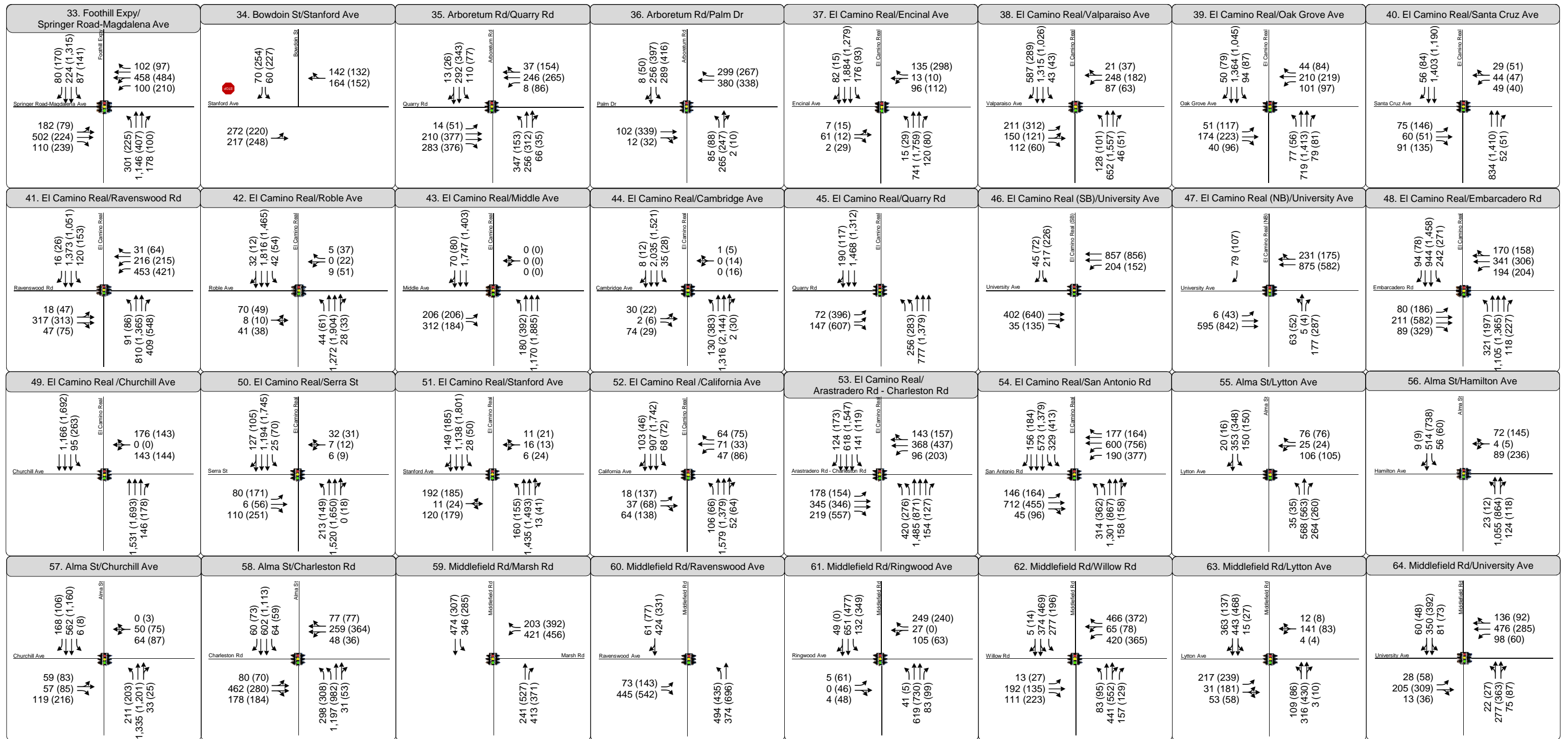


LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

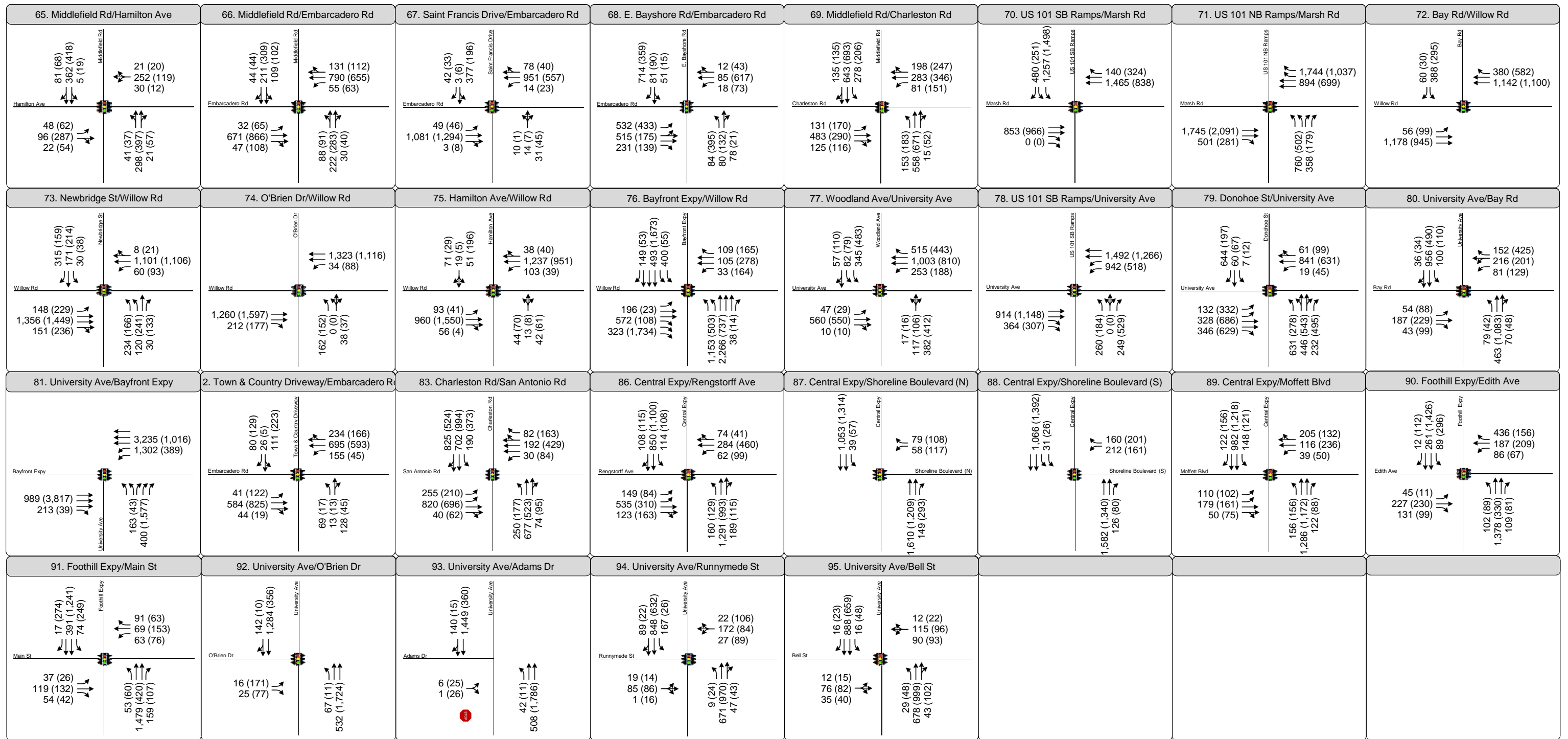
Figure E-1

**Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions
Stanford General Use Permit TIA**



- LEGEND**
- Turn Lane
 - AM (PM)** Peak Hour Traffic Volume
 - Stop Sign
 - Traffic Signal

Figure E-2
Peak Hour Traffic Volumes and Lane Configurations
Eisting Conditions
Stanford General Use Permit TIA



LEGEND

- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

Figure E-3

**Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions
Stanford General Use Permit TIA**

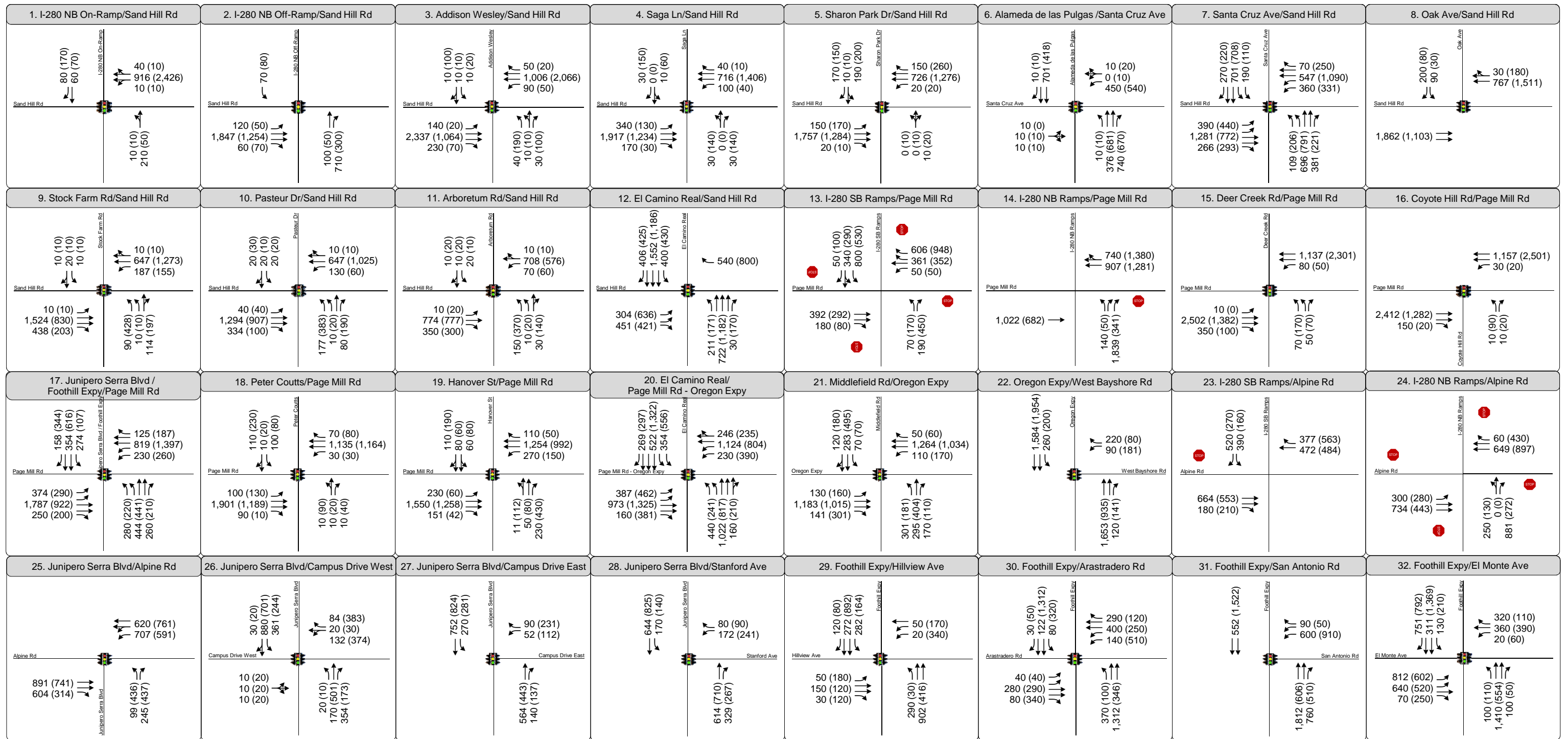
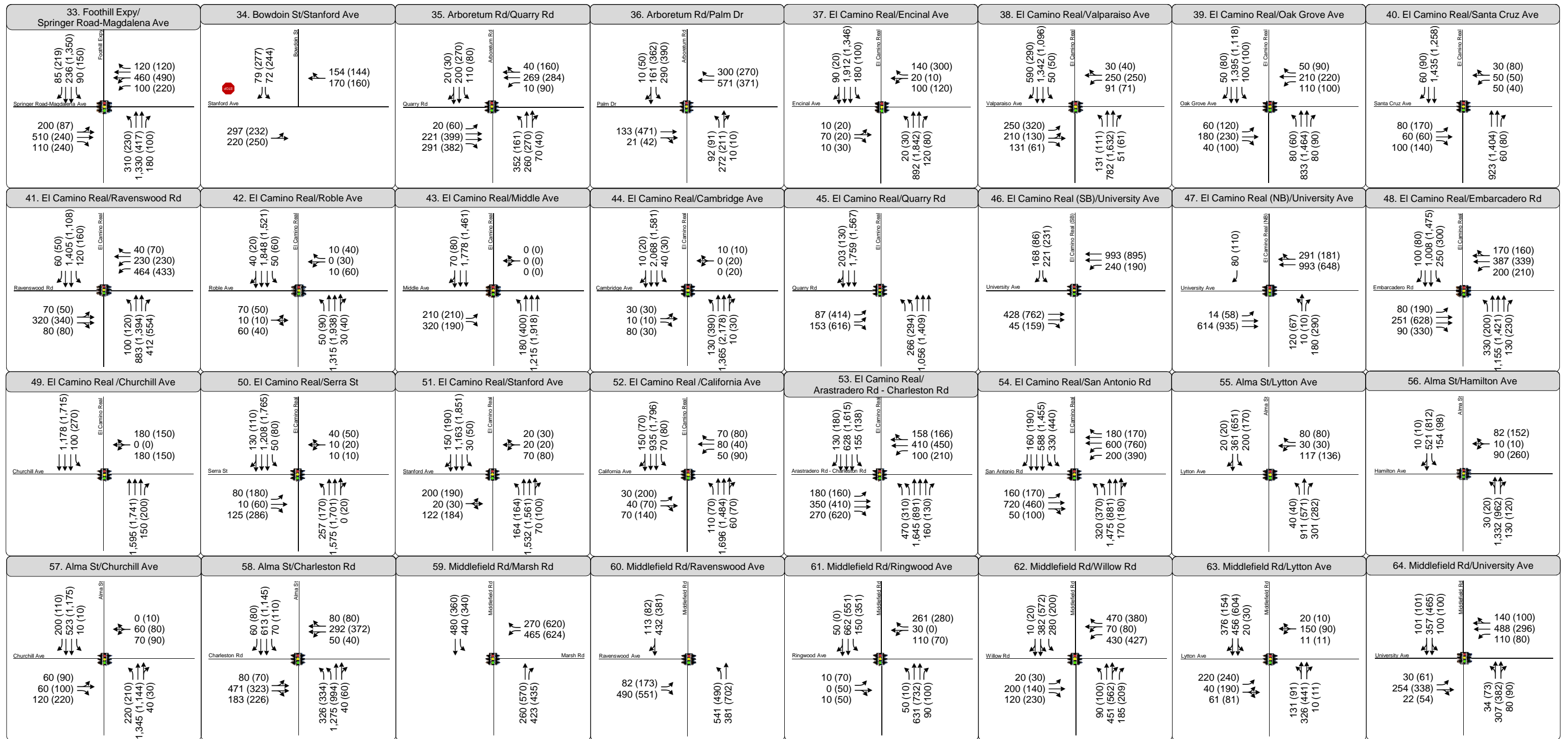


Figure E-4

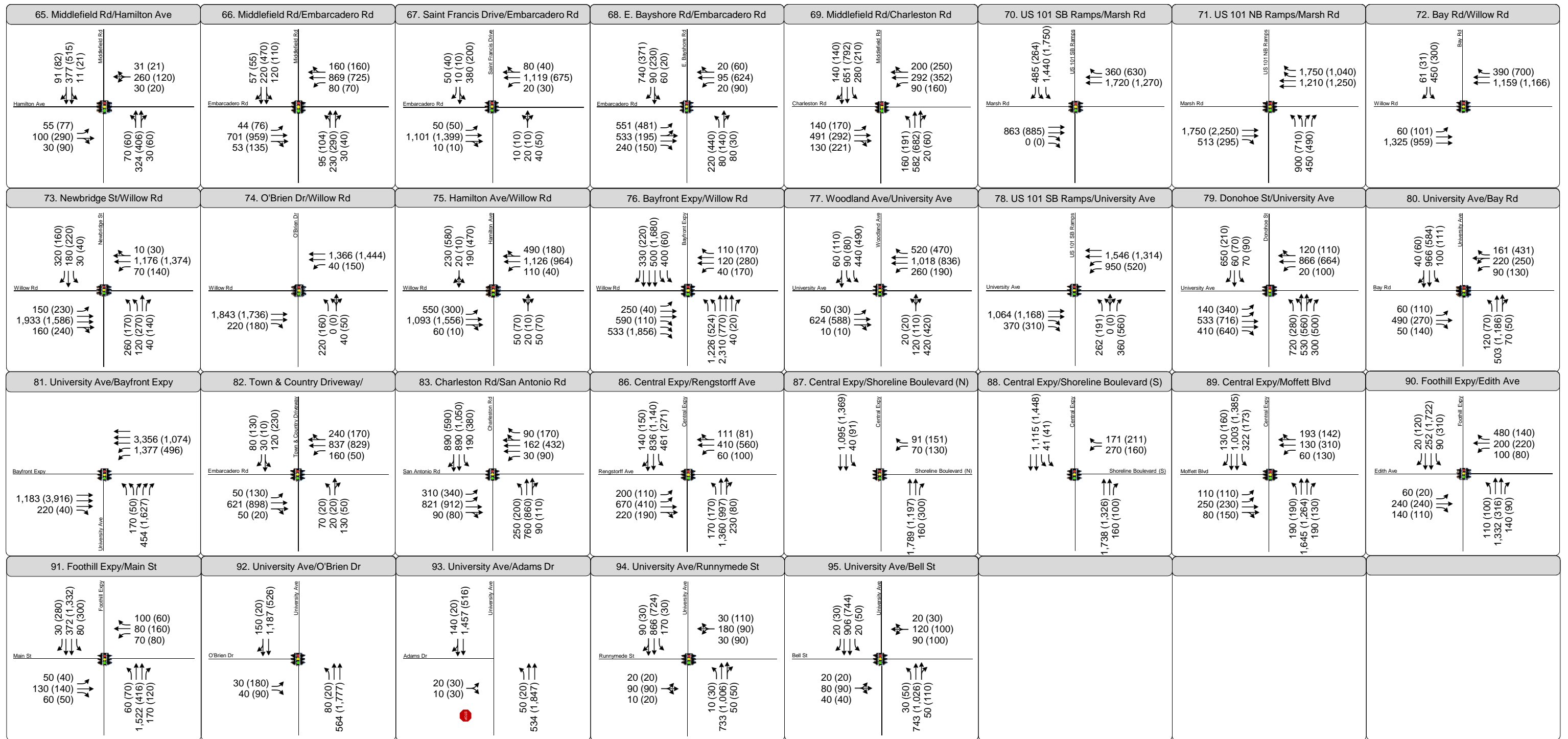
**Peak Hour Traffic Volumes and Lane Configurations
background (2018) Conditions
Stanford General Use Permit TIA**



LEGEND

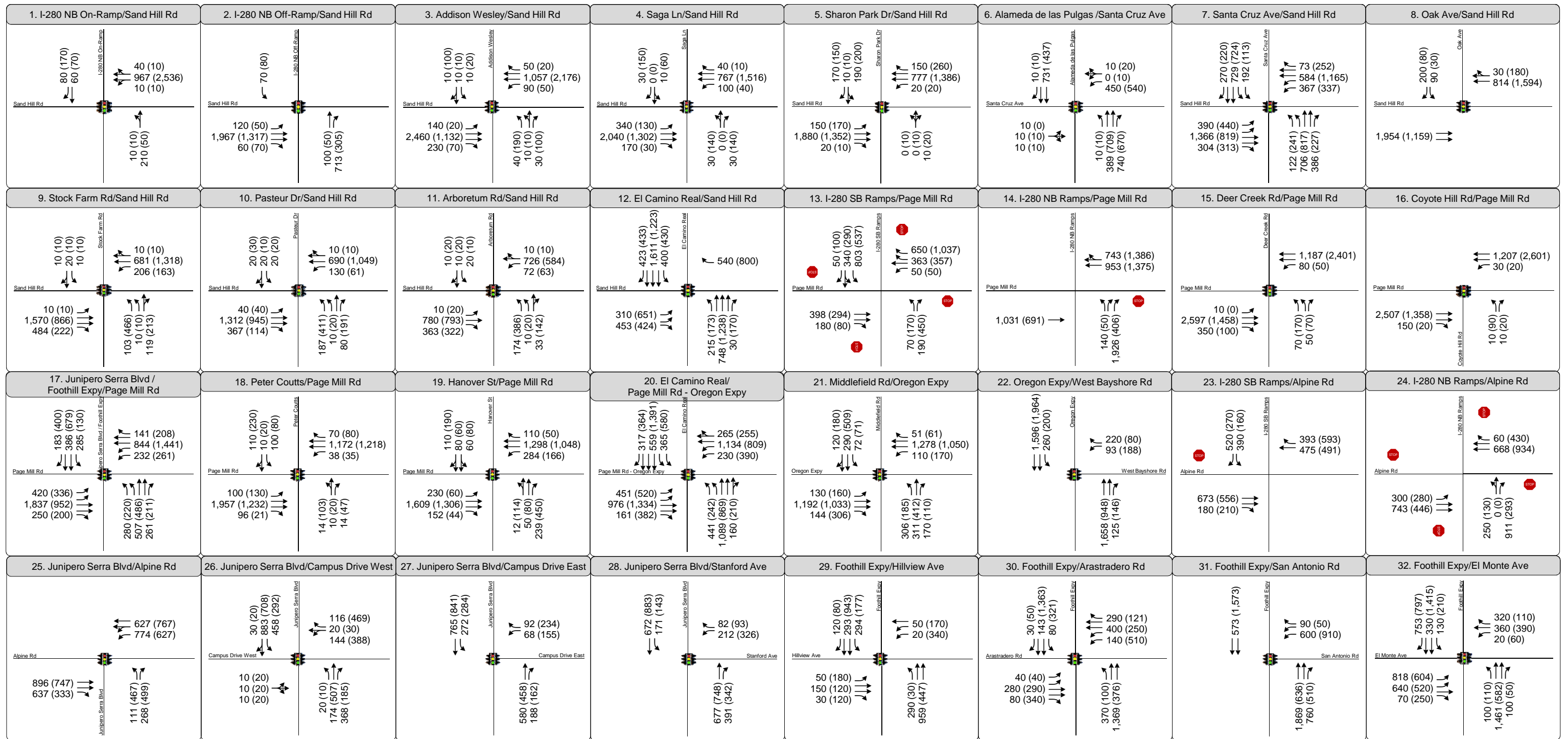
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

Figure E-5
**Peak Hour Traffic Volumes and Lane Configurations
background (2018) Conditions
Stanford General Use Permit TIA**



- LEGEND**
- Turn Lane
 - AM (PM) Peak Hour Traffic Volume
 - Stop Sign
 - Traffic Signal

Figure E-6
**Peak Hour Traffic Volumes and Lane Configurations
background (2018) Conditions
Stanford General Use Permit TIA**

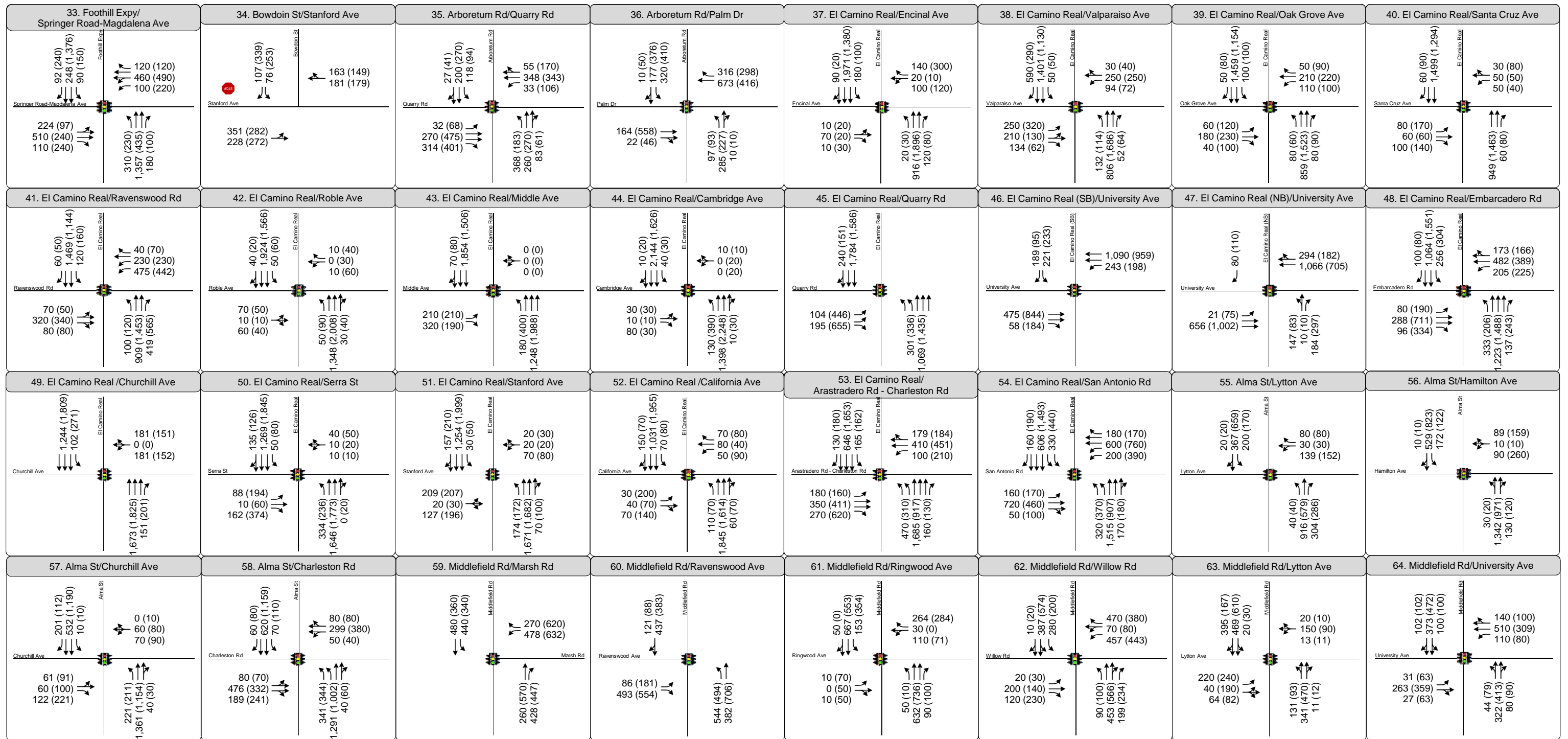


LEGEND

- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

Figure E-7

**Peak Hour Traffic Volumes and Lane Configurations
background (2018) ith Pro ect Conditions
Stanford eneral Use Permit TIA**



LEGEND

-  Turn Lane
- AM (PM)** Peak Hour Traffic Volume
-  Stop Sign
-  Traffic Signal

Figure E-8

**Peak Hour Traffic Volumes and Lane Configurations
background (2018) with Project Conditions
Stanford General Use Permit TIA**

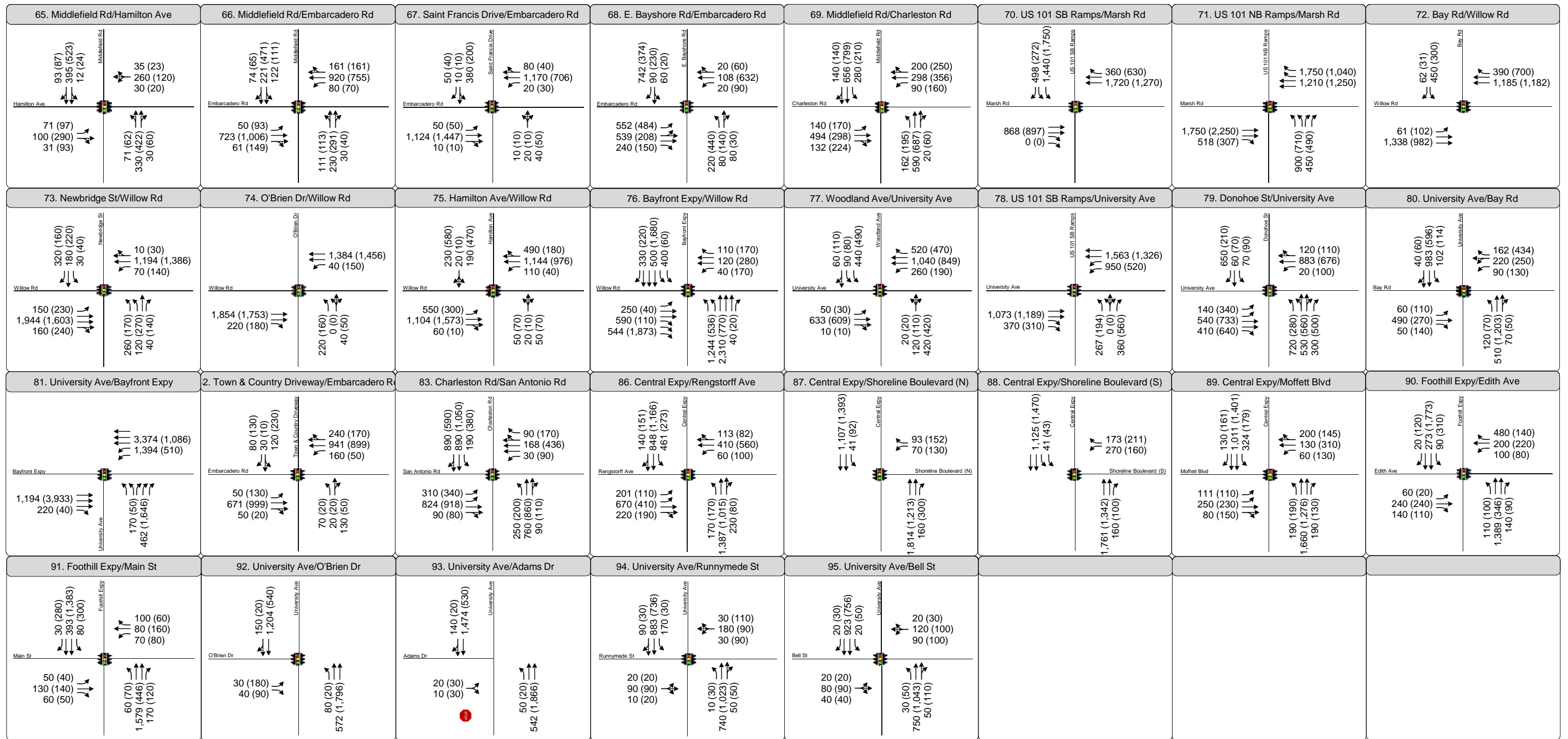
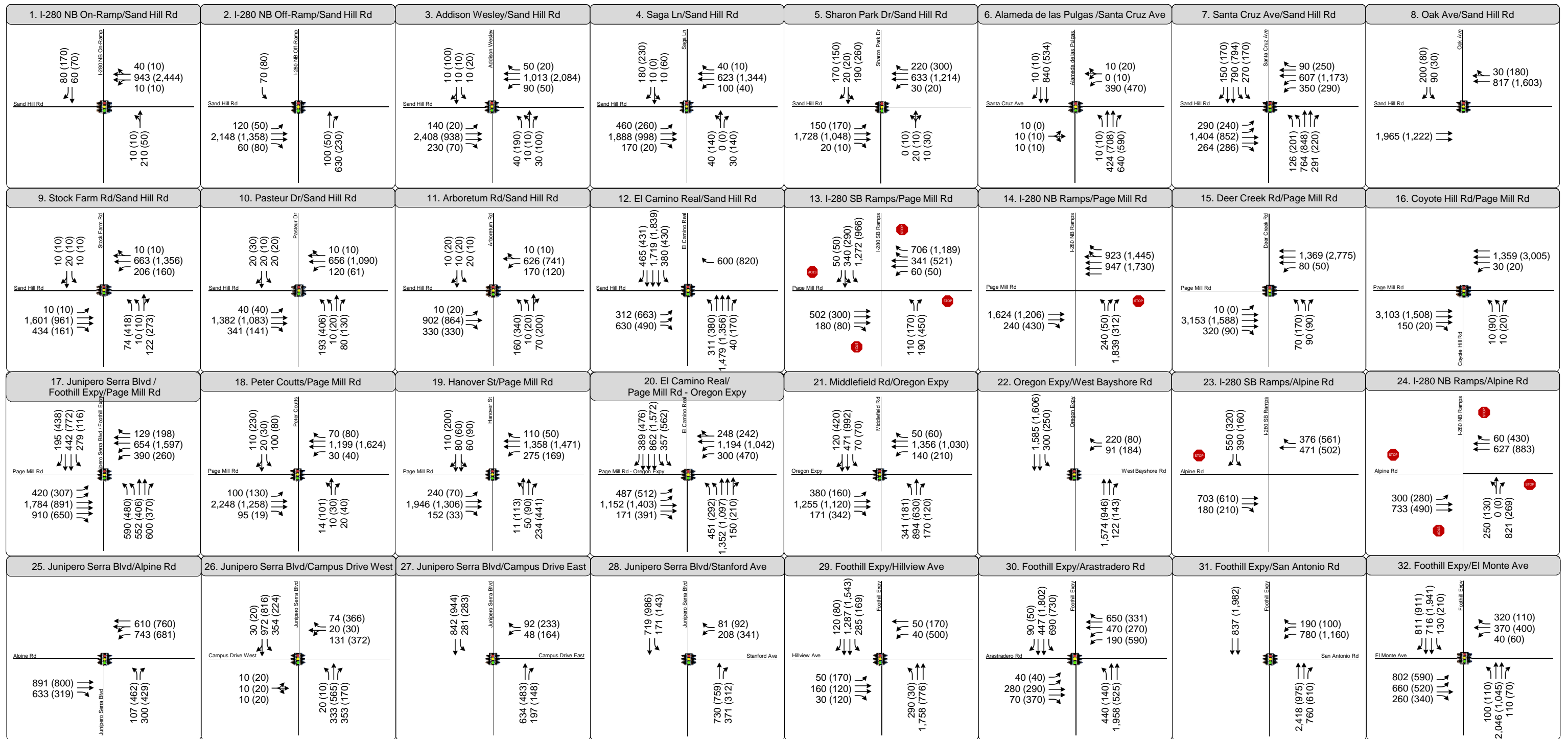


Figure E-9
**Peak Hour Traffic Volumes and Lane Configurations
 background (2018) with Project Conditions
 Stanford General Use Permit TIA**

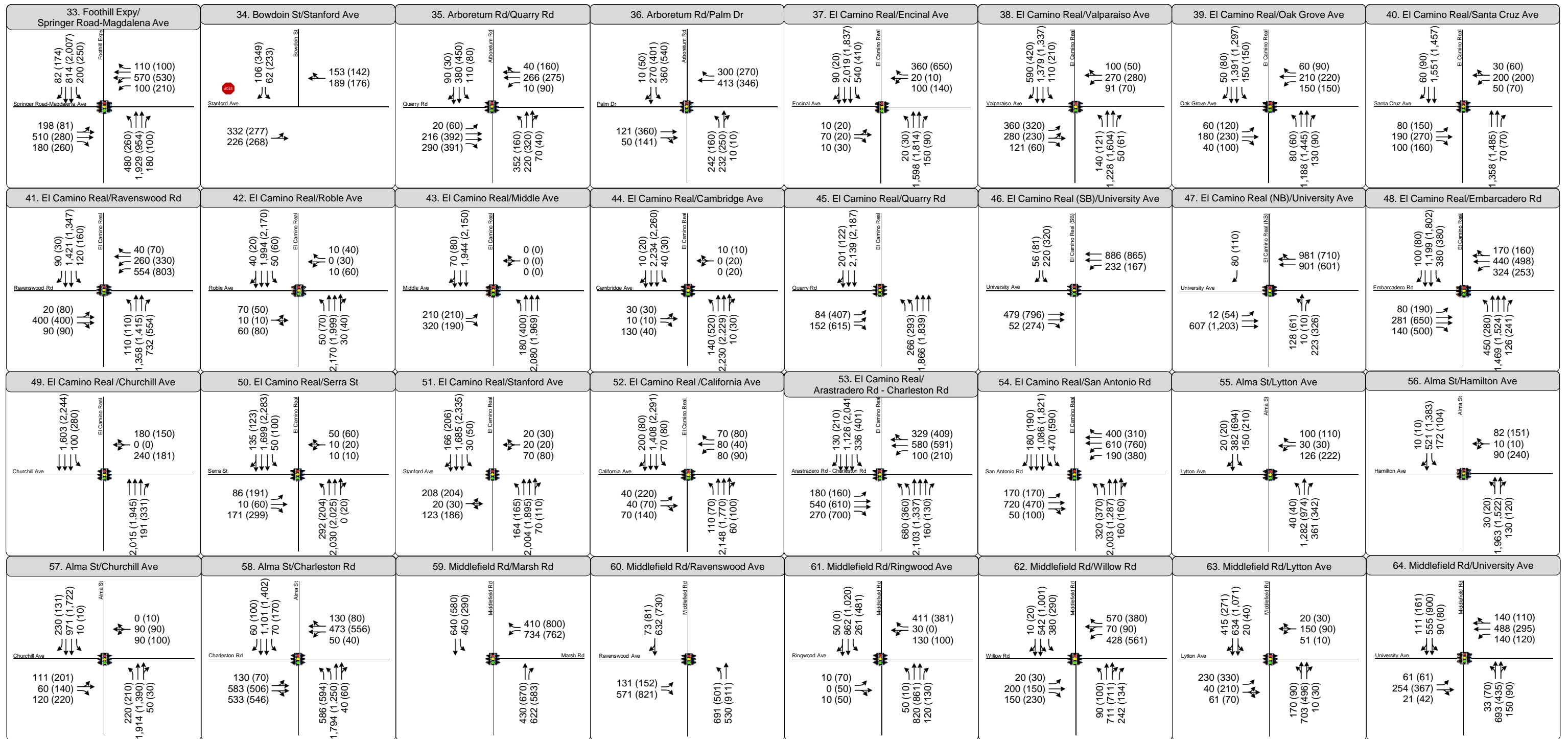


LEGEND

- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

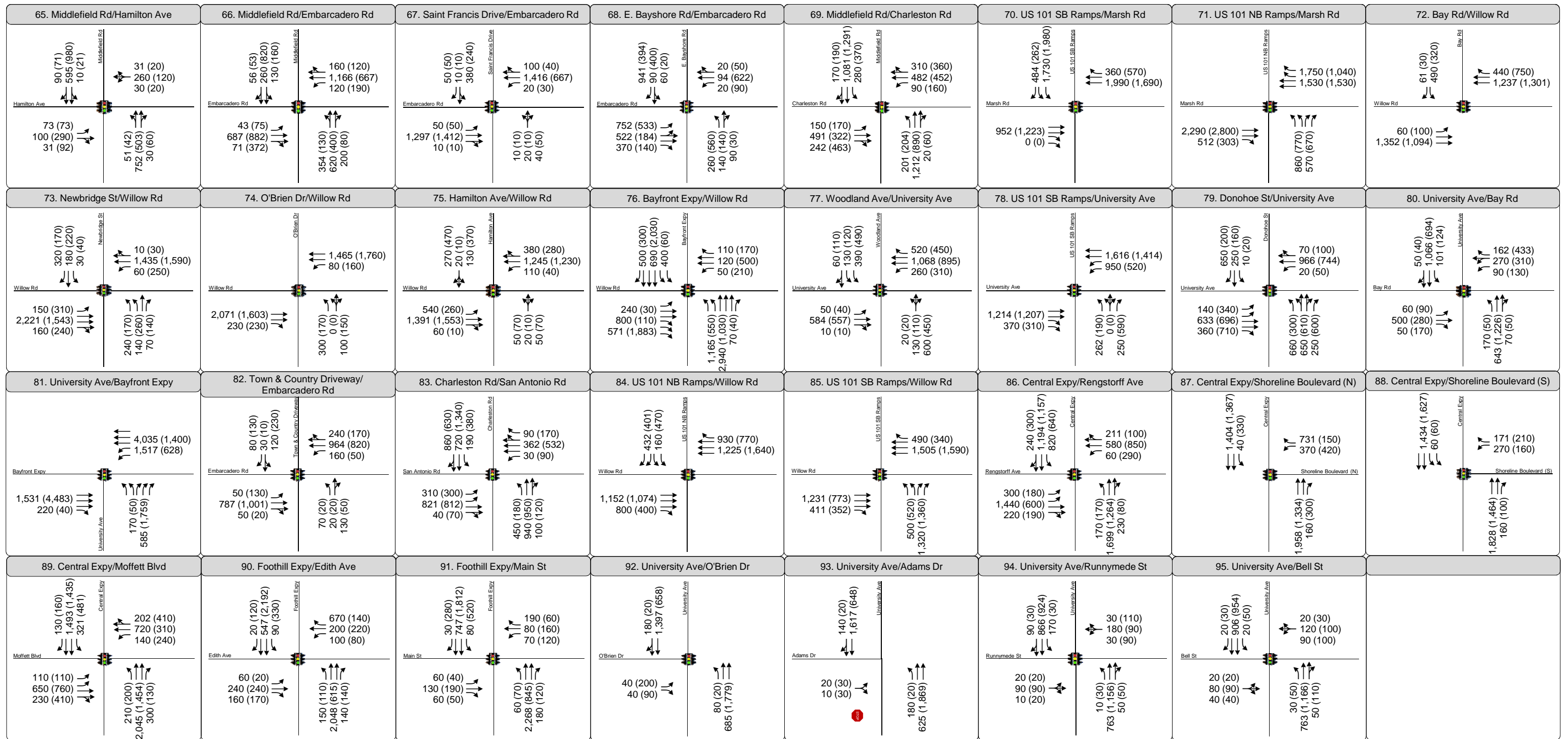
Figure E-10

**Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2035) Conditions
Stanford General Use Permit TIA**



- LEGEND**
- Turn Lane
 - AM (PM)** Peak Hour Traffic Volume
 - Stop Sign
 - Traffic Signal

Figure E-11
**Peak Hour Traffic Volumes and Lane Configurations
 Cumulative (2035) Conditions
 Stanford General Use Permit TIA**

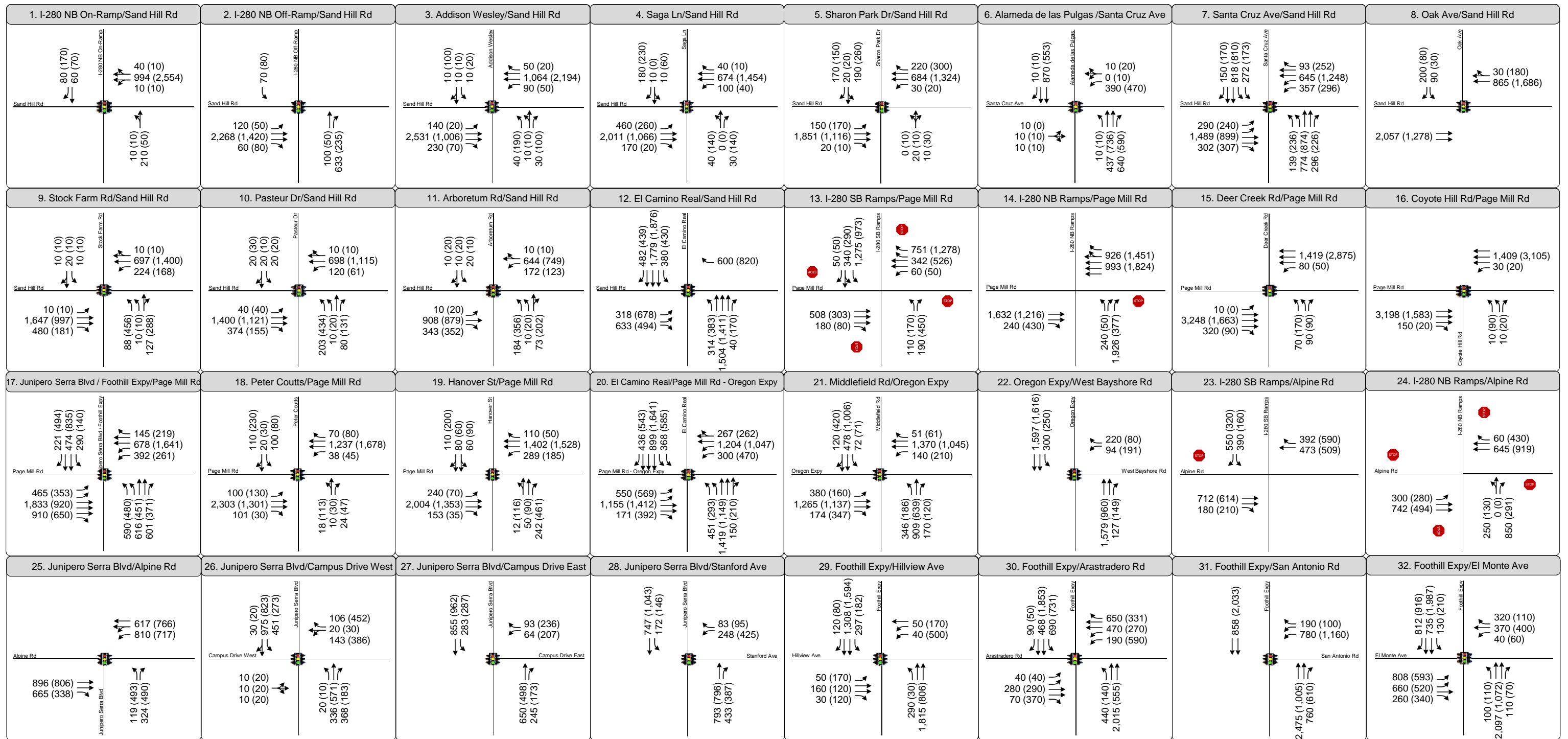


LEGEND

- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Stop Sign
- Traffic Signal

Figure E-12

**Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2035) Conditions
Stanford General Use Permit TIA**

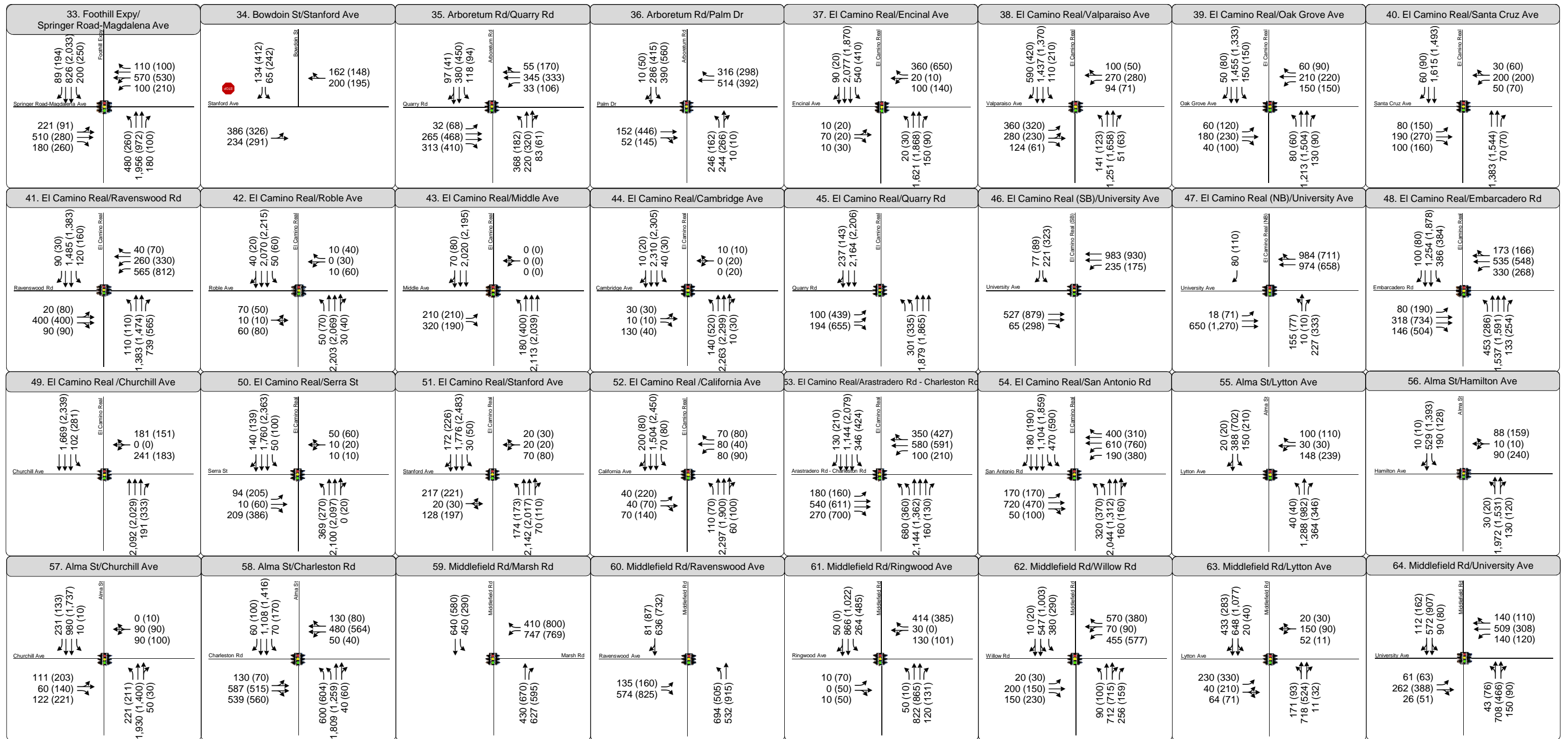


LEGEND

-  Turn Lane
- AM (PM)** Peak Hour Traffic Volume
-  Stop Sign
-  Traffic Signal

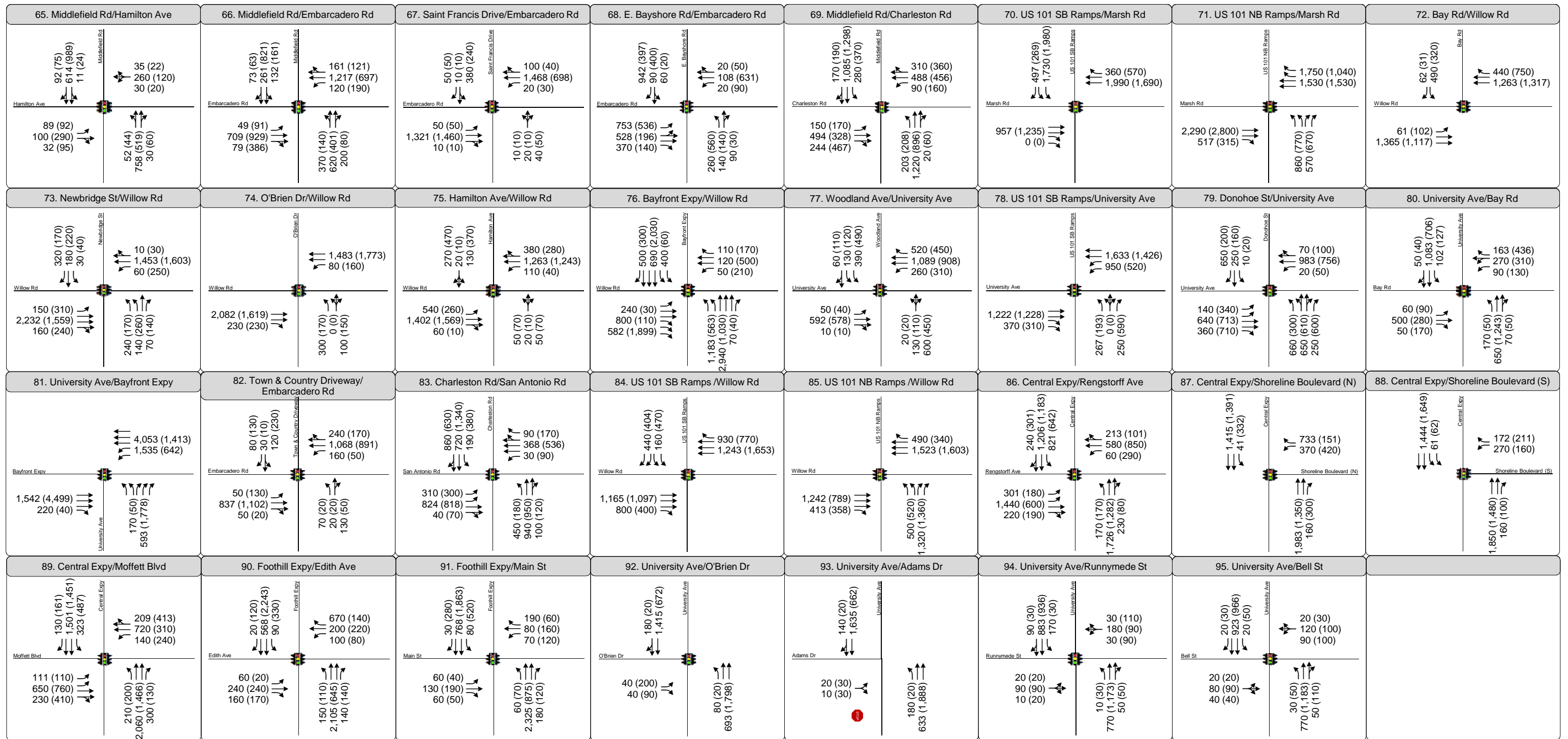
Figure E-13

**Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2035) ith Pro ect Conditions
Stanford eneral Use Permit TIA**



- LEGEND**
- Turn Lane
 - AM (PM)** Peak Hour Traffic Volume
 - Stop Sign
 - Traffic Signal

Figure E-14
Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2035) ith Pro ect Conditions
Stanford eneral Use Permit TIA



- LEGEND**
- Turn Lane
 - AM (PM)** Peak Hour Traffic Volume
 - Stop Sign
 - Traffic Signal

Figure E-15
Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2035) ith Pro ect Conditions
Stanford eneral Use Permit TIA

**APPENDIX F:
STUDY INTERSECTION LOS CALCULATIONS**



EXISTING CONDITIONS

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	Existing AM				Existing PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.6	0.380	9.7	B+	10.2	0.599	8.4
#2 Sand Hill Rd / I-280 NB Off-Ramp (MP)	D	39.1	0.861	41.4	B	17.2	0.463	17.0
#3 Sand Hill Rd / Addison Wesley (MP)	B-	18.8	0.632	19.6	B-	19.4	0.587	19.0
#4 Sand Hill Rd / Saga Ln (MP)	B	13.6	0.525	9.6	B-	19.0	0.407	15.6
#5 Sharon Park Drive / Sand Hill Road (MP)	B	16.5	0.537	13.7	B	15.8	0.468	13.4
#6 Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	13.9	0.530	18.4	B	13.8	0.593	19.7
#7 Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	47.2	0.750	52.5	D	46.7	0.642	47.6
#8 Oak Avenue / Sand Hill Road (MP)	B+	10.5	0.573	11.4	A	3.8	0.474	3.0
#9 Sand Hill Rd / Stock Farm Dr	C+	20.0	0.538	22.5	C	25.9	0.516	25.8
#10 Pastuer Drive / Sand Hill Road	B-	19.9	0.476	21.0	C	23.9	0.425	23.4
#11 Arboretum Road / Sand Hill Road	C+	21.5	0.424	24.6	C	27.8	0.512	31.1
#12 El Camino Real / Sand Hill Road (SC CMP)	C-	32.8	0.451	49.6	C-	32.1	0.652	42.1
#13 I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	93.4	1.282	93.4	F	72.0	1.096	72.0
#14 I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	D	2.5	0.522	2.5	B	0.3	0.112	0.3
#15 Deer Creek Road / Page Mill Road (SCC)	B	14.2	0.739	17.6	B	13.4	0.356	22.7
#16 Coyote Hill Road / Page Mill Road (SCC)	A	7.5	0.231	2.3	A	8.6	0.281	15.0
#17 Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	93.6	1.022	119.3	F	93.0	0.879	121.9
#18 Page Mill Rd / Peter Couatts (SCC)	C+	20.0	0.575	17.4	C	28.4	0.470	25.8
#19 Hanover St / Page Mill Rd (SC CMP)	E	60.1	0.553	61.3	D	48.6	0.501	50.1
#20 El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E+	57.9	0.829	62.8	E	62.2	0.839	68.8
#21 Middlefield Road / Oregon Expressway (SC CMP)	E	62.3	0.728	70.5	E+	57.5	0.654	61.6
#22 Oregon Expy / West Bayshore Rd (SCC)	B	17.3	0.589	23.9	B-	18.7	0.481	30.5
#23 I-280 SB Ramps / Alpine Road (SMC)	E	9.3	0.801	9.3	C	2.1	0.315	2.1
#24 I-280 NB Ramps / Alpine Road (SMC)	D	25.1	0.736	25.1	C	24.2	0.816	24.2
#25 Junipero Serra / Alpine Road (MP)	D	41.9	0.710	46.2	D	47.4	0.711	47.2
#26 Junipero Serra / W Campus Dr (N) (SCC)	C	26.9	0.644	23.7	D+	37.8	0.707	38.3

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	Existing AM				Existing PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27 Junipero Serra / E Campus Dr (S) (SCC)	B	13.2	0.488	22.3	B	15.2	0.519	7.7
#28 Stanford Ave / Junipero Serra Blvd (SCC)	B-	18.8	0.525	27.7	B-	19.9	0.605	28.6
#29 Foothill Expressway / Hillview Avenue (SCC)	C-	33.5	0.326	36.2	C-	34.2	0.467	34.0
#30 Foothill Expressway / Arastradero Road (SCC)	E	66.9	0.686	64.4	F	83.6	0.613	103.9
#31 Foothill Expressway / San Antonio Road (SC CMP)	B	17.9	0.652	21.9	E	67.2	1.049	96.5
#32 Foothill Expressway / El Monte Avenue (SC CMP)	E	63.3	0.785	62.1	F	84.4	0.857	99.5
#33 Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E+	58.8	0.748	61.4	E	70.2	0.772	79.1
#34 Bowdoin Street / Stanford Avenue	B	13.1	0.650	13.1	C	16.8	0.746	16.8
#35 Arboretum Road / Quarry Road	D	44.9	0.485	46.3	D	42.2	0.489	47.7
#36 Arboretum Road / Palm Drive	C	30.0	0.562	31.6	C	29.7	0.625	31.3
#37 El Camino Real / Encinal Avenue (MP)	B	16.8	0.469	11.1	C	29.5	0.720	34.0
#38 El Camino Real / Valpariso Avenue (MP)	D	40.2	0.729	45.8	D+	37.5	0.733	41.7
#39 El Camino Real / Oak Grove Avenue (MP)	C	30.7	0.590	27.6	D+	35.0	0.653	35.4
#40 El Camino Real / Santa Cruz Avenue (MP)	B	13.6	0.482	12.2	B-	19.7	0.539	20.7
#41 El Camino Real / Ravenswood Avenue (MP)	D	41.2	0.721	44.5	D	44.6	0.758	51.4
#42 El Camino Real / Roble Avenue (MP)	B	12.9	0.450	12.5	B	13.4	0.458	11.9
#43 El Camino Real / Middle Avenue (MP)	C	27.1	0.644	33.8	C	27.1	0.643	42.4
#44 El Camino Real / Cambridge Avenue (MP)	B	13.2	0.512	14.8	B-	19.1	0.543	31.7
#45 El Camino Real / Quarry Road	B	15.2	0.426	18.3	C-	33.1	0.638	39.6
#46 El Camino Real (SB) / University Avenue (SC CMP)	C+	21.0	0.377	15.7	C+	20.0	0.415	27.6
#47 El Camino Real (NB) / University Avenue (SC CMP)	B-	18.7	0.504	21.7	C	26.3	0.510	30.1
#48 El Camino Real / Embarcadero - Galvez St (SC CMP)	D	44.9	0.669	49.0	D	49.1	0.833	53.2
#49 El Camino Real / Churchill Avenue	C	23.1	0.540	28.6	C	25.9	0.650	37.6
#50 El Camino Real / Serra Street	C+	22.3	0.446	29.3	C	25.8	0.595	28.6
#51 El Camino Real / Stanford Avenue	C-	33.0	0.536	38.3	C	31.0	0.707	35.5
#52 El Camino Real / California Avenue	C	23.6	0.447	20.3	C	28.5	0.566	28.1

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	Existing AM				Existing PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53 El Camino Real / Charleston Road (SC CMP)	D	47.2	0.631	45.5	D-	53.0	0.767	60.5
#54 El Camino Real / San Antonio Road (SC CMP)	D-	52.7	0.678	52.9	D-	53.0	0.676	53.3
#55 Alma Street / Lytton Avenue	B-	18.3	0.503	21.3	B-	18.3	0.499	21.2
#56 Alma Street / Hamilton Avenue	A	6.7	0.504	7.4	B	13.3	0.749	18.0
#57 Alma Street / Churchill Avenue	C	26.9	0.550	21.5	D	46.5	0.681	57.0
#58 Alma Street / Charleston Road	D-	53.5	0.725	53.7	D	50.9	0.723	58.1
#59 Middlefield Road / Marsh Road	C	24.0	0.766	30.9	D	40.2	0.749	47.5
#60 Middlefield Road / Ravenswood Avenue (MP)	C	31.3	0.627	41.8	D+	36.1	0.581	57.4
#61 Middlefield Road / Ringwood Avenue (MP)	D+	37.1	0.410	41.7	D	50.0	0.562	57.8
#62 Middlefield Road / Willow Road (MP)	D	47.3	0.526	46.9	D	46.6	0.579	50.3
#63 Middlefield Road / Lytton Avenue	D+	36.3	0.614	36.7	D	43.7	0.640	44.6
#64 Middlefield Road / University Avenue	C	29.0	0.442	30.2	C-	33.7	0.503	36.5
#65 Middlefield Road / Hamilton Avenue	B+	11.4	0.331	11.4	B+	11.6	0.366	11.6
#66 Middlefield Road / Embarcadero Road	C-	33.2	0.510	34.9	D+	36.6	0.596	38.6
#67 Saint Francis Drive / Embarcadero Road	C	23.6	0.558	23.1	B	17.5	0.516	16.1
#68 East Bayshore Road / Embarcadero Road	D	44.1	0.794	46.9	D-	53.6	0.820	58.6
#69 Middlefield Road / Charleston Road	D	49.8	0.567	51.4	D-	52.4	0.617	53.4
#70 US 101 SB Ramps / Marsh Road (MP)	C+	21.0	0.848	23.5	C	24.7	0.774	23.9
#71 US 101 NB Ramps / Marsh Road (MP)	B	16.3	0.754	18.2	B	14.9	0.753	16.2
#72 Bay Road / Willow Road (MP)	B	16.8	0.612	22.1	B+	10.7	0.605	15.6
#73 Newbridge Street / Willow Road (MP)	D	42.7	0.690	49.3	D	40.6	0.736	48.4
#74 O'Brien Drive / Willow Road (MP)	B+	11.0	0.444	16.7	B+	11.8	0.556	17.5
#75 Hamilton Avenue / Willow Road (MP)	B	14.5	0.495	13.1	B-	18.8	0.591	17.8
#76 Bayfront Expressway / Willow Road (SM CMP)	D+	39.0	0.757	40.2	E+	56.8	0.817	60.6
#77 Woodland Drive / University Avenue	D	48.1	0.799	51.6	E+	58.9	0.787	60.4
#78 US 101 SB Ramps / University Avenue	C	26.7	0.682	41.4	C	25.0	0.687	36.1

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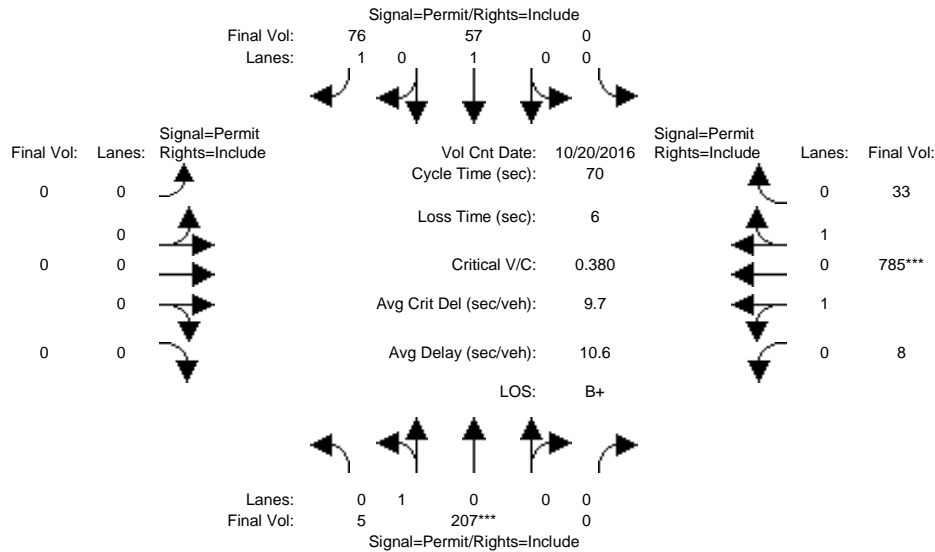
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	Existing AM				Existing PM					
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		
#79 Donohoe Street / University Avenue	E	65.3	0.921	71.9	D	42.5	0.655	50.6		
#80 University Avenue / Bay Road	D+	38.0	0.575	37.8	D	47.1	0.801	51.0		
#81 University Ave / Bayfront Expy (SM CMP)	C+	21.7	0.670	45.2	F	85.0	1.052	98.8		
#82 Town & Country Driveway / Embarcadero Road	C	29.2	0.477	26.2	C	27.9	0.461	26.2		
#83 San Antonio Avenue / Charleston Road (SC CMP)	D-	54.5	0.945	67.1	D-	51.6	0.829	50.4		
#84 US 101 Ramps SB / Willow Rd (MP)	B+	11.1	0.705	20.1	B	13.2	0.595	19.8		
#85 US 101 NB Ramps / Willow Rd (MP)	B	17.9	0.555	21.0	C+	22.6	0.641	21.7		
#86 Central Expy / Rengstorff Ave (SC CMP)	E-	76.7	0.831	85.6	E	62.1	0.673	57.2		
#87 Central Expy / Shoreline Blvd (N) (SC CMP)	A	3.2	0.335	3.0	A	5.4	0.442	4.6		
#88 Central Expy / Shoreline Blvd (S) (SC CMP)	A	8.1	0.434	10.3	A	7.4	0.485	9.6		
#89 Central Expy / Moffett Blvd (SC CMP)	E	62.6	0.578	54.4	E	63.4	0.695	63.2		
#90 Foothill Expy / Edith Ave (SCC)	C	28.8	0.573	28.9	C	27.6	0.413	30.9		
#91 Foothill Expy / Main St (SC CMP)	C+	22.3	0.531	22.4	C+	22.5	0.375	30.0		
#92 University Ave / O'Brien Dr	A	7.8	0.473	9.1	B	12.5	0.620	10.3		
#93 University Ave / Adams Dr	F	0.5	0.100	0.5	C	0.5	0.158	0.5		
#94 University Ave / Runnymede St	B	14.9	0.447	13.1	B-	19.8	0.492	18.9		
#95 University Ave / Bell St	B	14.5	0.434	13.4	B	17.7	0.490	16.3		

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	5	207	0	0	57	76	0	0	0	8	785	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	207	0	0	57	76	0	0	0	8	785	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	207	0	0	57	76	0	0	0	8	785	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:	5	207	0	0	57	76	0	0	0	8	785	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	207	0	0	57	76	0	0	0	8	785	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
Final Volume:	5	207	0	0	57	76	0	0	0	8	785	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	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.02	0.98	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	42	1758	0	0	1900	1750	0	0	0	35	3421	144

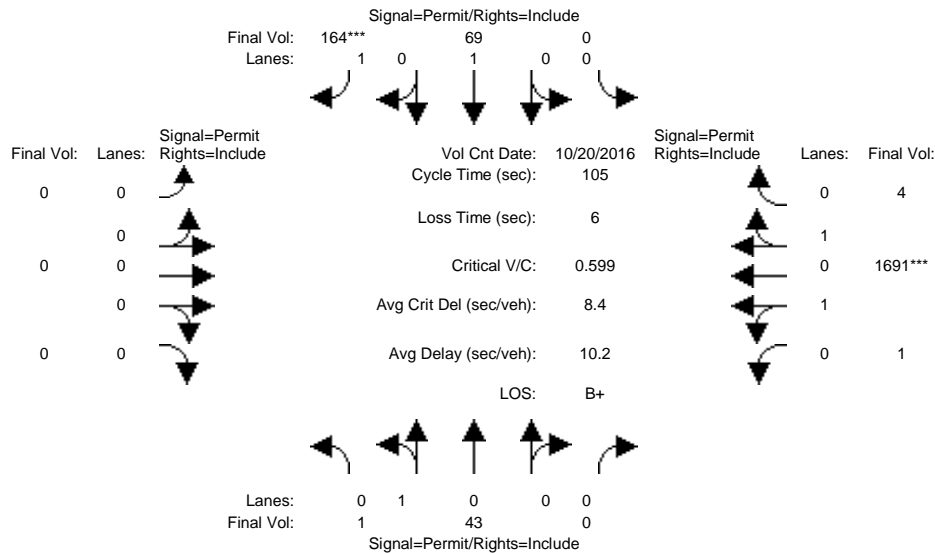
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.04	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:	****									****		
Green Time:	21.7	21.7	0.0	0.0	21.7	21.7	0.0	0.0	0.0	42.3	42.3	42.3
Volume/Cap:	0.38	0.38	0.00	0.00	0.10	0.14	0.00	0.00	0.00	0.38	0.38	0.38
Delay/Veh:	19.3	19.3	0.0	0.0	17.2	17.5	0.0	0.0	0.0	7.2	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	19.3	0.0	0.0	17.2	17.5	0.0	0.0	0.0	7.2	7.2	7.2
LOS by Move:	B-	B-	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	7	7	0	0	2	3	0	0	0	9	9	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	1	43	0	0	69	164	0	0	0	1	1691	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	43	0	0	69	164	0	0	0	1	1691	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	43	0	0	69	164	0	0	0	1	1691	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	43	0	0	69	164	0	0	0	1	1691	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	43	0	0	69	164	0	0	0	1	1691	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	43	0	0	69	164	0	0	0	1	1691	4

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	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.02	0.98	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.99	0.01
Final Sat.:	41	1759	0	0	1900	1750	0	0	0	2	3589	8

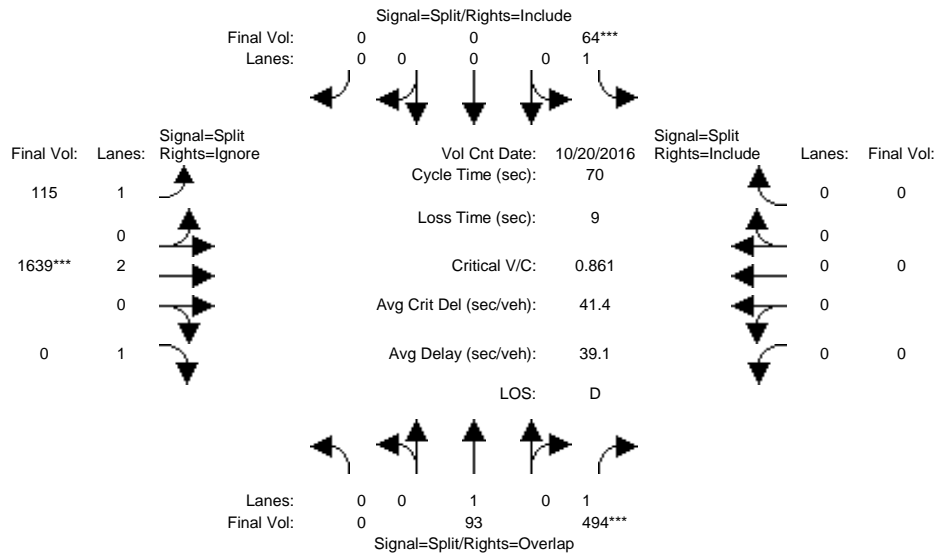
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.00	0.04	0.09	0.00	0.00	0.00	0.47	0.47	0.47
Crit Moves:						****					****	
Green Time:	16.4	16.4	0.0	0.0	16.4	16.4	0.0	0.0	0.0	82.6	82.6	82.6
Volume/Cap:	0.16	0.16	0.00	0.00	0.23	0.60	0.00	0.00	0.00	0.60	0.60	0.60
Delay/Veh:	38.6	38.6	0.0	0.0	39.2	44.9	0.0	0.0	0.0	4.9	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:	38.6	38.6	0.0	0.0	39.2	44.9	0.0	0.0	0.0	4.9	4.9	4.9
LOS by Move:	D+	D+	A	A	D	D	A	A	A	A	A	A
HCM2k95thQ:	3	3	0	0	4	12	0	0	0	21	21	21

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	93	494	64	0	0	115	1639	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	93	494	64	0	0	115	1639	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	93	494	64	0	0	115	1639	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	93	494	64	0	0	115	1639	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	93	494	64	0	0	115	1639	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	93	494	64	0	0	115	1639	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

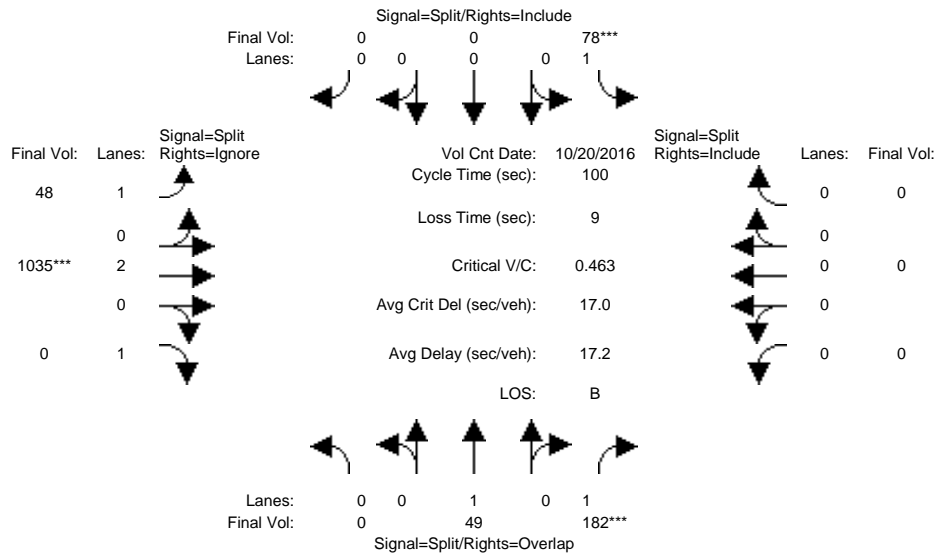
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.28	0.04	0.00	0.00	0.07	0.43	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	20.2	20.2	10.0	0.0	0.0	30.8	30.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.98	0.26	0.00	0.00	0.15	0.98	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	59.4	27.2	0.0	0.0	11.8	36.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	59.4	27.2	0.0	0.0	11.8	36.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	E+	C	A	A	B+	D+	A	A	A	A
HCM2k95thQ:	0	3	31	3	0	0	3	41	0	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00 PM						
Base Vol:	0	49	182	78	0	0	48	1035	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	182	78	0	0	48	1035	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	182	78	0	0	48	1035	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	49	182	78	0	0	48	1035	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	182	78	0	0	48	1035	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	49	182	78	0	0	48	1035	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

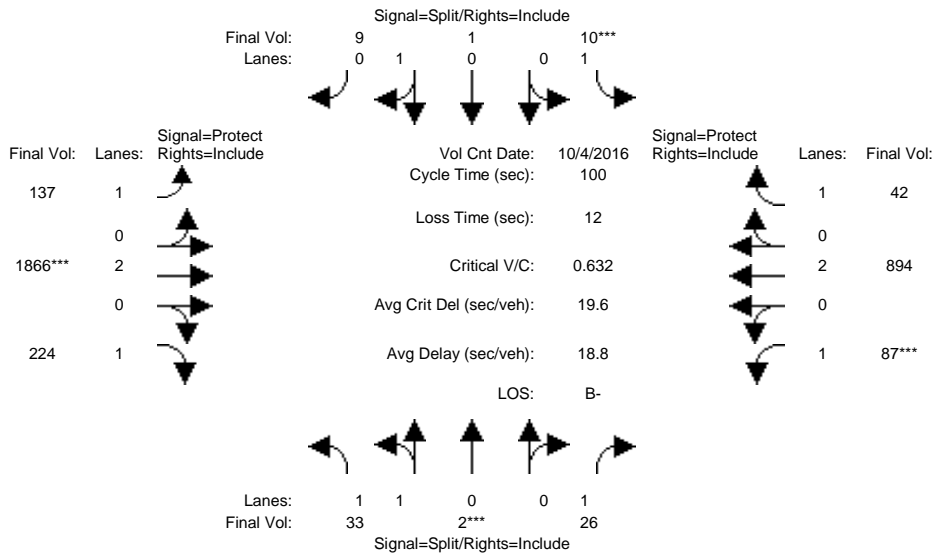
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.10	0.04	0.00	0.00	0.03	0.27	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.4	22.4	10.0	0.0	0.0	58.6	58.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.46	0.45	0.00	0.00	0.05	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.0	34.5	44.2	0.0	0.0	8.8	11.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	34.5	44.2	0.0	0.0	8.8	11.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	A	B+	A	A	A	A
HCM2k95thQ:	0	3	11	5	0	0	1	17	0	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	33	2	26	10	1	9	137	1866	224	87	894	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:	33	2	26	10	1	9	137	1866	224	87	894	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:	33	2	26	10	1	9	137	1866	224	87	894	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:	33	2	26	10	1	9	137	1866	224	87	894	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2	26	10	1	9	137	1866	224	87	894	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	2	26	10	1	9	137	1866	224	87	894	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.89	0.11	1.00	1.00	0.10	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3347	203	1750	1750	180	1620	1750	3800	1750	1750	3800	1750

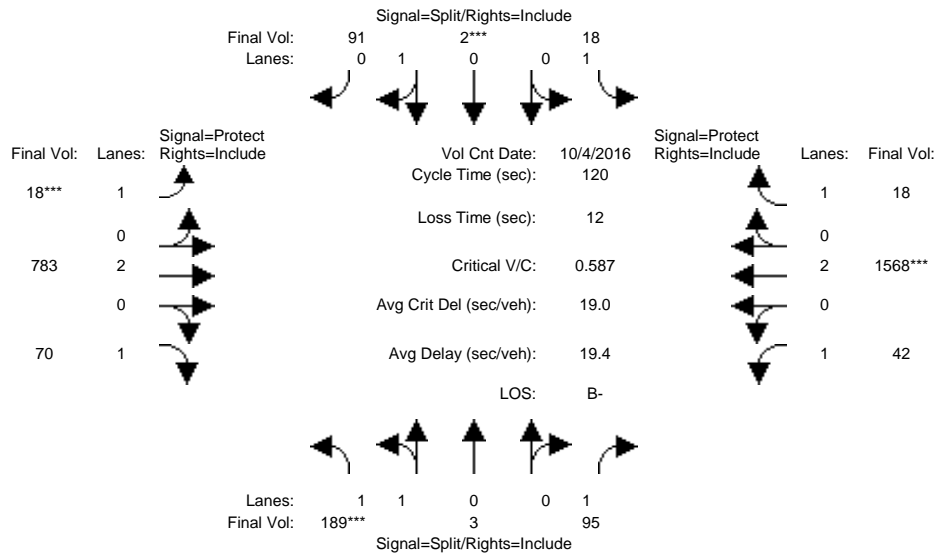
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.08	0.49	0.13	0.05	0.24	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	17.0	61.0	61.0	7.0	51.0	51.0
Volume/Cap:	0.10	0.10	0.15	0.06	0.06	0.06	0.46	0.81	0.21	0.71	0.46	0.05
Delay/Veh:	41.0	41.0	41.5	40.9	40.9	40.9	38.5	17.1	8.8	63.1	15.9	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	41.0	41.5	40.9	40.9	40.9	38.5	17.1	8.8	63.1	15.9	12.3
LOS by Move:	D	D	D	D	D	D	D+	B	A	E	B	B
HCM2k95thQ:	1	1	2	1	1	1	7	34	6	6	16	1

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	4 Oct 2016	<< 05:00:00 PM
Base Vol:	189 3 95	18 2 91	18 783 70	42 1568 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:	189 3 95	18 2 91	18 783 70	42 1568 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:	189 3 95	18 2 91	18 783 70	42 1568 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:	189 3 95	18 2 91	18 783 70	42 1568 18
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	189 3 95	18 2 91	18 783 70	42 1568 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
Final Volume:	189 3 95	18 2 91	18 783 70	42 1568 18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3495	55	1750	1750	39	1761	1750	3800	1750	1750	3800	1750

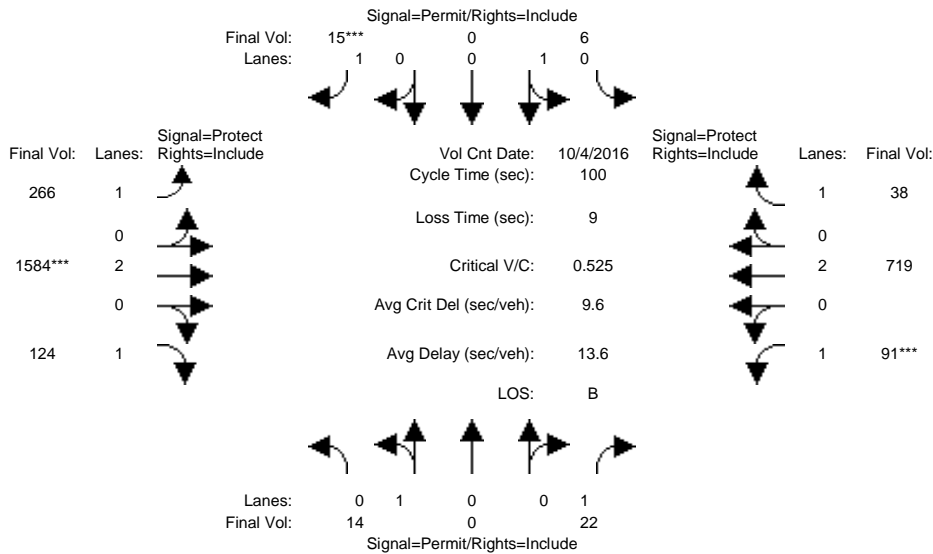
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.05	0.05	0.01	0.21	0.04	0.02	0.41	0.01
Crit Moves:	***			****			****			****		
Green Time:	10.6	10.6	10.6	10.1	10.1	10.1	7.0	68.1	68.1	19.3	80.4	80.4
Volume/Cap:	0.61	0.61	0.62	0.12	0.62	0.62	0.18	0.36	0.07	0.15	0.62	0.02
Delay/Veh:	56.4	56.4	60.1	51.3	60.5	60.5	54.6	14.2	11.7	43.6	11.6	6.6
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:	56.4	56.4	60.1	51.3	60.5	60.5	54.6	14.2	11.7	43.6	11.6	6.6
LOS by Move:	E+	E+	E	D-	E	E	D-	B	B+	D	B+	A
HCM2k95thQ:	9	9	9	2	9	9	1	14	2	3	28	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	07:45:00 AM												
Base Vol:	14	0	22	6	0	15	266	1584	124	91	719	38						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	14	0	22	6	0	15	266	1584	124	91	719	38						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	14	0	22	6	0	15	266	1584	124	91	719	38						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	14	0	22	6	0	15	266	1584	124	91	719	38						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	14	0	22	6	0	15	266	1584	124	91	719	38						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	14	0	22	6	0	15	266	1584	124	91	719	38						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00		
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750		

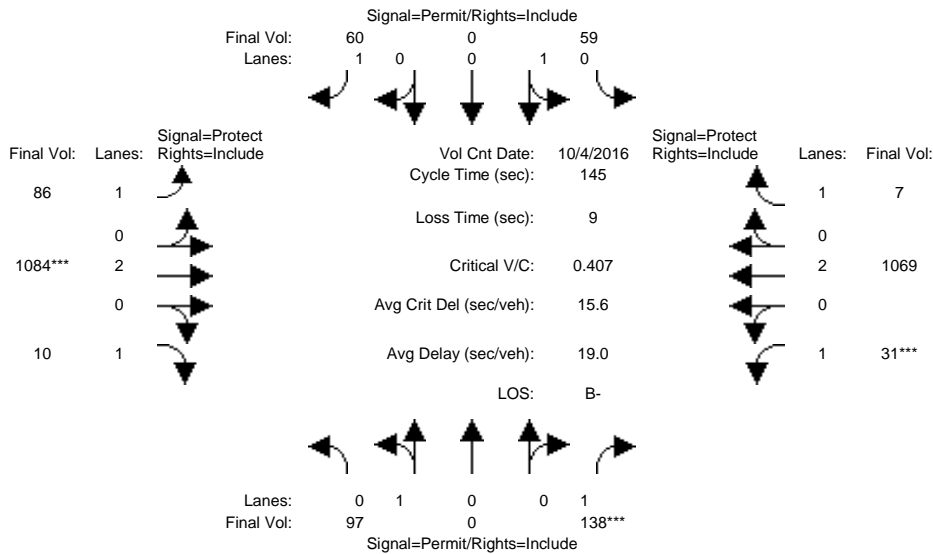
Capacity Analysis Module:														
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.15	0.42	0.07	0.05	0.19	0.02		
Crit Moves:						****		****		****				
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	36.1	72.0	72.0	9.0	44.9	44.9		
Volume/Cap:	0.08	0.00	0.13	0.03	0.00	0.09	0.42	0.58	0.10	0.58	0.42	0.05		
Delay/Veh:	41.0	0.0	41.3	40.7	0.0	41.1	24.5	7.0	4.2	49.0	18.9	15.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	41.0	0.0	41.3	40.7	0.0	41.1	24.5	7.0	4.2	49.0	18.9	15.5		
LOS by Move:	D	A	D	D	A	D	C	A	A	D	B-	B		
HCM2k95thQ:	1	0	2	0	0	1	12	20	2	6	14	1		

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	4 Oct 2016	<< 05:00:00 PM								
Base Vol:	97	0	138	59	0	60	86	1084	10	31	1069	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:	97	0	138	59	0	60	86	1084	10	31	1069	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:	97	0	138	59	0	60	86	1084	10	31	1069	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:	97	0	138	59	0	60	86	1084	10	31	1069	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	138	59	0	60	86	1084	10	31	1069	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	0	138	59	0	60	86	1084	10	31	1069	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

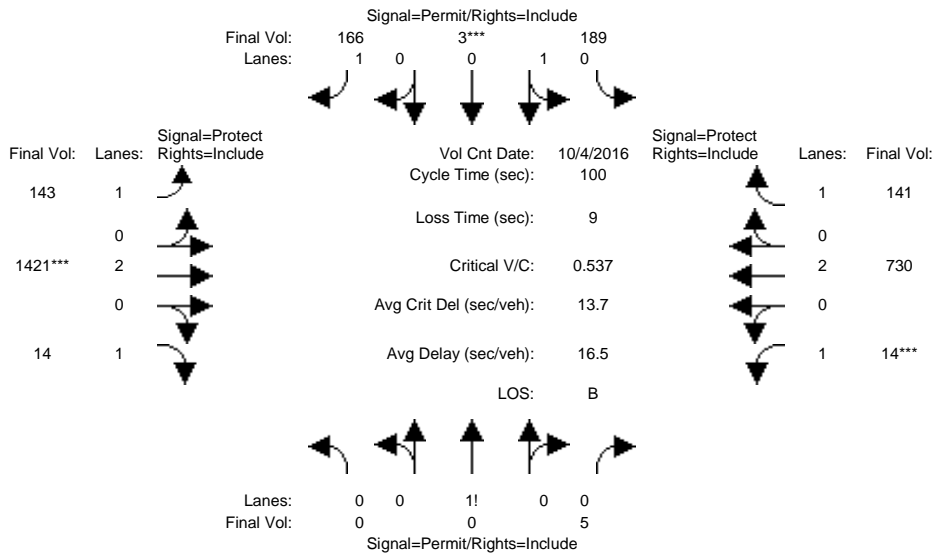
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.03	0.00	0.03	0.05	0.29	0.01	0.02	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	27.9	0.0	27.9	27.9	0.0	27.9	16.1	101	101.1	7.0	92.0	92.0
Volume/Cap:	0.28	0.00	0.41	0.17	0.00	0.18	0.44	0.41	0.01	0.37	0.44	0.01
Delay/Veh:	50.4	0.0	52.1	49.1	0.0	49.2	61.9	9.4	6.7	69.5	13.6	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	0.0	52.1	49.1	0.0	49.2	61.9	9.4	6.7	69.5	13.6	9.7
LOS by Move:	D	A	D-	D	A	D	E	A	A	E	B	A
HCM2k95thQ:	8	0	12	5	0	5	8	18	0	3	21	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	0	5	189	3	166	143	1421	14	14	730	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	189	3	166	143	1421	14	14	730	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	189	3	166	143	1421	14	14	730	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	189	3	166	143	1421	14	14	730	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	189	3	166	143	1421	14	14	730	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	5	189	3	166	143	1421	14	14	730	141

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1772	28	1750	1750	3800	1750	1750	3800	1750

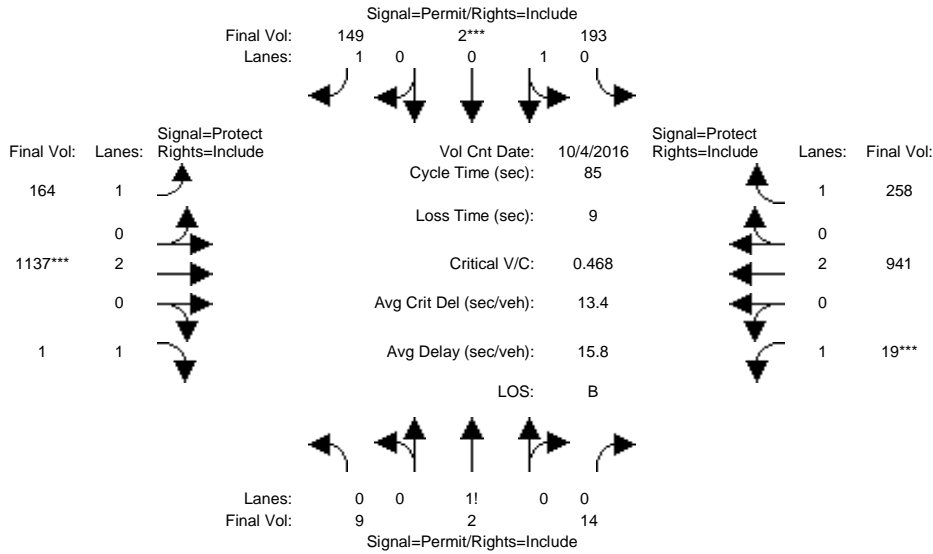
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.09	0.08	0.37	0.01	0.01	0.19	0.08
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	18.6	18.6	18.6	18.6	21.6	65.4	65.4	7.0	50.8	50.8
Volume/Cap:	0.00	0.00	0.02	0.57	0.57	0.51	0.38	0.57	0.01	0.11	0.38	0.16
Delay/Veh:	0.0	0.0	33.2	39.4	39.4	37.9	34.1	9.9	6.1	44.0	15.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	33.2	39.4	39.4	37.9	34.1	9.9	6.1	44.0	15.1	13.3
LOS by Move:	A	A	C-	D	D	D+	C-	A	A	D	B	B
HCM2k95thQ:	0	0	0	12	12	11	8	22	0	1	13	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	05:00:00 PM						
Base Vol:	9	2	14	193	2	149	164	1137	1	19	941	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	14	193	2	149	164	1137	1	19	941	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2	14	193	2	149	164	1137	1	19	941	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2	14	193	2	149	164	1137	1	19	941	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	14	193	2	149	164	1137	1	19	941	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	2	14	193	2	149	164	1137	1	19	941	258

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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.36	0.08	0.56	0.99	0.01	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	630	140	980	1782	18	1750	1750	3800	1750	1750	3800	1750

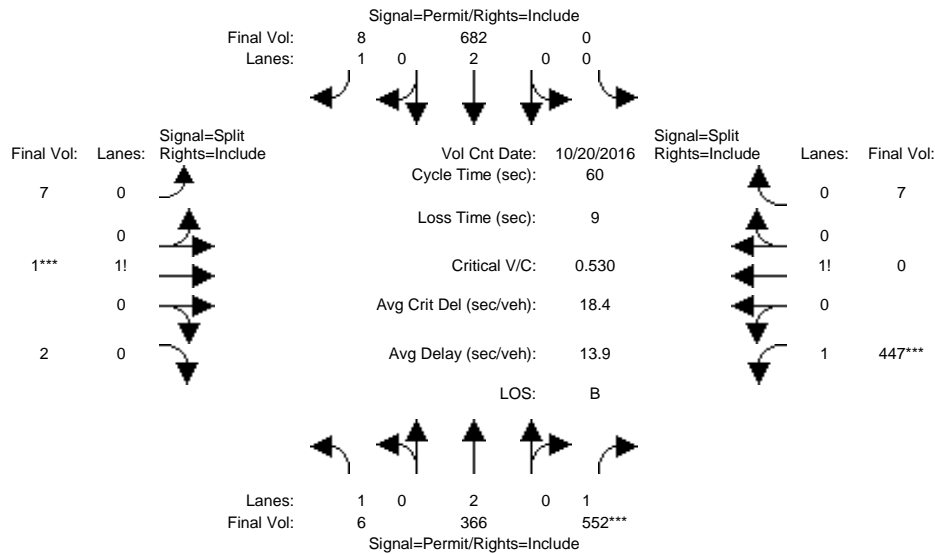
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.09	0.09	0.30	0.00	0.01	0.25	0.15
Crit Moves:					****			****		****		
Green Time:	18.3	18.3	18.3	18.3	18.3	18.3	15.8	50.7	50.7	7.0	41.8	41.8
Volume/Cap:	0.07	0.07	0.07	0.50	0.50	0.39	0.50	0.50	0.00	0.13	0.50	0.30
Delay/Veh:	26.6	26.6	26.6	30.4	30.4	29.3	32.3	10.1	6.9	36.6	14.8	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	26.6	26.6	30.4	30.4	29.3	32.3	10.1	6.9	36.6	14.8	13.1
LOS by Move:	C	C	C	C	C	C	C-	B+	A	D+	B	B
HCM2k95thQ:	1	1	1	10	10	8	8	16	0	1	15	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
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:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	6	366	552	0	682	8	7	1	2	447	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:	6	366	552	0	682	8	7	1	2	447	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:	6	366	552	0	682	8	7	1	2	447	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:	6	366	552	0	682	8	7	1	2	447	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	366	552	0	682	8	7	1	2	447	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	366	552	0	682	8	7	1	2	447	0	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.70	0.10	0.20	1.97	0.00	0.03
Final Sat.:	1750	3800	1750	0	3800	1750	1225	175	350	3447	0	53

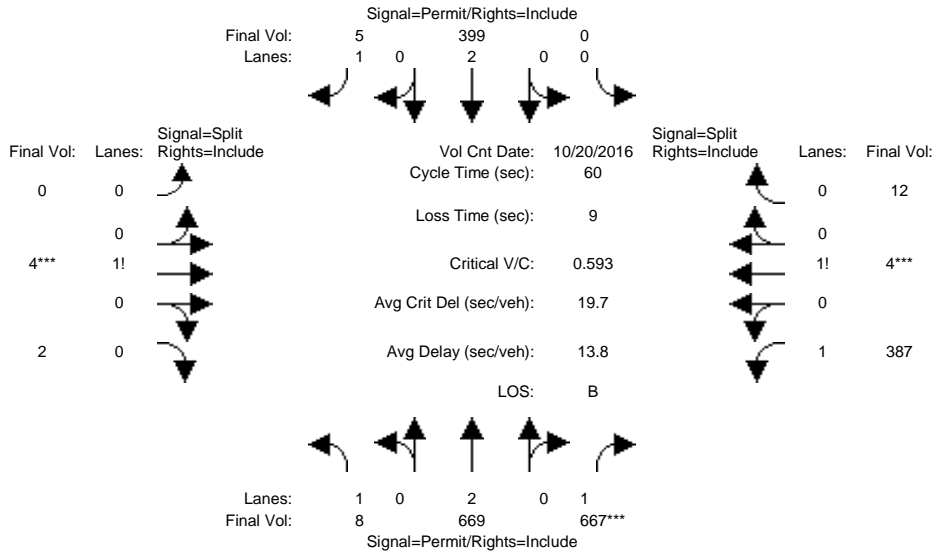
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.00	0.18	0.00	0.01	0.01	0.01	0.13	0.00	0.13
Crit Moves:	****						****			****		
Green Time:	28.9	28.9	28.9	0.0	28.9	28.9	10.0	10.0	10.0	12.1	0.0	12.1
Volume/Cap:	0.01	0.20	0.65	0.00	0.37	0.01	0.03	0.03	0.03	0.64	0.00	0.65
Delay/Veh:	8.1	9.0	13.6	0.0	9.9	8.1	21.0	21.0	21.0	24.0	0.0	24.3
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:	8.1	9.0	13.6	0.0	9.9	8.1	21.0	21.0	21.0	24.0	0.0	24.3
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2k95thQ:	0	4	16	0	8	0	0	0	0	11	0	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	8	669	667	0	399	5	0	4	2	387	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	669	667	0	399	5	0	4	2	387	4	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	669	667	0	399	5	0	4	2	387	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	669	667	0	399	5	0	4	2	387	4	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	669	667	0	399	5	0	4	2	387	4	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	669	667	0	399	5	0	4	2	387	4	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.67	0.33	1.92	0.02	0.06
Final Sat.:	1750	3800	1750	0	3800	1750	0	1200	600	3366	33	100

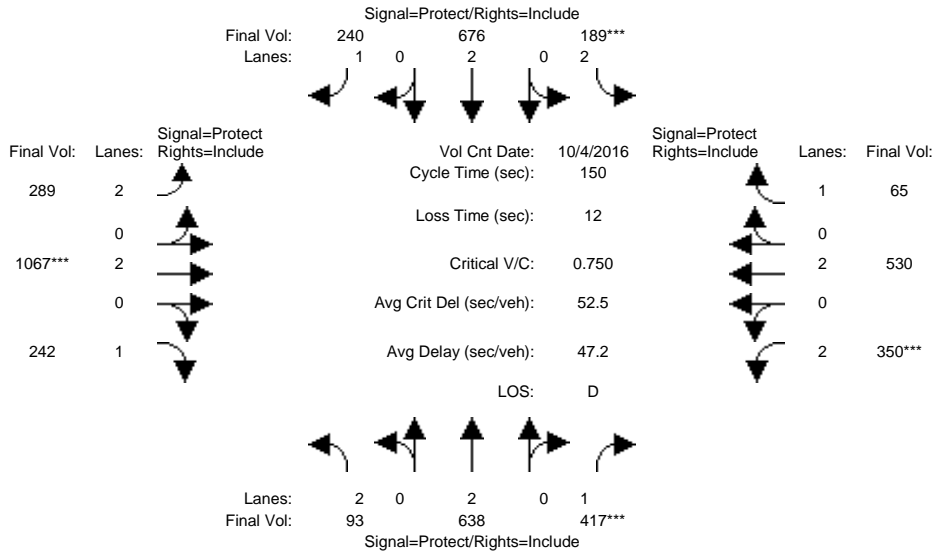
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.38	0.00	0.11	0.00	0.00	0.00	0.00	0.11	0.12	0.12
Crit Moves:	****						****			****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	0.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.34	0.74	0.00	0.20	0.01	0.00	0.02	0.02	0.69	0.72	0.72
Delay/Veh:	7.0	8.6	14.6	0.0	7.9	7.0	0.0	20.9	20.9	27.0	28.1	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:	7.0	8.6	14.6	0.0	7.9	7.0	0.0	20.9	20.9	27.0	28.1	28.1
LOS by Move:	A	A	B	A	A	A	A	C+	C+	C	C	C
HCM2k95thQ:	0	7	19	0	4	0	0	0	0	10	11	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	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:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	93	638	417	189	676	240	289	1067	242	350	530	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:	93	638	417	189	676	240	289	1067	242	350	530	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:	93	638	417	189	676	240	289	1067	242	350	530	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:	93	638	417	189	676	240	289	1067	242	350	530	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	638	417	189	676	240	289	1067	242	350	530	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
Final Volume:	93	638	417	189	676	240	289	1067	242	350	530	65

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

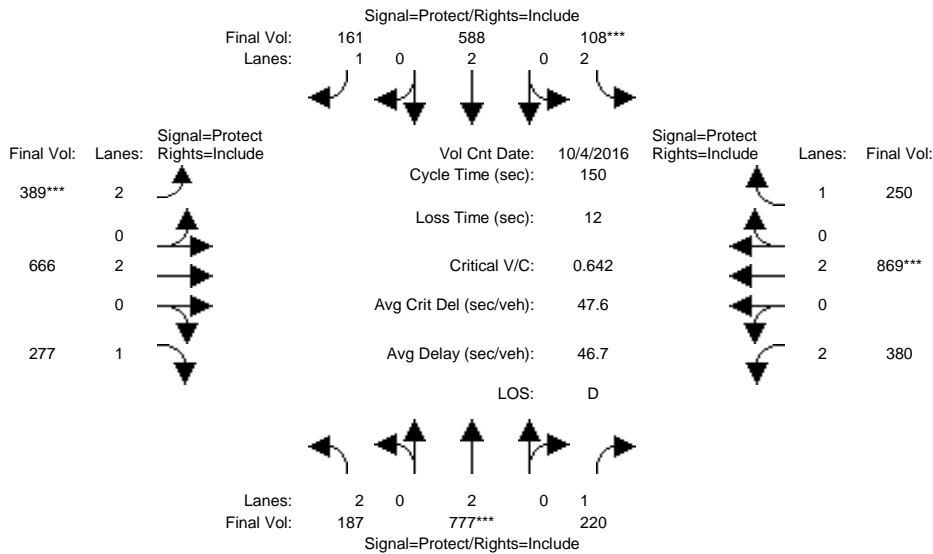
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.24	0.06	0.18	0.14	0.09	0.28	0.14	0.11	0.14	0.04
Crit Moves:			****	****			****			****		
Green Time:	12.4	47.6	47.6	12.0	47.2	47.2	31.1	56.1	56.1	22.2	47.3	47.3
Volume/Cap:	0.36	0.53	0.75	0.75	0.56	0.44	0.44	0.75	0.37	0.75	0.44	0.12
Delay/Veh:	65.9	42.4	51.5	79.4	43.4	41.3	52.4	43.1	34.4	67.9	41.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	42.4	51.5	79.4	43.4	41.3	52.4	43.1	34.4	67.9	41.1	36.6
LOS by Move:	E	D	D-	E-	D	D	D-	D	C-	E	D	D+
HCM2k95thQ:	5	21	32	10	23	17	13	35	16	18	17	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	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:	4 Oct 2016	<<	05:00:00	PM					
Base Vol:	187	777	220	108	588	161	389	666	277	380	869	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	777	220	108	588	161	389	666	277	380	869	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	777	220	108	588	161	389	666	277	380	869	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	777	220	108	588	161	389	666	277	380	869	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	777	220	108	588	161	389	666	277	380	869	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	777	220	108	588	161	389	666	277	380	869	250

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

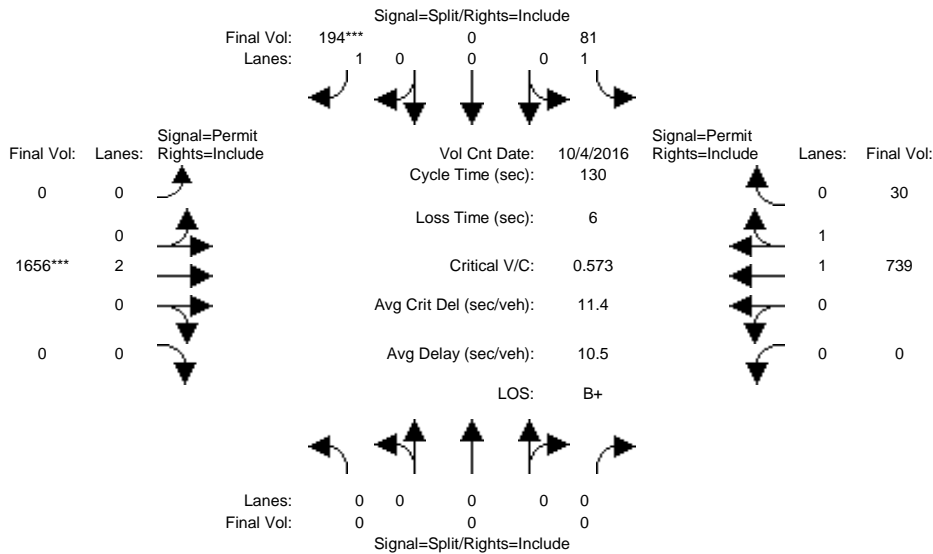
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.13	0.03	0.15	0.09	0.12	0.18	0.16	0.12	0.23	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.5	47.8	47.8	8.0	40.3	40.3	28.8	48.7	48.7	33.5	53.4	53.4
Volume/Cap:	0.58	0.64	0.39	0.64	0.58	0.34	0.64	0.54	0.49	0.54	0.64	0.40
Delay/Veh:	66.7	45.0	40.3	77.8	48.3	44.6	58.2	41.9	41.3	52.3	41.4	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	45.0	40.3	77.8	48.3	44.6	58.2	41.9	41.3	52.3	41.4	36.7
LOS by Move:	E	D	D	E-	D	D	E+	D	D	D-	D	D+
HCM2k95thQ:	10	27	15	6	21	12	18	22	19	17	28	17

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	0	0	81	0	194	0	1656	0	0	739	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	0	194	0	1656	0	0	739	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	194	0	1656	0	0	739	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	194	0	1656	0	0	739	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	194	0	1656	0	0	739	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	81	0	194	0	1656	0	0	739	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3556	144

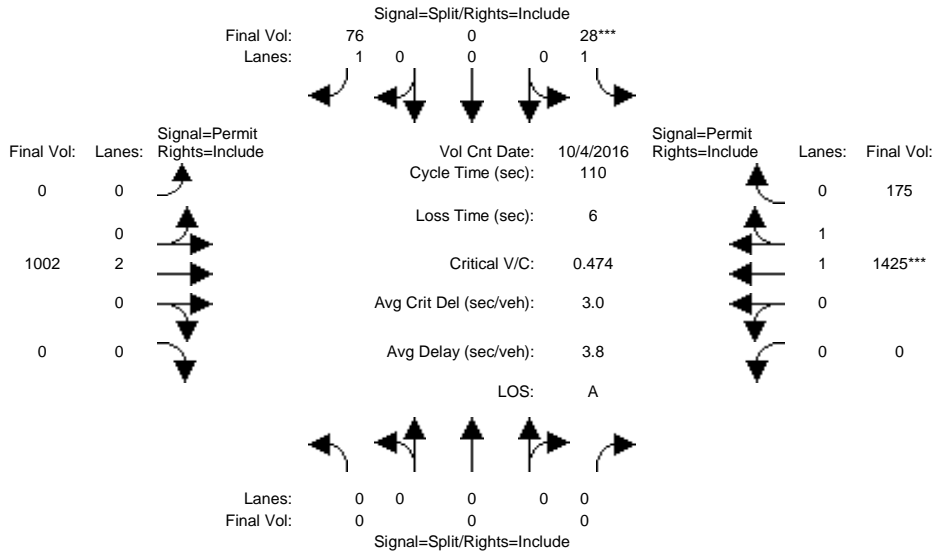
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.44	0.00	0.00	0.21	0.21
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	25.1	0.0	25.1	0.0	98.9	0.0	0.0	98.9	98.9
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.57	0.00	0.57	0.00	0.00	0.27	0.27
Delay/Veh:	0.0	0.0	0.0	44.7	0.0	49.9	0.0	6.9	0.0	0.0	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.7	0.0	49.9	0.0	6.9	0.0	0.0	4.8	4.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	15	0	24	0	0	9	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	4 Oct 2016	<< 05:00:00 PM
Base Vol:	0 0 0	28 0 76	0 1002 0	0 1425 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:	0 0 0	28 0 76	0 1002 0	0 1425 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:	0 0 0	28 0 76	0 1002 0	0 1425 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:	0 0 0	28 0 76	0 1002 0	0 1425 175
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	28 0 76	0 1002 0	0 1425 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
Final Volume:	0 0 0	28 0 76	0 1002 0	0 1425 175

Saturation 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	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3295	405

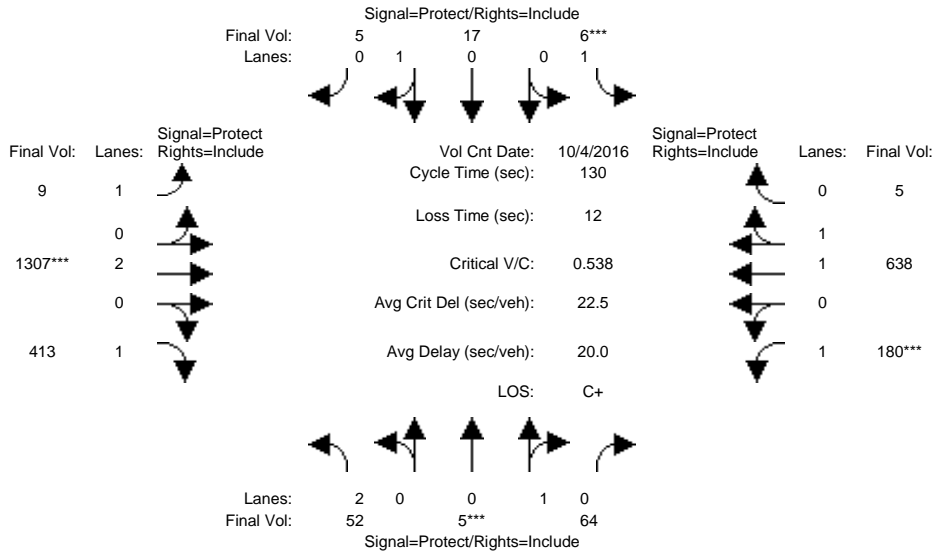
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.00	0.26	0.00	0.00	0.43	0.43
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	0.0	93.9	0.0	0.0	93.9	93.9
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.47	0.00	0.31	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	46.7	0.0	49.7	0.0	1.6	0.0	0.0	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.7	0.0	49.7	0.0	1.6	0.0	0.0	2.2	2.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	6	0	7	0	0	14	14

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	52	5	64	6	17	5	9	1307	413	180	638	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	5	64	6	17	5	9	1307	413	180	638	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	5	64	6	17	5	9	1307	413	180	638	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	5	64	6	17	5	9	1307	413	180	638	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	5	64	6	17	5	9	1307	413	180	638	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	5	64	6	17	5	9	1307	413	180	638	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	0.77	0.23	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	130	1670	1750	1391	409	1750	3800	1750	1750	3671	29

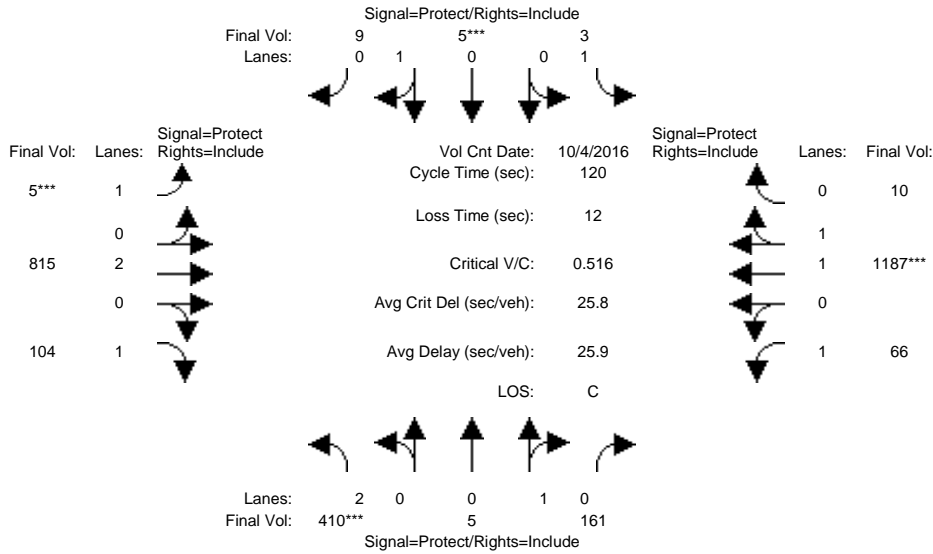
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.00	0.01	0.01	0.01	0.34	0.24	0.10	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	23.9	77.7	77.7	23.3	77.1	77.1
Volume/Cap:	0.31	0.50	0.50	0.06	0.16	0.16	0.03	0.58	0.39	0.58	0.29	0.29
Delay/Veh:	60.2	60.4	60.4	58.7	56.6	56.6	43.6	16.4	14.0	51.5	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	60.4	60.4	58.7	56.6	56.6	43.6	16.4	14.0	51.5	13.1	13.1
LOS by Move:	E	E	E	E+	E+	E+	D	B	B	D-	B	B
HCM2k95thQ:	3	7	7	1	2	2	1	27	17	13	12	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	4 Oct 2016	<<	05:00:00	PM					
Base Vol:	410	5	161	3	5	9	5	815	104	66	1187	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	5	161	3	5	9	5	815	104	66	1187	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	5	161	3	5	9	5	815	104	66	1187	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	5	161	3	5	9	5	815	104	66	1187	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	5	161	3	5	9	5	815	104	66	1187	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	5	161	3	5	9	5	815	104	66	1187	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.03	0.97	1.00	0.36	0.64	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	54	1746	1750	643	1157	1750	3800	1750	1750	3669	31

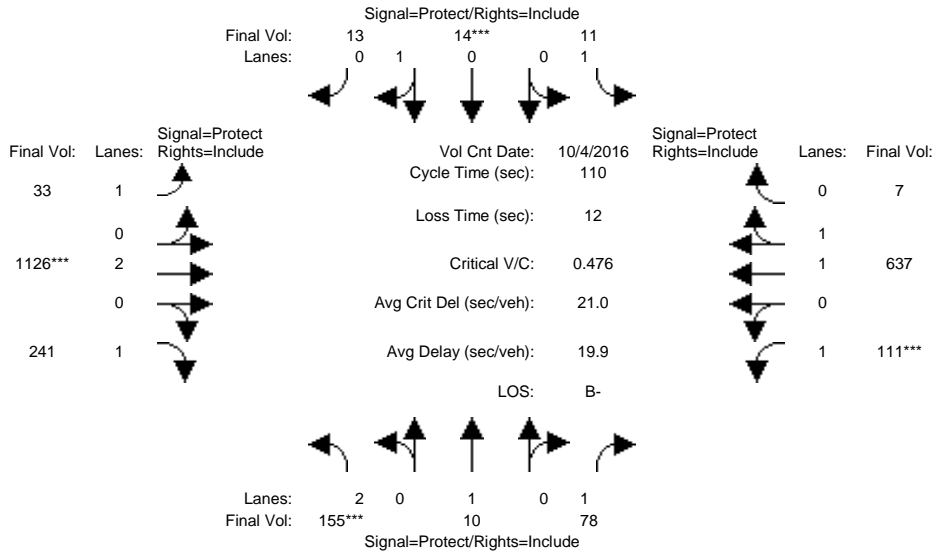
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.00	0.01	0.01	0.00	0.21	0.06	0.04	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	26.1	22.1	22.1	14.0	10.0	10.0	7.0	56.5	56.5	15.4	64.9	64.9
Volume/Cap:	0.60	0.50	0.50	0.01	0.09	0.09	0.05	0.46	0.13	0.29	0.60	0.60
Delay/Veh:	43.7	45.2	45.2	46.9	51.1	51.1	53.6	21.6	17.9	48.1	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	45.2	45.2	46.9	51.1	51.1	53.6	21.6	17.9	48.1	19.2	19.2
LOS by Move:	D	D	D	D	D-	D-	D-	C+	B	D	B-	B-
HCM2k95thQ:	16	12	12	0	1	1	0	18	5	5	26	26

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	4 Oct 2016	<<	07:45:00 AM						
Base Vol:	155	10	78	11	14	13	33	1126	241	111	637	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:	155	10	78	11	14	13	33	1126	241	111	637	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:	155	10	78	11	14	13	33	1126	241	111	637	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:	155	10	78	11	14	13	33	1126	241	111	637	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	78	11	14	13	33	1126	241	111	637	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	10	78	11	14	13	33	1126	241	111	637	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	933	867	1750	3800	1750	1750	3660	40

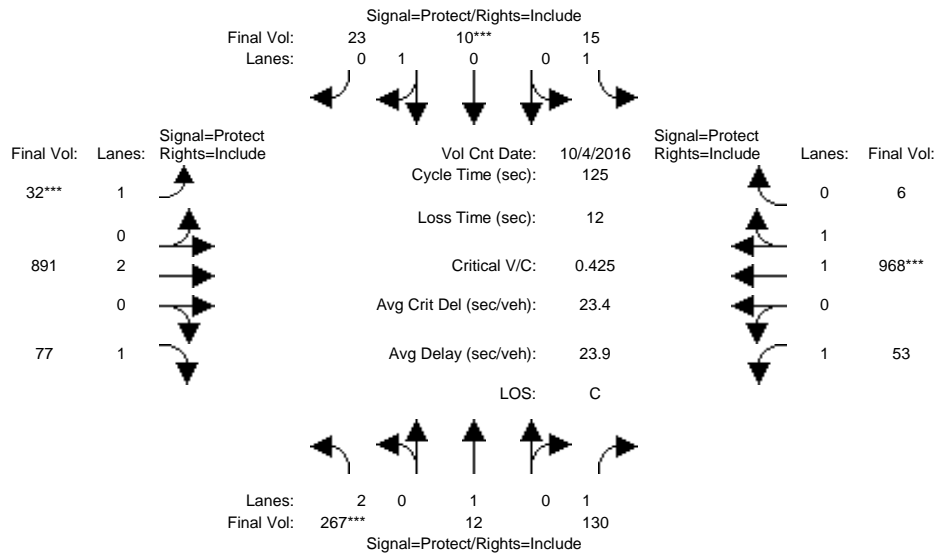
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.01	0.02	0.02	0.02	0.30	0.14	0.06	0.17	0.17
Crit Moves:	***				***			***		***		
Green Time:	10.6	12.1	12.1	8.5	10.0	10.0	20.7	63.8	63.8	13.6	56.7	56.7
Volume/Cap:	0.51	0.05	0.40	0.08	0.17	0.17	0.10	0.51	0.24	0.51	0.34	0.34
Delay/Veh:	48.7	43.9	47.0	47.4	46.6	46.6	37.1	14.0	11.4	47.1	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	43.9	47.0	47.4	46.6	46.6	37.1	14.0	11.4	47.1	15.7	15.7
LOS by Move:	D	D	D	D	D	D	D+	B	B+	D	B	B
HCM2k95thQ:	7	1	6	1	2	2	2	20	8	7	12	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	4 Oct 2016	<<	05:00:00	PM					
Base Vol:	267	12	130	15	10	23	32	891	77	53	968	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:	267	12	130	15	10	23	32	891	77	53	968	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:	267	12	130	15	10	23	32	891	77	53	968	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:	267	12	130	15	10	23	32	891	77	53	968	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	12	130	15	10	23	32	891	77	53	968	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	12	130	15	10	23	32	891	77	53	968	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.30	0.70	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	545	1255	1750	3800	1750	1750	3677	23

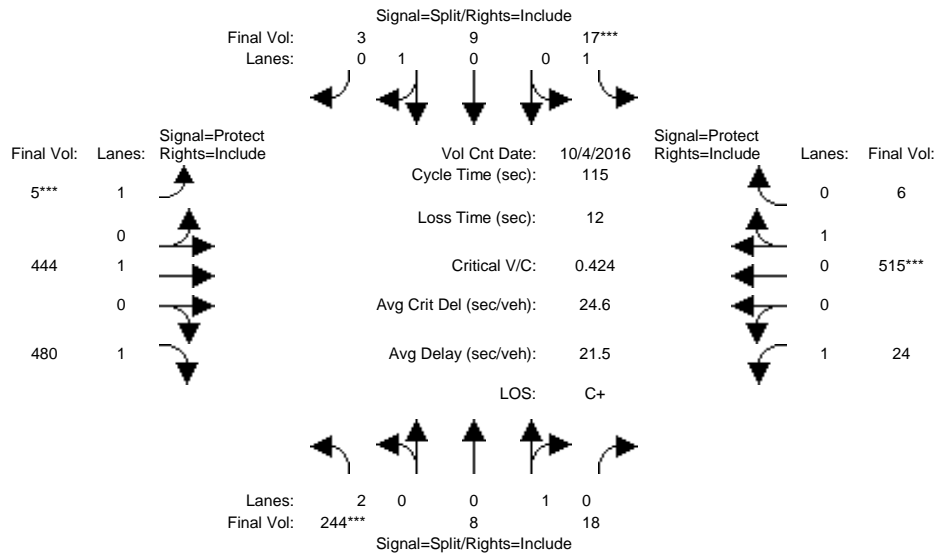
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.07	0.01	0.02	0.02	0.02	0.23	0.04	0.03	0.26	0.26
Crit Moves:	***				***		***				***	
Green Time:	23.4	19.6	19.6	13.7	10.0	10.0	7.0	64.3	64.3	15.3	72.6	72.6
Volume/Cap:	0.45	0.04	0.47	0.08	0.23	0.23	0.33	0.46	0.09	0.25	0.45	0.45
Delay/Veh:	45.7	44.7	49.3	50.1	54.7	54.7	58.7	19.4	15.5	50.2	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	44.7	49.3	50.1	54.7	54.7	58.7	19.4	15.5	50.2	15.0	15.0
LOS by Move:	D	D	D	D	D-	D-	E+	B-	B	D	B	B
HCM2k95thQ:	11	1	10	1	3	3	3	19	3	4	19	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	4 Oct 2016	<< 07:45:00 AM
Base Vol:	244 8 18	17 9 3	5 444 480	24 515 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:	244 8 18	17 9 3	5 444 480	24 515 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:	244 8 18	17 9 3	5 444 480	24 515 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:	244 8 18	17 9 3	5 444 480	24 515 6
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	244 8 18	17 9 3	5 444 480	24 515 6
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	244 8 18	17 9 3	5 444 480	24 515 6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.31	0.69	1.00	0.75	0.25	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	554	1246	1750	1350	450	1750	1900	1750	1750	1779	21

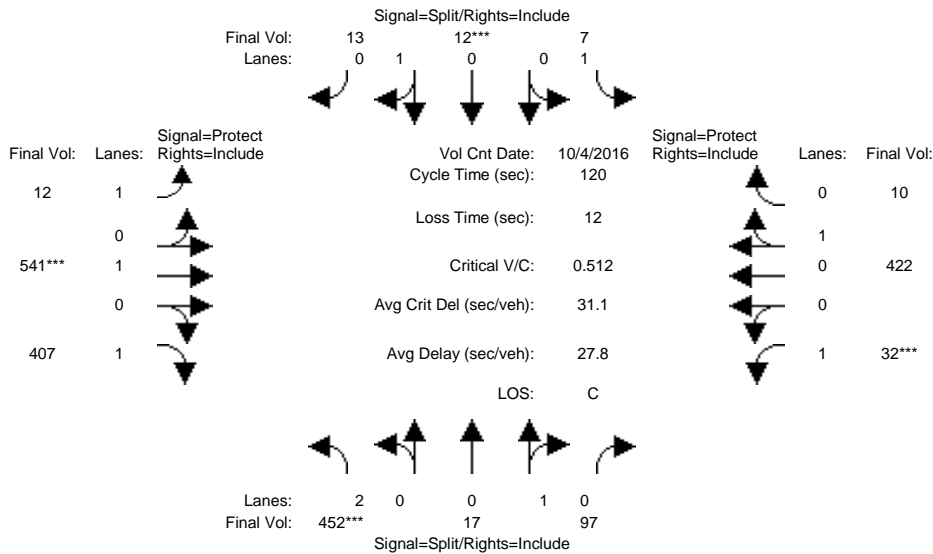
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.01	0.01	0.01	0.00	0.23	0.27	0.01	0.29	0.29
Crit Moves:	***			***			***			***		
Green Time:	18.2	18.2	18.2	10.0	10.0	10.0	7.0	61.3	61.3	13.6	67.8	67.8
Volume/Cap:	0.49	0.09	0.09	0.11	0.08	0.08	0.05	0.44	0.51	0.12	0.49	0.49
Delay/Veh:	45.0	41.5	41.5	48.7	48.5	48.5	51.0	16.7	17.8	45.6	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	41.5	41.5	48.7	48.5	48.5	51.0	16.7	17.8	45.6	14.0	14.0
LOS by Move:	D	D	D	D	D	D	D-	B	B	D	B	B
HCM2k95thQ:	9	2	2	1	1	1	0	17	21	2	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	4 Oct 2016	<< 05:00:00 PM
Base Vol:	452 17 97	7 12 13	12 541 407	32 422 10
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	452 17 97	7 12 13	12 541 407	32 422 10
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	452 17 97	7 12 13	12 541 407	32 422 10
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	452 17 97	7 12 13	12 541 407	32 422 10
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	452 17 97	7 12 13	12 541 407	32 422 10
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	452 17 97	7 12 13	12 541 407	32 422 10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.48	0.52	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	268	1532	1750	864	936	1750	1900	1750	1750	1758	42

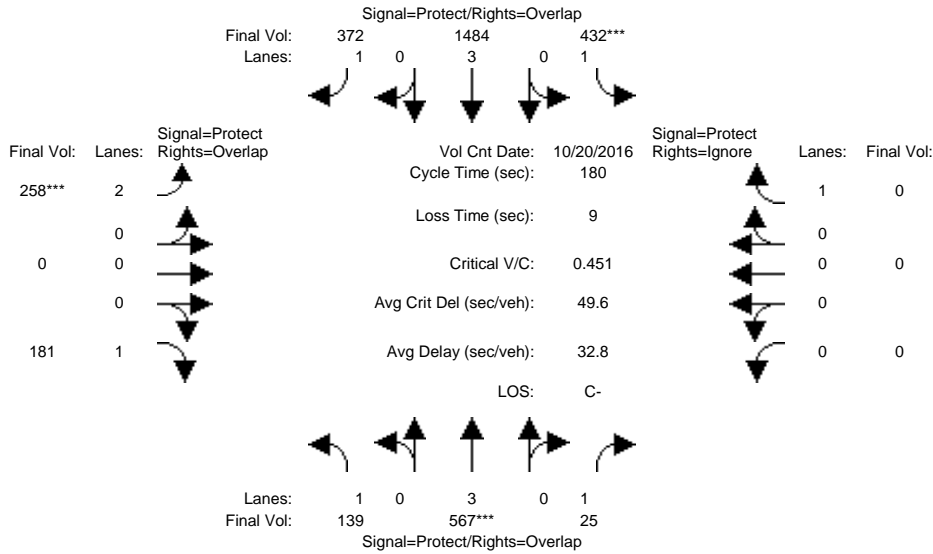
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.06	0.00	0.01	0.01	0.01	0.28	0.23	0.02	0.24	0.24
Crit Moves:	***				***			***		***		
Green Time:	30.5	30.5	30.5	10.0	10.0	10.0	13.2	60.5	60.5	7.0	54.3	54.3
Volume/Cap:	0.56	0.25	0.25	0.05	0.17	0.17	0.06	0.56	0.46	0.31	0.53	0.53
Delay/Veh:	39.9	35.9	35.9	50.8	51.7	51.7	48.0	21.4	19.6	56.0	24.3	24.3
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:	39.9	35.9	35.9	50.8	51.7	51.7	48.0	21.4	19.6	56.0	24.3	24.3
LOS by Move:	D	D+	D+	D	D-	D-	D	C+	B-	E+	C	C
HCM2k95thQ:	16	7	7	1	2	2	1	24	19	2	21	21

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	139	567	25	432	1484	372	258	0	181	0	0	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	567	25	432	1484	372	258	0	181	0	0	539
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	567	25	432	1484	372	258	0	181	0	0	539
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	139	567	25	432	1484	372	258	0	181	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	567	25	432	1484	372	258	0	181	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	139	567	25	432	1484	372	258	0	181	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

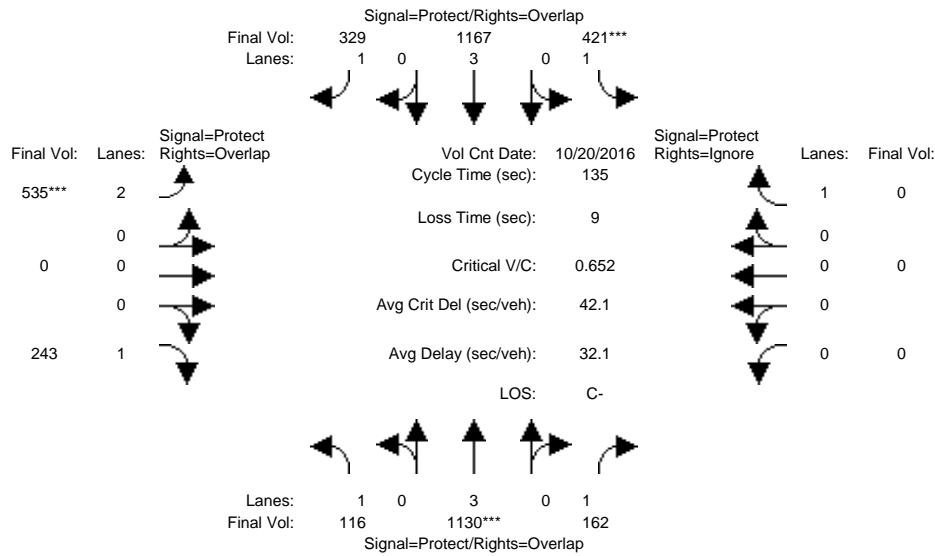
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.01	0.25	0.26	0.21	0.08	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	32.3	39.7	39.7	98.6	106	138.7	32.7	0.0	65.0	0.0	0.0	0.0
Volume/Cap:	0.44	0.45	0.06	0.45	0.44	0.28	0.45	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	66.8	61.0	55.5	24.8	20.7	6.1	66.2	0.0	41.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	61.0	55.5	24.8	20.7	6.1	66.2	0.0	41.2	0.0	0.0	0.0
LOS by Move:	E	E	E+	C	C+	A	E	A	D	A	A	A
HCM2k95thQ:	14	16	2	26	26	12	14	0	14	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	116	1130	162	421	1167	329	535	0	243	0	0	911
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1130	162	421	1167	329	535	0	243	0	0	911
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1130	162	421	1167	329	535	0	243	0	0	911
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	116	1130	162	421	1167	329	535	0	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1130	162	421	1167	329	535	0	243	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	116	1130	162	421	1167	329	535	0	243	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

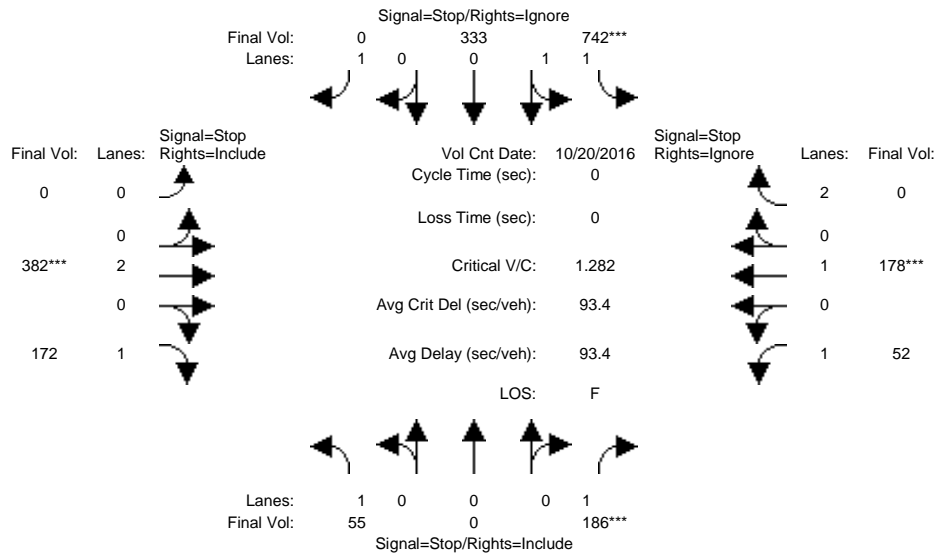
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.09	0.24	0.20	0.19	0.17	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	22.2	41.0	41.0	49.8	68.6	103.8	35.2	0.0	57.4	0.0	0.0	0.0
Volume/Cap:	0.40	0.65	0.30	0.65	0.40	0.24	0.65	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	51.4	41.7	36.4	37.8	20.6	4.5	46.4	0.0	26.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	41.7	36.4	37.8	20.6	4.5	46.4	0.0	26.2	0.0	0.0	0.0
LOS by Move:	D-	D	D+	D+	C+	A	D	A	C	A	A	A
HCM2k95thQ:	9	24	10	27	18	8	21	0	13	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps				Page Mill Road				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	55	0	186	742	333	41	0	382	172	52	178	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	186	742	333	41	0	382	172	52	178	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	186	742	333	41	0	382	172	52	178	585
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	0	186	742	333	0	0	382	172	52	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	186	742	333	0	0	382	172	52	178	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	0	186	742	333	0	0	382	172	52	178	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.38	0.62	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	381	0	440	579	267	457	0	803	435	341	361	766

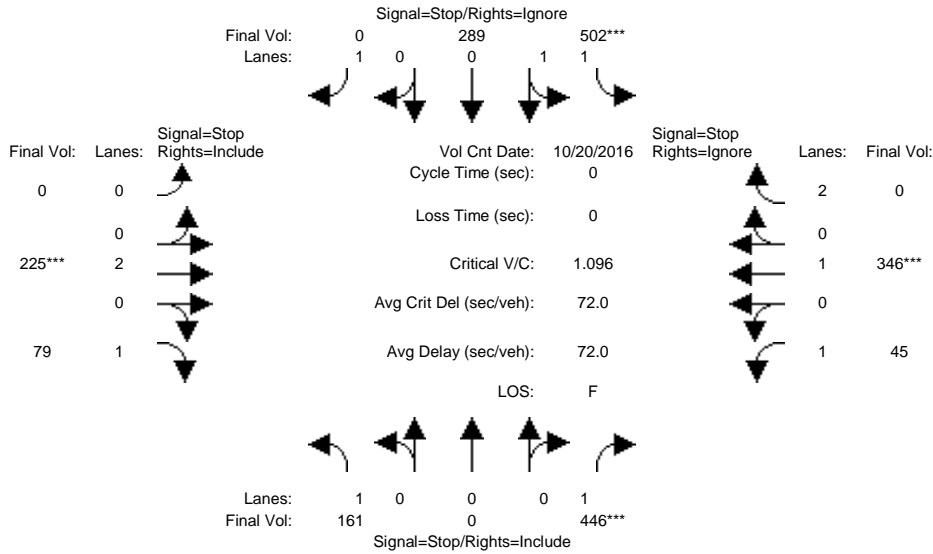
Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.42	1.28	1.25	0.00	xxxx	0.48	0.40	0.15	0.49	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	13.3	0.0	16.1	169.9	156	0.0	0.0	19.1	15.9	14.7	21.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	0.0	16.1	169.9	156	0.0	0.0	19.1	15.9	14.7	21.1	0.0
LOS by Move:	B	*	C	F	F	*	*	C	C	B	C	*
ApproachDel:	15.5			165.5				18.1		19.6		
Delay Adj:	1.00			1.00				1.00		1.00		
ApprAdjDel:	15.5			165.5				18.1		19.6		
LOS by Appr:	C			F				C		C		
AllWayAvgQ:	0.2	0.0	0.7	17.3	17.3	0.0	0.0	0.8	0.6	0.2	0.9	0.0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 SB Ramps Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 20 Oct 2016 << 05:00:00 PM

Base Vol:	161	0	446	502	289	44	0	225	79	45	346	902
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	446	502	289	44	0	225	79	45	346	902
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	446	502	289	44	0	225	79	45	346	902
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	161	0	446	502	289	0	0	225	79	45	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	446	502	289	0	0	225	79	45	346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	161	0	446	502	289	0	0	225	79	45	346	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.27	0.73	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	383	0	441	458	272	399	0	666	356	329	350	739

Capacity Analysis Module:

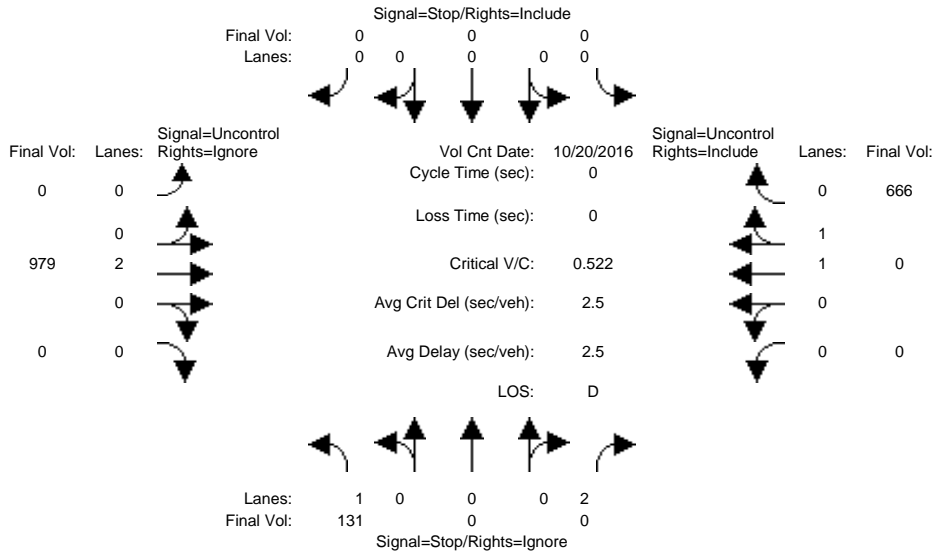
Vol/Sat:	0.42	xxxx	1.01	1.10	1.06	0.00	xxxx	0.34	0.22	0.14	0.99	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	18.6	0.0	74.1	107.2	96.0	0.0	0.0	18.8	15.6	15.2	78.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	74.1	107.2	96.0	0.0	0.0	18.8	15.6	15.2	78.0	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:	59.4			103.1				18.0			70.8	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	59.4			103.1				18.0			70.8	
LOS by Appr:	F			F				C			F	
AllWayAvgQ:	0.7	0.0	7.7	8.6	8.6	0.0	0.0	0.5	0.3	0.2	6.3	0.0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road
 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:	20 Oct 2016	<<	07:45:00 AM
Base Vol:	131 0 1810	0 0 0	0 979 237	0 684 666	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	131 0 1810	0 0 0	0 979 237	0 684 666	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	131 0 1810	0 0 0	0 979 237	0 684 666	
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 0.00 1.00	
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	
PHF Volume:	131 0 0	0 0 0	0 979 0	0 0 666	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
FinalVolume:	131 0 0	0 0 0	0 979 0	0 0 666	

Critical Gap Module:

Critical Gp:	6.8 xxxx	6.9 xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
FollowUpTim:	3.5 xxxx	3.3 xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx

Capacity Module:

Cnflct Vol:	979 xxxx	490 xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Potent Cap.:	251 xxxx	530 xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Move Cap.:	251 xxxx	530 xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Volume/Cap:	0.52 xxxx	0.00	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx

Level Of Service Module:

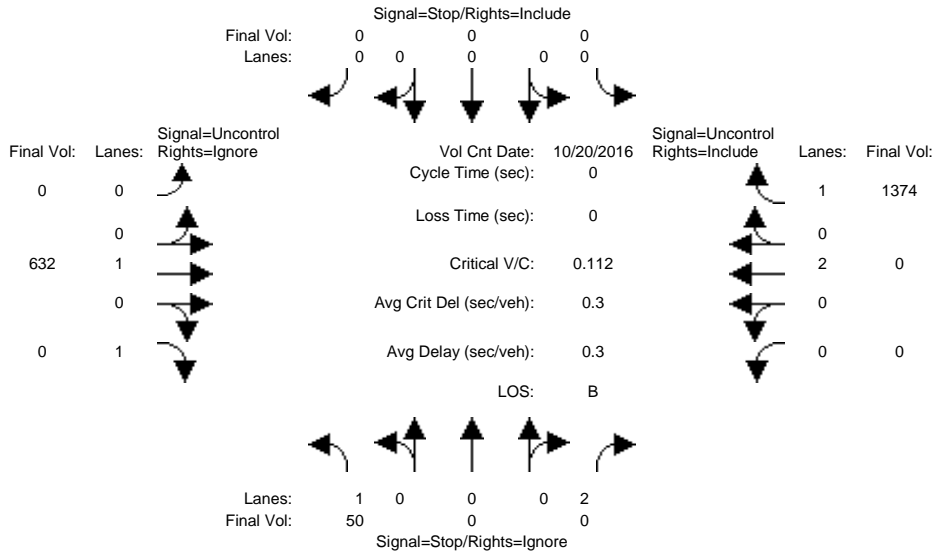
2Way95thQ:	2.8 xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Control Del:	34.0 xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
LOS by Move:	D *	* *	* *	* *	* *	* *	* *	* *	* *	* *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
SharedQueue:	xxxx xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Shrd ConDel:	xxxx xxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx	xxxx xxxxxx
Shared LOS:	* *	* *	* *	* *	* *	* *	* *	* *	* *	* *
ApproachDel:	34.0	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	D	*	*	*	*	*	*	*	*	*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road
 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:	20 Oct 2016	<< 05:00:00 PM								
Base Vol:	50 0 288		0 0 0	0	0 632 421		0 1243 1374					
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00 1.00		1.00 1.00 1.00					
Initial Bse:	50 0 288		0 0 0	0	0 632 421		0 1243 1374					
Added Vol:	0 0 0		0 0 0	0	0 0 0		0 0 0					
PasserByVol:	0 0 0		0 0 0	0	0 0 0		0 0 0					
Initial Fut:	50 0 288		0 0 0	0	0 632 421		0 1243 1374					
User Adj:	1.00 1.00 0.00		1.00 1.00 1.00	1.00	1.00 1.00 0.00		1.00 0.00 1.00					
PHF Adj:	1.00 1.00 0.00		1.00 1.00 1.00	1.00	1.00 1.00 0.00		1.00 1.00 1.00					
PHF Volume:	50 0 0		0 0 0	0	0 632 0		0 0 1374					
Reduct Vol:	0 0 0		0 0 0	0	0 0 0		0 0 0					
FinalVolume:	50 0 0		0 0 0	0	0 632 0		0 0 1374					

Critical Gap Module:

Critical Gp:	6.4 xxxx	6.2 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
FollowUpTim:	3.5 xxxx	3.3 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx

Capacity Module:

Cnflct Vol:	632 xxxx	632 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Potent Cap.:	448 xxxx	484 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Move Cap.:	448 xxxx	484 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Volume/Cap:	0.11 xxxx	0.00 xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx

Level Of Service Module:

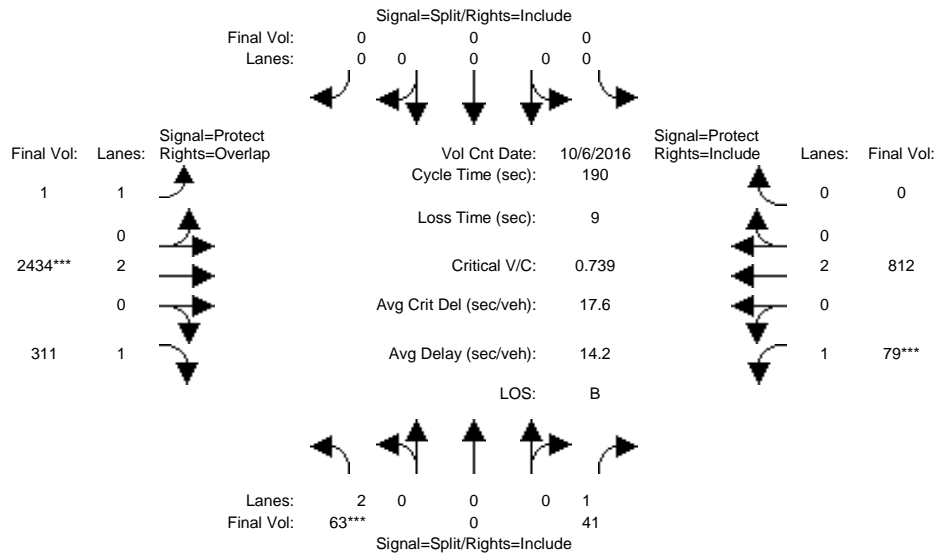
2Way95thQ:	0.4 xxxx	xxxxxxx xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Control Del:	14.1 xxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
LOS by Move:	B *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxxx	xxxxxxx xxxxxx	xxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
SharedQueue:	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Shrd ConDel:	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx	xxxxxxx xxxxxx
Shared LOS:	* * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *
ApproachDel:	14.1	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	B	*	*	*	*	*	*	*	*	*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	63	0	41	0	0	0	1	2434	311	79	812	0
Growth Adj:	1.00	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	0	41	0	0	0	1	2434	311	79	812	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	41	0	0	0	1	2434	311	79	812	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	0	41	0	0	0	1	2434	311	79	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	41	0	0	0	1	2434	311	79	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	0	41	0	0	0	1	2434	311	79	812	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

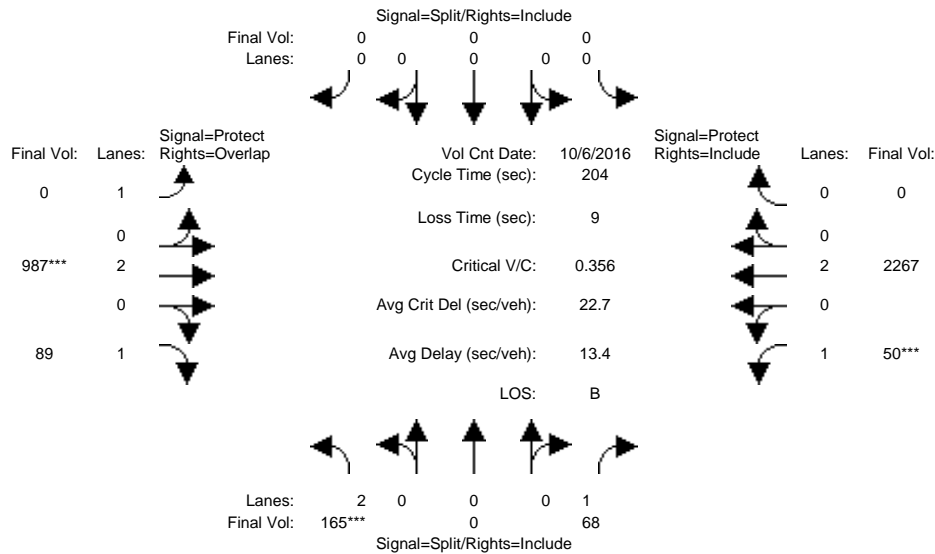
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.64	0.18	0.05	0.21	0.00
Crit Moves:	****						****			****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.27	0.00	0.31	0.00	0.00	0.00	0.01	0.81	0.20	0.53	0.26	0.00
Delay/Veh:	87.4	0.0	88.5	0.0	0.0	0.0	87.9	13.4	2.1	90.7	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	0.0	88.5	0.0	0.0	0.0	87.9	13.4	2.1	90.7	4.2	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2k95thQ:	5	0	6	0	0	0	0	66	6	10	11	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	165	0	68	0	0	0	0	987	89	50	2267	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	0	68	0	0	0	0	987	89	50	2267	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	68	0	0	0	0	987	89	50	2267	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	0	68	0	0	0	0	987	89	50	2267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	0	68	0	0	0	0	987	89	50	2267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	0	68	0	0	0	0	987	89	50	2267	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

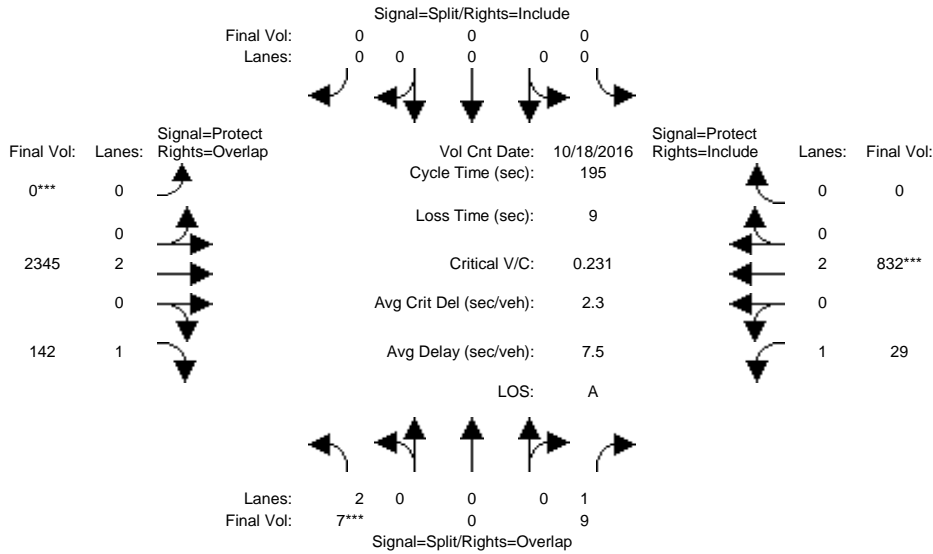
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.26	0.05	0.03	0.60	0.00
Crit Moves:	****						****			****		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.49	0.00	0.36	0.00	0.00	0.00	0.00	0.34	0.06	0.36	0.70	0.00
Delay/Veh:	91.1	0.0	89.9	0.0	0.0	0.0	0.0	7.6	1.7	94.9	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	0.0	89.9	0.0	0.0	0.0	0.0	7.6	1.7	94.9	6.6	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	12	0	9	0	0	0	0	18	2	6	44	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM												
Base Vol:	7	0	9	0	0	0	0	2345	142	29	832	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	7	0	9	0	0	0	0	2345	142	29	832	0						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	7	0	9	0	0	0	0	2345	142	29	832	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	7	0	9	0	0	0	0	2345	142	29	832	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	7	0	9	0	0	0	0	2345	142	29	832	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	7	0	9	0	0	0	0	2345	142	29	832	0						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

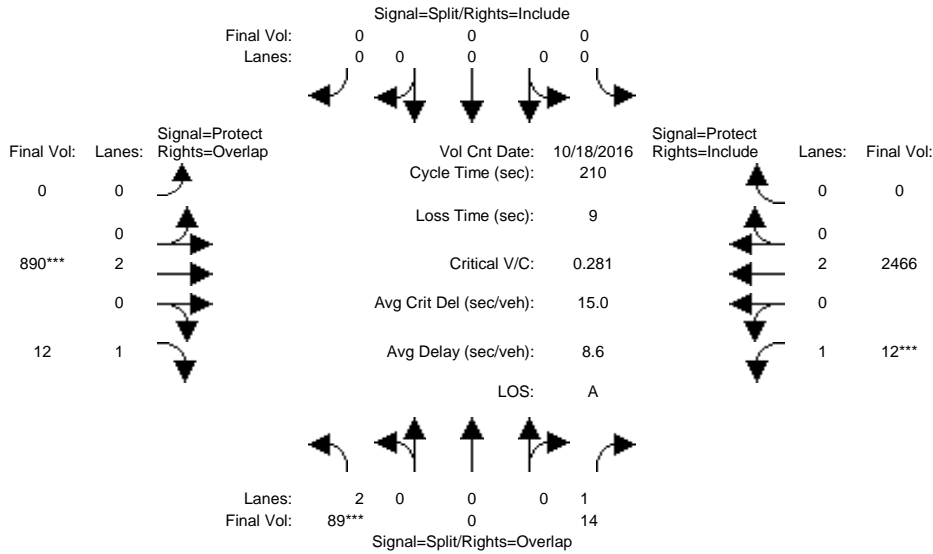
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.62	0.08	0.02	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.74	0.09	0.28	0.25	0.00
Delay/Veh:	89.7	0.0	79.0	0.0	0.0	0.0	0.0	8.4	1.2	93.4	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	0.0	79.0	0.0	0.0	0.0	0.0	8.4	1.2	93.4	1.6	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	1	0	1	0	0	0	0	50	2	4	7	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	89	0	14	0	0	0	0	890	12	12	2466	0
Growth Adj:	1.00	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	0	14	0	0	0	0	890	12	12	2466	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	0	14	0	0	0	0	890	12	12	2466	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	0	14	0	0	0	0	890	12	12	2466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	14	0	0	0	0	890	12	12	2466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	0	14	0	0	0	0	890	12	12	2466	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

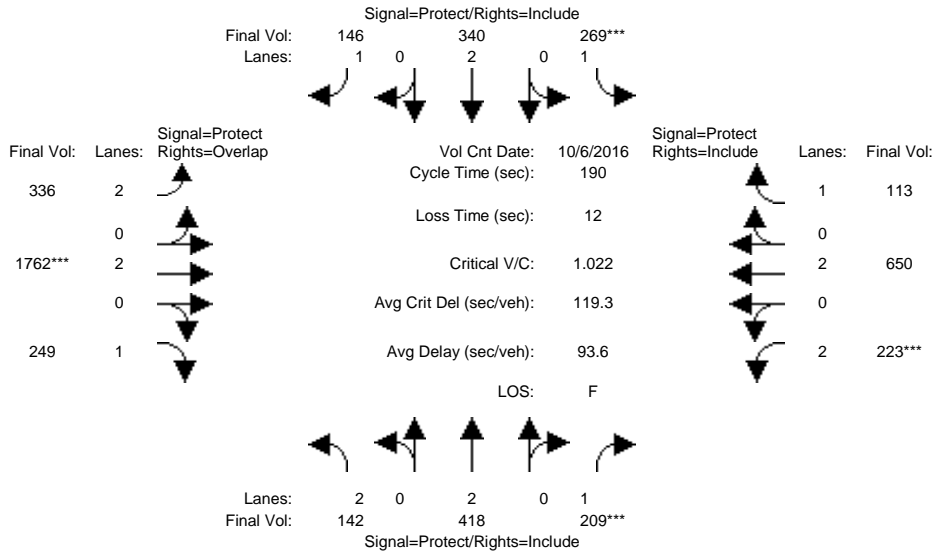
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.23	0.01	0.01	0.65	0.00
Crit Moves:	****						****			****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.34	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.01	0.09	0.74	0.00
Delay/Veh:	95.7	0.0	78.0	0.0	0.0	0.0	0.0	5.8	1.6	94.1	5.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	0.0	78.0	0.0	0.0	0.0	0.0	5.8	1.6	94.1	5.7	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	7	0	2	0	0	0	0	15	0	2	46	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
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	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	142	418	209	269	340	146	336	1762	249	223	650	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	418	209	269	340	146	336	1762	249	223	650	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	418	209	269	340	146	336	1762	249	223	650	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	418	209	269	340	146	336	1762	249	223	650	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	418	209	269	340	146	336	1762	249	223	650	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	418	209	269	340	146	336	1762	249	223	650	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

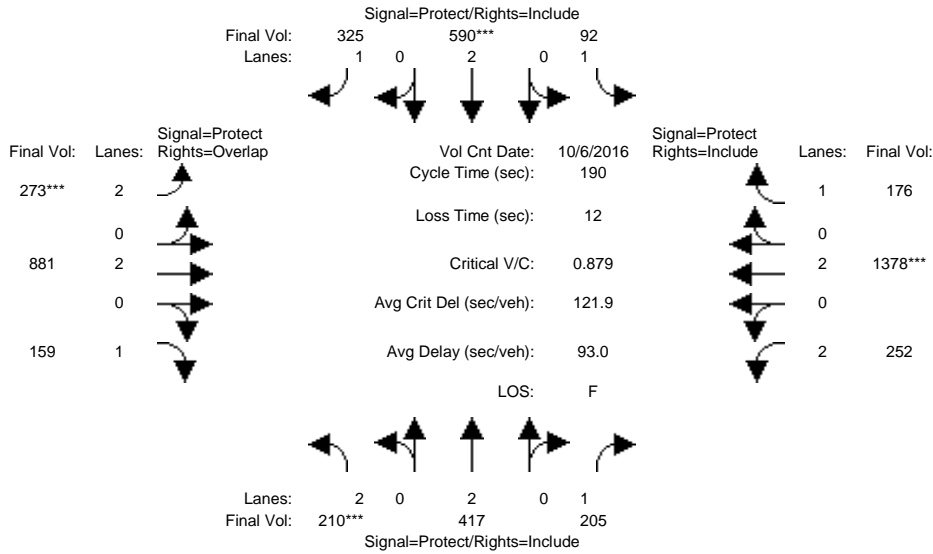
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.12	0.31	0.18	0.08	0.11	0.46	0.14	0.07	0.17	0.06
Crit Moves:			****	****			****			****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.46	0.65	0.71	1.94	0.79	0.37	0.57	0.90	0.23	0.72	0.40	0.15
Delay/Veh:	86.9	80.9	87.1	533.6	82.6	66.3	76.3	62.0	25.1	102.4	60.0	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	80.9	87.1	533.6	82.6	66.3	76.3	62.0	25.1	102.4	60.0	53.1
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E+	D-
HCM2k95thQ:	9	21	23	55	19	16	20	79	19	16	30	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	05:00:00	PM					
Base Vol:	210	417	205	92	590	325	273	881	159	252	1378	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	417	205	92	590	325	273	881	159	252	1378	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	417	205	92	590	325	273	881	159	252	1378	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	417	205	92	590	325	273	881	159	252	1378	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	417	205	92	590	325	273	881	159	252	1378	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	417	205	92	590	325	273	881	159	252	1378	176

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

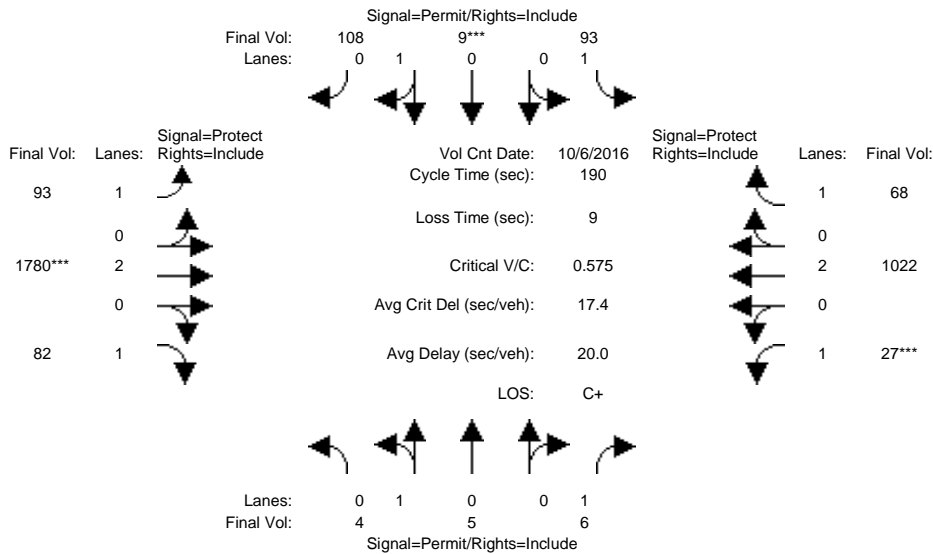
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.12	0.11	0.31	0.19	0.09	0.23	0.09	0.08	0.36	0.10
Crit Moves:	***				***		***				***	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.67	0.63	0.68	0.66	1.33	0.80	0.46	0.45	0.15	0.81	0.86	0.24
Delay/Veh:	93.5	79.5	84.1	91.6	243	83.6	73.6	39.6	24.0	111.0	84.0	56.1
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:	93.5	79.5	84.1	91.6	243	83.6	73.6	39.6	24.0	111.0	84.0	56.1
LOS by Move:	F	E-	F	F	F	F	E	D	C	F	F	E+
HCM2k95thQ:	14	21	23	12	44	36	17	34	12	18	65	18

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	4	5	6	93	9	108	93	1780	82	27	1022	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	6	93	9	108	93	1780	82	27	1022	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	6	93	9	108	93	1780	82	27	1022	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	5	6	93	9	108	93	1780	82	27	1022	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	6	93	9	108	93	1780	82	27	1022	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	5	6	93	9	108	93	1780	82	27	1022	68

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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.44	0.56	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	800	1000	1750	1750	138	1662	1750	3800	1750	1750	3800	1750

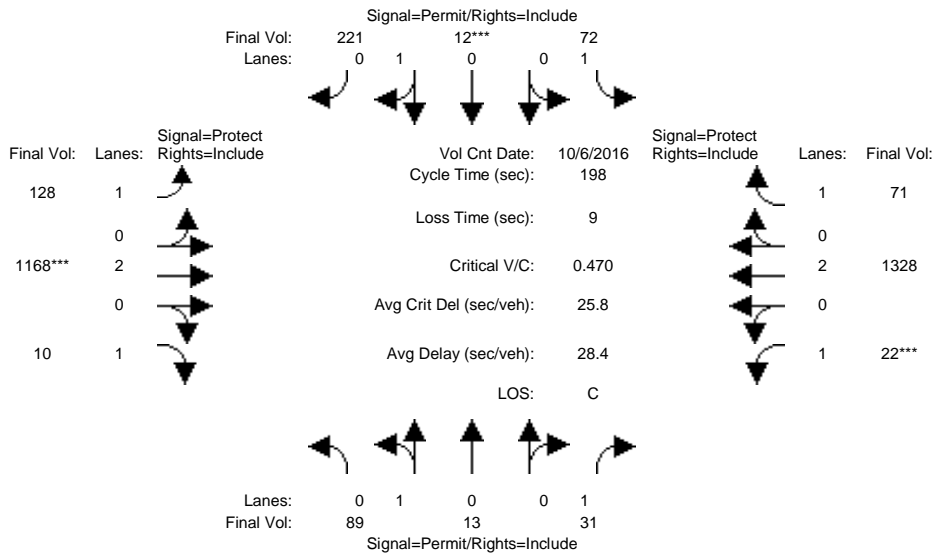
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.07	0.07	0.05	0.47	0.05	0.02	0.27	0.04
Crit Moves:					****			****			****	
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.03	0.03	0.02	0.37	0.45	0.45	0.37	0.62	0.06	0.26	0.40	0.06
Delay/Veh:	74.0	74.0	73.9	78.6	80.0	80.0	78.9	12.1	6.5	91.6	15.2	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	74.0	73.9	78.6	80.0	80.0	78.9	12.1	6.5	91.6	15.2	11.5
LOS by Move:	E	E	E	E-	E-	E-	E-	B	A	F	B	B+
HCM2k95thQ:	1	1	1	11	14	14	10	40	3	3	24	3

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	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	<< 05:00:00 PM
Base Vol:	89 13 31	72 12 221	128 1168	10 22 1328 71
Growth Adj:	1.00 1.00 1.00	1.00 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 13 31	72 12 221	128 1168	10 22 1328 71
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0
Initial Fut:	89 13 31	72 12 221	128 1168	10 22 1328 71
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 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 13 31	72 12 221	128 1168	10 22 1328 71
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0
Reduced Vol:	89 13 31	72 12 221	128 1168	10 22 1328 71
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	89 13 31	72 12 221	128 1168	10 22 1328 71

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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.87	0.13	1.00	1.00	0.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1571	229	1750	1750	93	1707	1750	3800	1750	1750	3800	1750

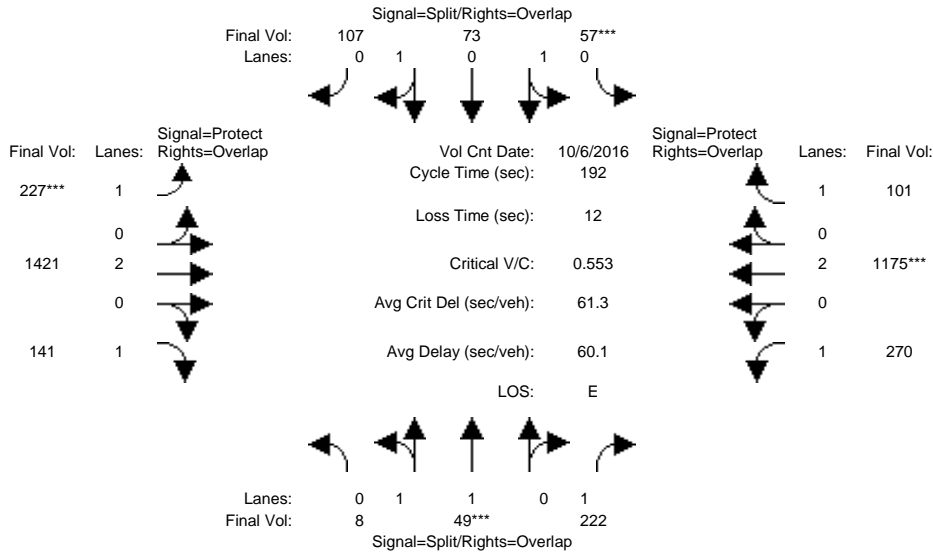
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.04	0.13	0.13	0.07	0.31	0.01	0.01	0.35	0.04
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.31	0.31	0.10	0.23	0.72	0.72	0.64	0.43	0.01	0.22	0.53	0.06
Delay/Veh:	75.2	75.2	71.8	73.8	88.3	88.3	96.0	12.1	8.3	95.6	18.6	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	75.2	71.8	73.8	88.3	88.3	96.0	12.1	8.3	95.6	18.6	12.5
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B-	B
HCM2k95thQ:	11	11	4	8	27	27	16	26	0	3	36	3

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	8	49	222	57	73	107	227	1421	141	270	1175	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	49	222	57	73	107	227	1421	141	270	1175	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	49	222	57	73	107	227	1421	141	270	1175	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	49	222	57	73	107	227	1421	141	270	1175	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	49	222	57	73	107	227	1421	141	270	1175	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	49	222	57	73	107	227	1421	141	270	1175	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	1.71	1.00	0.48	0.62	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	519	3180	1750	866	1109	1625	1750	3800	1750	1750	3800	1750

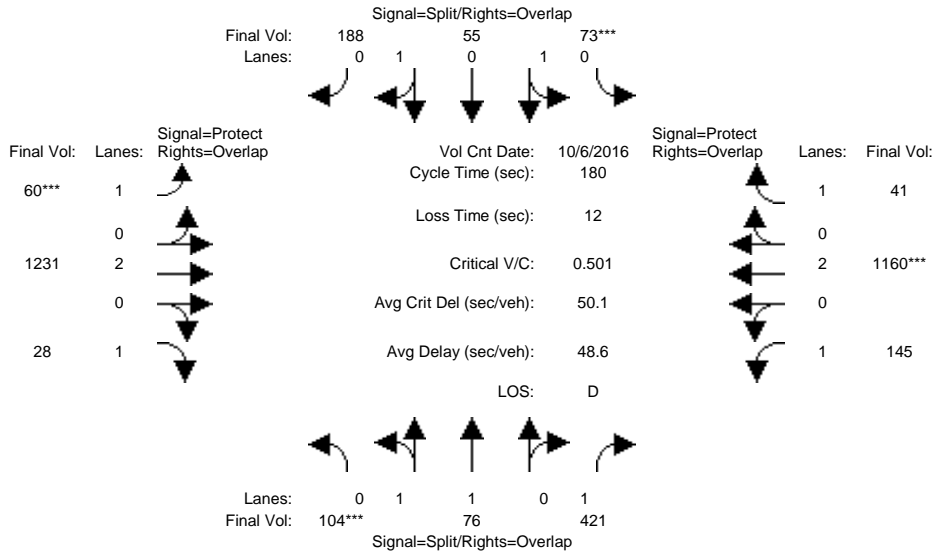
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.13	0.37	0.08	0.15	0.31	0.06
Crit Moves:	****			****			****			****		
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.10	0.10	0.38	0.43	0.43	0.21	0.78	0.82	0.13	0.84	0.66	0.09
Delay/Veh:	74.6	74.6	52.1	79.1	79.1	50.8	93.9	60.9	24.2	98.7	50.8	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	74.6	52.1	79.1	79.1	50.8	93.9	60.9	24.2	98.7	50.8	22.3
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D	C+
HCM2k95thQ:	3	3	20	14	14	11	26	63	11	30	48	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	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	<<	05:00:00 PM
Base Vol:	104 76 421		73 55 188		60 1231 28 145 1160 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:	104 76 421		73 55 188		60 1231 28 145 1160 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:	104 76 421		73 55 188		60 1231 28 145 1160 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:	104 76 421		73 55 188		60 1231 28 145 1160 41
Reduct Vol:	0 0 0		0 0 0		0 0 0 0 0 0
Reduced Vol:	104 76 421		73 55 188		60 1231 28 145 1160 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
Final Volume:	104 76 421		73 55 188		60 1231 28 145 1160 41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1027	773	1800	1750	3800	1750	1750	3800	1750

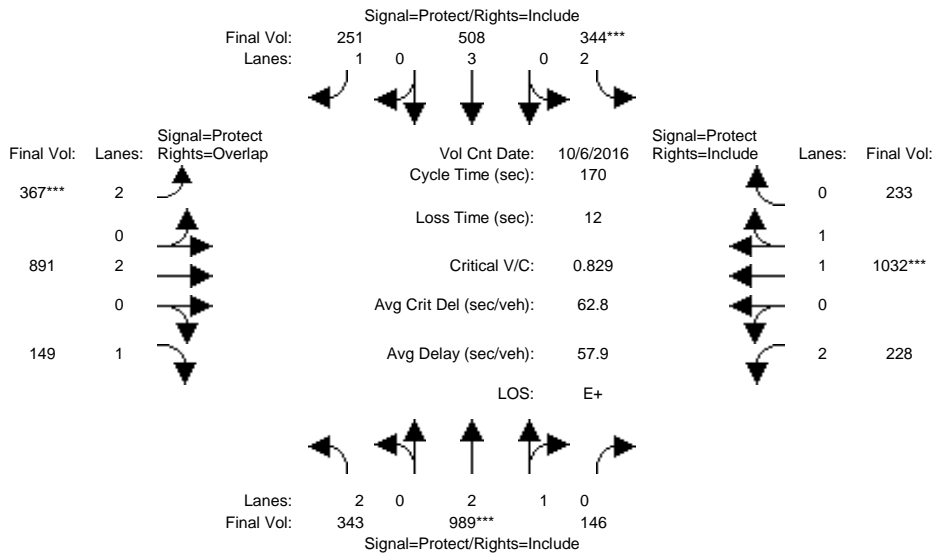
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.24	0.07	0.07	0.10	0.03	0.32	0.02	0.08	0.31	0.02
Crit Moves:	***			***			***			***		
Green Time:	41.5	41.5	64.4	29.1	29.1	48.8	19.7	90.6	132.0	22.9	93.8	122.8
Volume/Cap:	0.26	0.17	0.67	0.44	0.44	0.39	0.31	0.64	0.02	0.65	0.59	0.03
Delay/Veh:	60.6	59.3	55.0	73.1	73.1	57.3	79.8	44.4	12.4	86.5	40.7	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	59.3	55.0	73.1	73.1	57.3	79.8	44.4	12.4	86.5	40.7	15.8
LOS by Move:	E	E+	E+	E	E	E+	E-	D	B	F	D	B
HCM2k95thQ:	10	7	38	14	14	17	7	48	2	16	43	3

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	343	989	146	344	508	251	367	891	149	228	1032	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	989	146	344	508	251	367	891	149	228	1032	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	989	146	344	508	251	367	891	149	228	1032	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	989	146	344	508	251	367	891	149	228	1032	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	989	146	344	508	251	367	891	149	228	1032	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	343	989	146	344	508	251	367	891	149	228	1032	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.60	0.40	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	4879	720	3150	5700	1750	3150	3800	1750	3150	3018	681

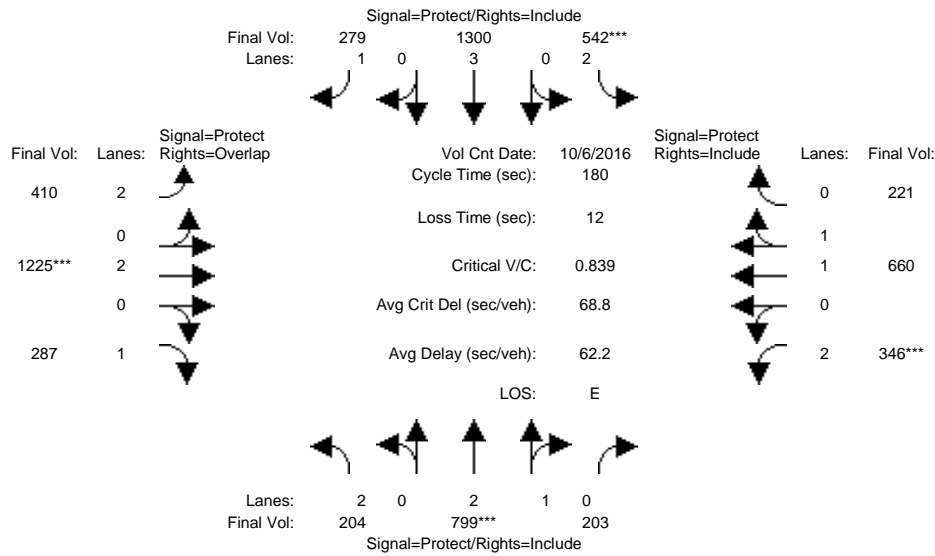
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.11	0.09	0.14	0.12	0.23	0.09	0.07	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	27.6	41.6	41.6	22.4	36.4	36.4	23.9	71.8	99.5	22.2	70.1	70.1
Volume/Cap:	0.67	0.83	0.83	0.83	0.42	0.67	0.83	0.55	0.15	0.55	0.83	0.83
Delay/Veh:	70.4	65.2	65.2	85.0	57.9	66.0	83.4	37.4	16.1	70.9	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	65.2	65.2	85.0	57.9	66.0	83.4	37.4	16.1	70.9	48.5	48.5
LOS by Move:	E	E	E	F	E+	E	F	D+	B	E	D	D
HCM2k95thQ:	20	35	35	20	14	23	20	29	7	13	50	50

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	6 Oct 2016	<<	05:00:00 PM						
Base Vol:	204	799	203	542	1300	279	410	1225	287	346	660	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	799	203	542	1300	279	410	1225	287	346	660	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	799	203	542	1300	279	410	1225	287	346	660	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	799	203	542	1300	279	410	1225	287	346	660	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	799	203	542	1300	279	410	1225	287	346	660	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	799	203	542	1300	279	410	1225	287	346	660	221

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.37	0.63	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.48	0.52
Final Sat.:	3150	4464	1134	3150	5700	1750	3150	3800	1750	3150	2771	928

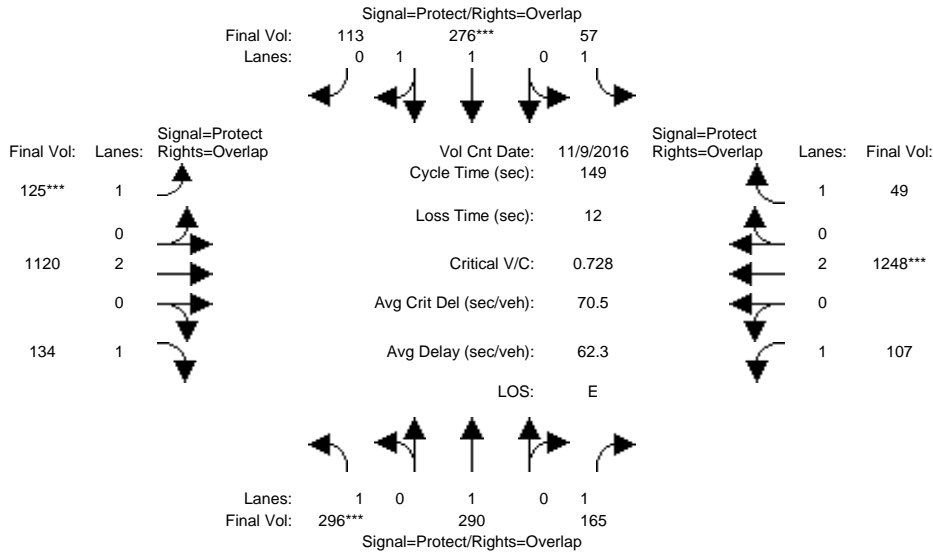
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.17	0.23	0.16	0.13	0.32	0.16	0.11	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	16.7	38.4	38.4	36.9	58.6	58.6	32.8	69.1	85.8	23.6	59.9	59.9
Volume/Cap:	0.70	0.84	0.84	0.84	0.70	0.49	0.72	0.84	0.34	0.84	0.72	0.72
Delay/Veh:	86.6	73.3	73.3	78.2	54.2	49.3	73.5	54.9	29.7	90.5	54.6	54.6
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:	86.6	73.3	73.3	78.2	54.2	49.3	73.5	54.9	29.7	90.5	54.6	54.6
LOS by Move:	F	E	E	E-	D-	D	E	D-	C	F	D-	D-
HCM2k95thQ:	15	34	34	30	34	23	23	49	19	22	36	36

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	9 Nov 2016	<< 07:45:00 AM
Base Vol:	296 290 165	57 276 113	125 1120 134	107 1248 49
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	296 290 165	57 276 113	125 1120 134	107 1248 49
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	296 290 165	57 276 113	125 1120 134	107 1248 49
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	296 290 165	57 276 113	125 1120 134	107 1248 49
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	296 290 165	57 276 113	125 1120 134	107 1248 49
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	296 290 165	57 276 113	125 1120 134	107 1248 49

Saturation 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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2624	1074	1750	3800	1750	1750	3800	1750

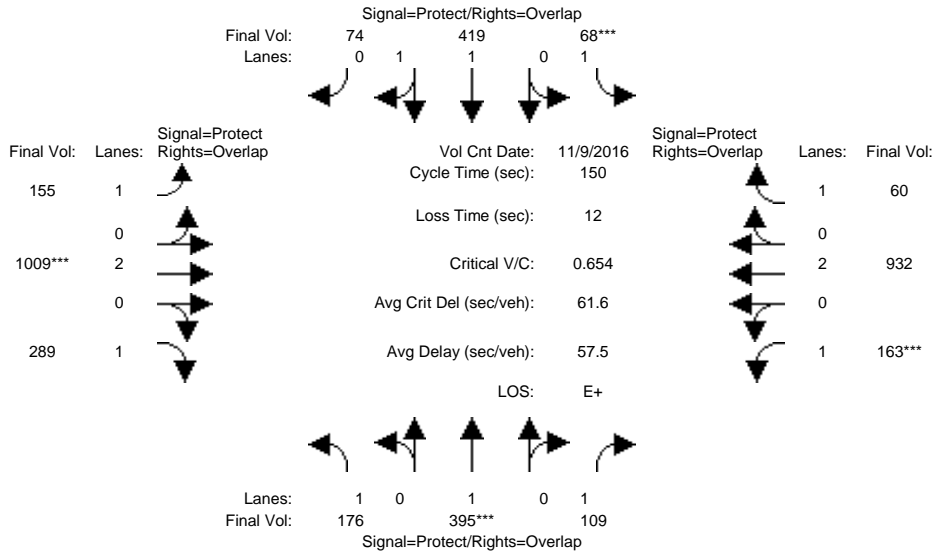
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.09	0.03	0.11	0.11	0.07	0.29	0.08	0.06	0.33	0.03
Crit Moves:	***				***		***				***	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.85	0.46	0.21	0.37	0.48	0.30	0.52	0.75	0.13	0.52	0.88	0.06
Delay/Veh:	80.0	43.3	27.3	70.9	55.6	37.7	73.5	62.6	28.8	75.0	72.6	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	43.3	27.3	70.9	55.6	37.7	73.5	62.6	28.8	75.0	72.6	37.9
LOS by Move:	E-	D	C	E	E+	D+	E	E	C	E	E	D+
HCM2k95thQ:	30	20	10	6	16	13	12	43	11	11	51	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	9 Nov 2016	<< 05:00:00 PM
Base Vol:	176 395 109	68 419 74	155 1009 289	163 932 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	176 395 109	68 419 74	155 1009 289	163 932 60
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	176 395 109	68 419 74	155 1009 289	163 932 60
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	176 395 109	68 419 74	155 1009 289	163 932 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	176 395 109	68 419 74	155 1009 289	163 932 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	176 395 109	68 419 74	155 1009 289	163 932 60

Saturation 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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3144	555	1750	3800	1750	1750	3800	1750

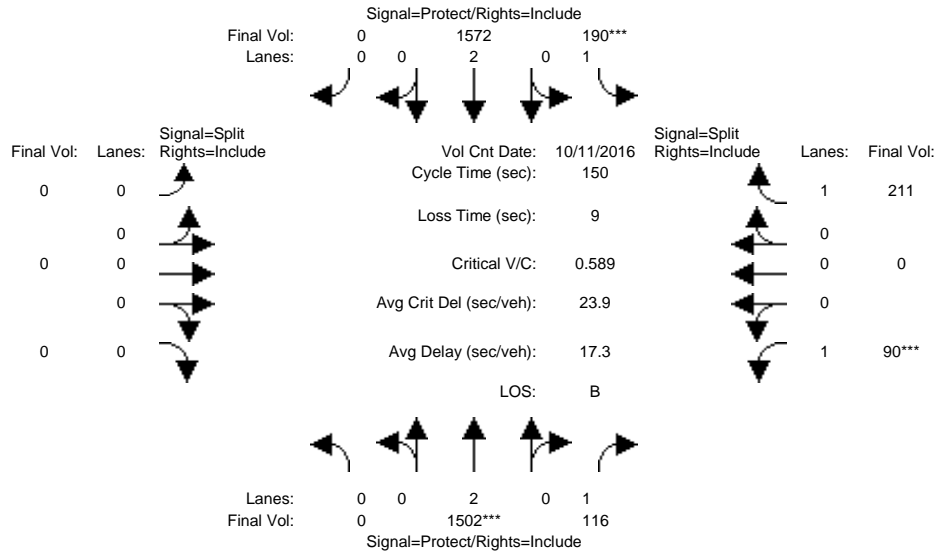
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.06	0.04	0.13	0.13	0.09	0.27	0.17	0.09	0.25	0.03
Crit Moves:	****			****			****			****		
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.65	0.62	0.13	0.42	0.49	0.34	0.72	0.72	0.31	0.72	0.65	0.07
Delay/Veh:	70.0	47.4	25.0	71.1	50.0	34.3	85.7	62.7	38.2	85.0	59.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	47.4	25.0	71.1	50.0	34.3	85.7	62.7	38.2	85.0	59.6	37.6
LOS by Move:	E	D	C	E	D	C-	F	E	D+	F	E+	D+
HCM2k95thQ:	18	29	6	7	19	16	16	39	23	16	36	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	1502	116	190	1572	0	0	0	0	90	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1502	116	190	1572	0	0	0	0	90	0	211
Added Vol:	0	0	0	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	1502	116	190	1572	0	0	0	0	90	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1502	116	190	1572	0	0	0	0	90	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1502	116	190	1572	0	0	0	0	90	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1502	116	190	1572	0	0	0	0	90	0	211

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

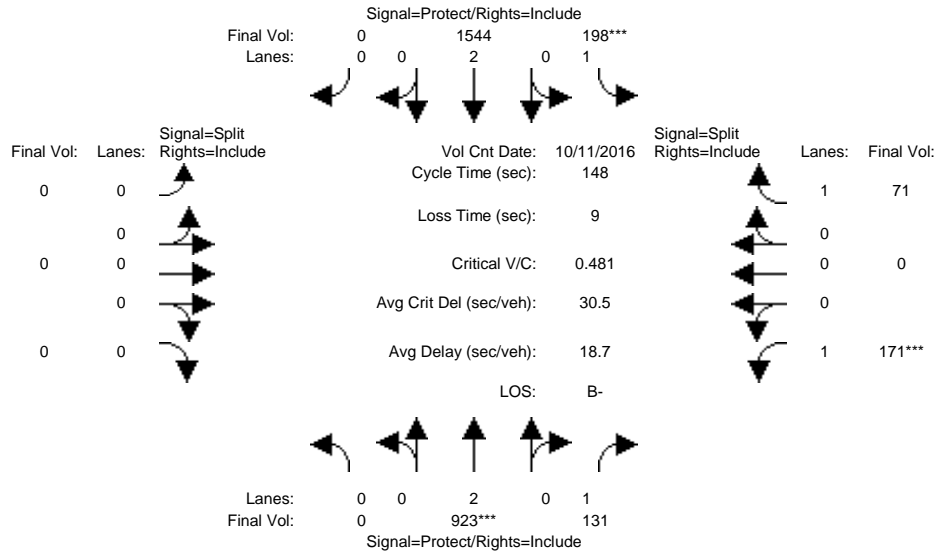
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.07	0.11	0.41	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	30.7	0.0	30.7
Volume/Cap:	0.00	0.61	0.10	0.64	0.51	0.00	0.00	0.00	0.00	0.25	0.00	0.59
Delay/Veh:	0.0	16.8	10.6	66.1	4.6	0.0	0.0	0.0	0.0	53.4	0.0	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	10.6	66.1	4.6	0.0	0.0	0.0	0.0	53.4	0.0	59.7
LOS by Move:	A	B	B+	E	A	A	A	A	A	D-	A	E+
HCM2k95thQ:	0	35	4	19	21	0	0	0	0	8	0	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	923	131	198	1544	0	0	0	0	171	0	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	923	131	198	1544	0	0	0	0	171	0	71
Added Vol:	0	0	0	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	923	131	198	1544	0	0	0	0	171	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	923	131	198	1544	0	0	0	0	171	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	131	198	1544	0	0	0	0	171	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	923	131	198	1544	0	0	0	0	171	0	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

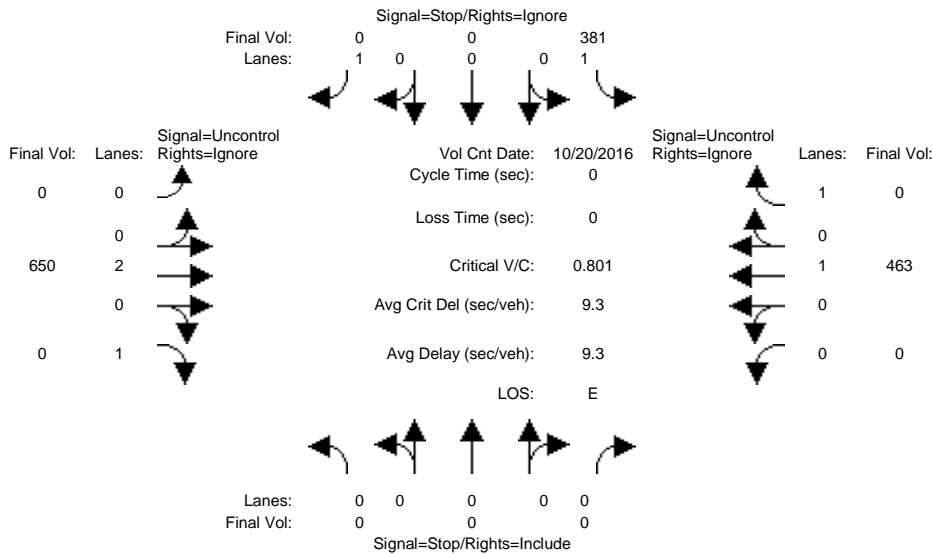
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.07	0.11	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.41	0.13	0.66	0.53	0.00	0.00	0.00	0.00	0.55	0.00	0.23
Delay/Veh:	0.0	17.4	14.2	65.9	7.5	0.0	0.0	0.0	0.0	60.8	0.0	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.2	65.9	7.5	0.0	0.0	0.0	0.0	60.8	0.0	55.6
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2k95thQ:	0	21	6	19	26	0	0	0	0	16	0	6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name: I-280 SB Ramps Alpine Road
 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:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	0	0	381	0	453	0	650	180	0	463	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	381	0	453	0	650	180	0	463	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	453	0	650	180	0	463	364
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	381	0	0	0	650	0	0	463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	381	0	0	0	650	0	0	463	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	788	xxxx	463	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	363	xxxx	603	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	363	xxxx	603	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	319	329	xxxxx	476	329	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.80	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

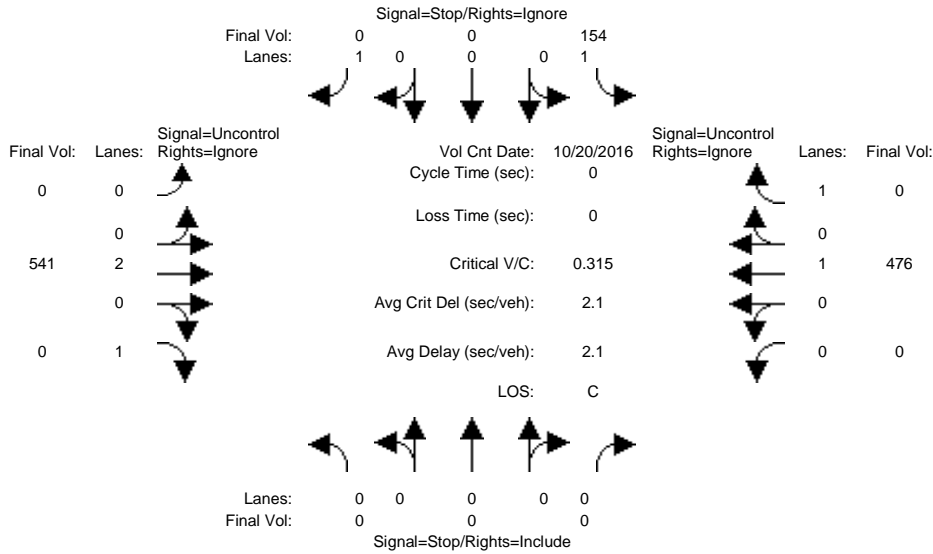
2Way95thQ:	xxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	36.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			36.6			xxxxxx			xxxxxx		
ApproachLOS:		*		E			*			*		*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name: I-280 SB Ramps Alpine Road
 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:	20 Oct 2016	<<	05:00:00 PM						
Base Vol:	0	0	0	154	0	243	0	541	208	0	476	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	243	0	541	208	0	476	546
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	154	0	243	0	541	208	0	476	546
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	154	0	0	0	541	0	0	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	154	0	0	0	541	0	0	476	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	747	xxxx	476	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	384	xxxx	593	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	384	xxxx	593	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	350	356	xxxxx	489	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

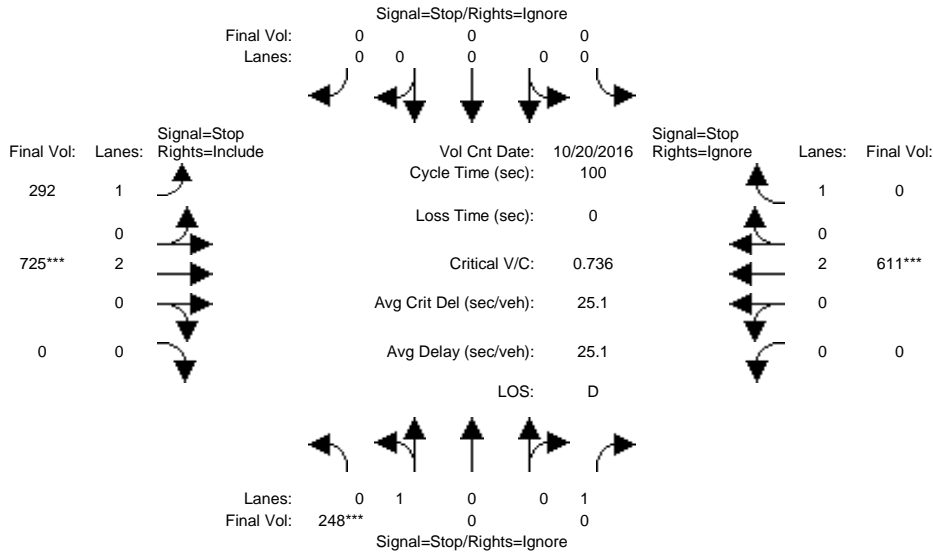
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		
ApproachLOS:		*		C			*			*		*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	248	0	808	0	0	0	292	725	0	0	611	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	0	808	0	0	0	292	725	0	0	611	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	0	808	0	0	0	292	725	0	0	611	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	248	0	0	0	0	0	292	725	0	0	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	0	0	0	0	0	292	725	0	0	611	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	248	0	0	0	0	0	292	725	0	0	611	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	411	0	460	0	0	0	459	985	0	0	902	484

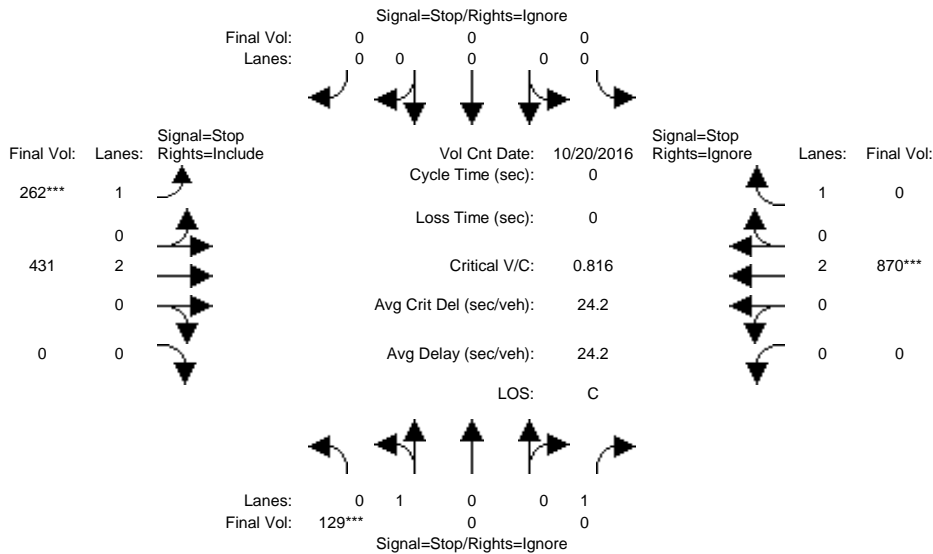
Capacity Analysis Module:												
Vol/Sat:	0.60	xxxx	0.00	xxxx	xxxx	xxxx	0.64	0.74	xxxx	xxxx	0.68	0.00
Crit Moves:	****							****			****	
Delay/Veh:	22.4	0.0	0.0	0.0	0.0	0.0	22.7	27.1	0.0	0.0	24.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	0.0	0.0	0.0	0.0	0.0	22.7	27.1	0.0	0.0	24.9	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	C	*
ApproachDel:	22.4			xxxxxx			25.8			24.9		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	22.4			xxxxxx			25.8			24.9		
LOS by Appr:	C			*			D			C		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.6	2.3	0.0	0.0	1.8	0.0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	129	0	259	0	0	0	262	431	0	0	870	429
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	0	259	0	0	0	262	431	0	0	870	429
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	0	259	0	0	0	262	431	0	0	870	429
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	129	0	0	0	0	0	262	431	0	0	870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	0	0	0	0	262	431	0	0	870	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	0	0	0	0	0	262	431	0	0	870	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	416	0	478	0	0	0	474	1011	0	0	1066	581

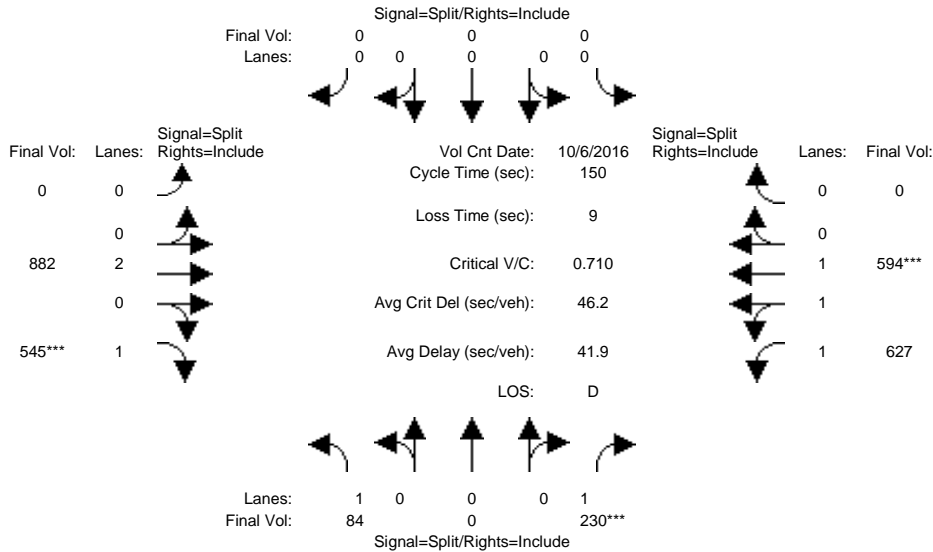
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.55	0.43	xxxx	xxxx	0.82	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.3	0.0	0.0	0.0	0.0	0.0	18.8	14.6	0.0	0.0	32.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	0.0	0.0	0.0	0.0	0.0	18.8	14.6	0.0	0.0	32.1	0.0
LOS by Move:	B	*	*	*	*	*	C	B	*	*	D	*
ApproachDel:	14.3			xxxxxx			16.2				32.1	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	14.3			xxxxxx			16.2				32.1	
LOS by Appr:	B			*			C				D	
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.1	0.7	0.0	0.0	3.4	0.0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Oct 2016	<< 07:45:00 AM								
Base Vol:	84	0	230	0	0	0	0	882	545	627	594	0
Growth Adj:	1.00	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	0	230	0	0	0	0	882	545	627	594	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	0	230	0	0	0	0	882	545	627	594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	0	230	0	0	0	0	882	545	627	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	230	0	0	0	0	882	545	627	594	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	0	230	0	0	0	0	882	545	627	594	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.58	1.42	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2796	2649	0

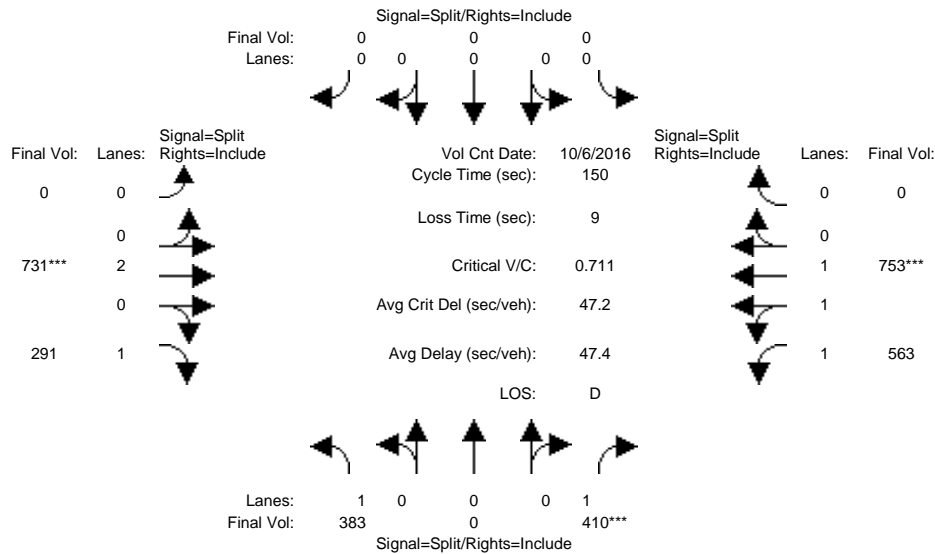
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.31	0.22	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	27.8	0.0	27.8	0.0	0.0	0.0	0.0	65.8	65.8	47.4	47.4	0.0
Volume/Cap:	0.26	0.00	0.71	0.00	0.00	0.00	0.00	0.53	0.71	0.71	0.71	0.00
Delay/Veh:	52.7	0.0	64.5	0.0	0.0	0.0	0.0	31.1	37.4	46.6	46.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	0.0	64.5	0.0	0.0	0.0	0.0	31.1	37.4	46.6	46.6	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D+	D	D	A
HCM2k95thQ:	7	0	20	0	0	0	0	26	37	30	30	0

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

Stanford GUP EIR
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 Existing Conditions

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

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	383	0	410	0	0	0	0	731	291	563	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	0	410	0	0	0	0	731	291	563	753	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	0	410	0	0	0	0	731	291	563	753	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	0	410	0	0	0	0	731	291	563	753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	0	410	0	0	0	0	731	291	563	753	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	383	0	410	0	0	0	0	731	291	563	753	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.32	1.68	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2330	3116	0

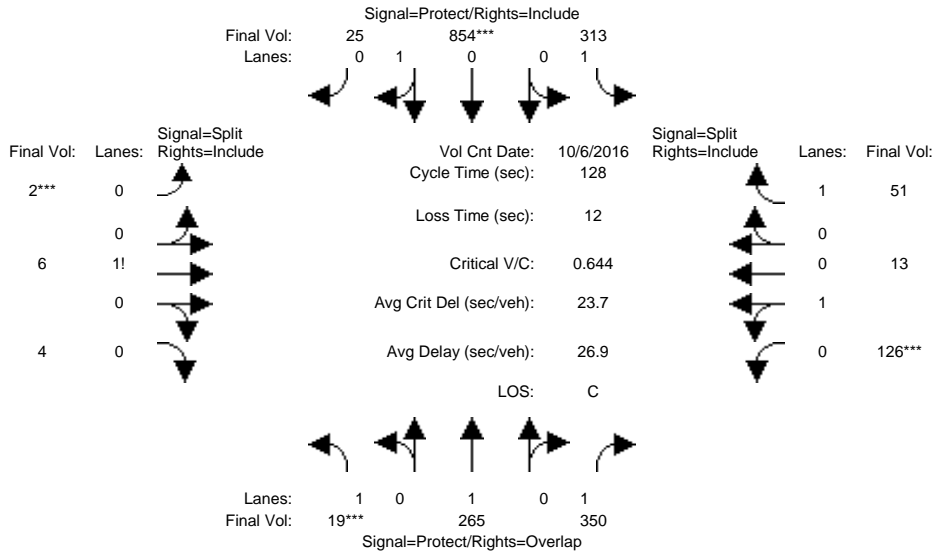
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.23	0.00	0.00	0.00	0.00	0.19	0.17	0.24	0.24	0.00
Crit Moves:			****					****			****	
Green Time:	49.4	0.0	49.4	0.0	0.0	0.0	0.0	40.6	40.6	51.0	51.0	0.0
Volume/Cap:	0.66	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.61	0.71	0.71	0.00
Delay/Veh:	46.1	0.0	48.2	0.0	0.0	0.0	0.0	51.8	50.3	44.4	44.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	0.0	48.2	0.0	0.0	0.0	0.0	51.8	50.3	44.4	44.4	0.0
LOS by Move:	D	A	D	A	A	A	A	D-	D	D	D	A
HCM2k95thQ:	28	0	30	0	0	0	0	28	23	31	31	0

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

Stanford GUP EIR
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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	19	265	350	313	854	25	2	6	4	126	13	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	265	350	313	854	25	2	6	4	126	13	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	265	350	313	854	25	2	6	4	126	13	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:	19	265	350	313	854	25	2	6	4	126	13	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	265	350	313	854	25	2	6	4	126	13	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
Final Volume:	19	265	350	313	854	25	2	6	4	126	13	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.17	0.50	0.33	0.91	0.09	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	292	875	583	1632	168	1750

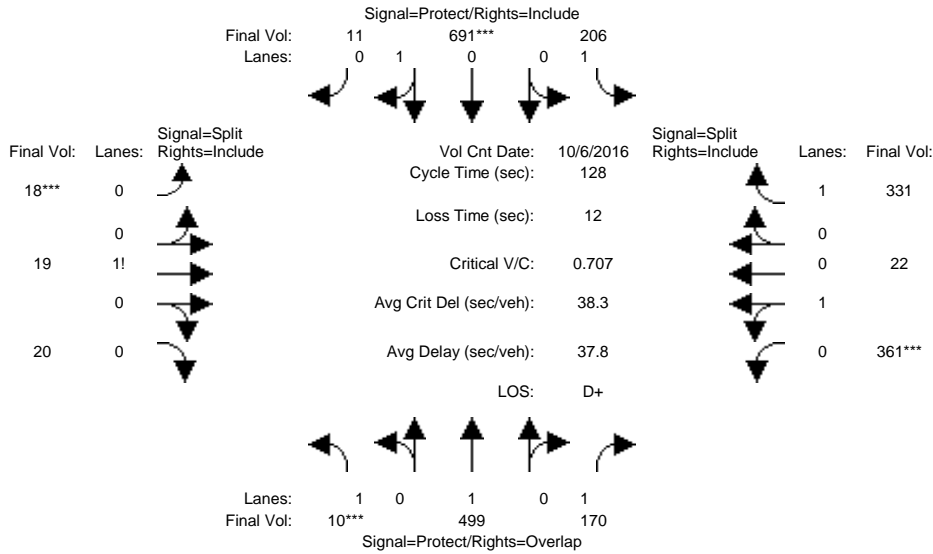
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.20	0.18	0.49	0.49	0.01	0.01	0.01	0.08	0.08	0.03
Crit Moves:	***				***		***			***		
Green Time:	8.0	41.3	55.0	53.0	86.3	86.3	8.0	8.0	8.0	13.7	13.7	13.7
Volume/Cap:	0.17	0.43	0.47	0.43	0.72	0.72	0.11	0.11	0.11	0.72	0.72	0.27
Delay/Veh:	57.6	34.6	26.5	27.2	15.4	15.4	57.1	57.1	57.1	68.1	68.1	53.4
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:	57.6	34.6	26.5	27.2	15.4	15.4	57.1	57.1	57.1	68.1	68.1	53.4
LOS by Move:	E+	C-	C	C	B	B	E+	E+	E+	E	E	D-
HCM2k95thQ:	2	15	19	17	39	39	1	1	1	13	13	4

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

Stanford GUP EIR
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 Existing Conditions

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

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	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	<<	05:00:00 PM						
Base Vol:	10	499	170	206	691	11	18	19	20	361	22	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	499	170	206	691	11	18	19	20	361	22	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	499	170	206	691	11	18	19	20	361	22	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	499	170	206	691	11	18	19	20	361	22	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	499	170	206	691	11	18	19	20	361	22	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	499	170	206	691	11	18	19	20	361	22	331

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.32	0.33	0.35	0.94	0.06	1.00
Final Sat.:	1750	1900	1750	1750	1772	28	553	583	614	1697	103	1750

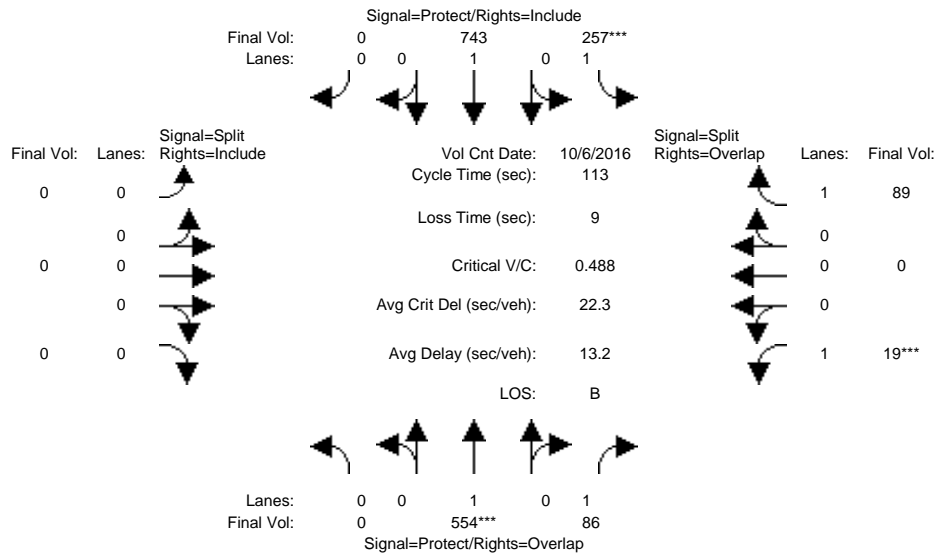
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.10	0.12	0.39	0.39	0.03	0.03	0.03	0.21	0.21	0.19
Crit Moves:	***			****			****			****		
Green Time:	8.0	50.2	85.5	22.5	64.7	64.7	8.0	8.0	8.0	35.3	35.3	35.3
Volume/Cap:	0.09	0.67	0.15	0.67	0.77	0.77	0.52	0.52	0.52	0.77	0.77	0.69
Delay/Veh:	56.9	34.4	7.9	54.9	29.8	29.8	62.6	62.6	62.6	50.0	50.0	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:	56.9	34.4	7.9	54.9	29.8	29.8	62.6	62.6	62.6	50.0	50.0	45.5
LOS by Move:	E+	C-	A	D-	C	C	E	E	E	D	D	D
HCM2k95thQ:	1	28	5	16	40	40	6	6	6	28	28	24

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	0	554	86	257	743	0	0	0	0	19	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	554	86	257	743	0	0	0	0	19	0	89
Added Vol:	0	0	0	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	554	86	257	743	0	0	0	0	19	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	554	86	257	743	0	0	0	0	19	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	86	257	743	0	0	0	0	19	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	554	86	257	743	0	0	0	0	19	0	89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

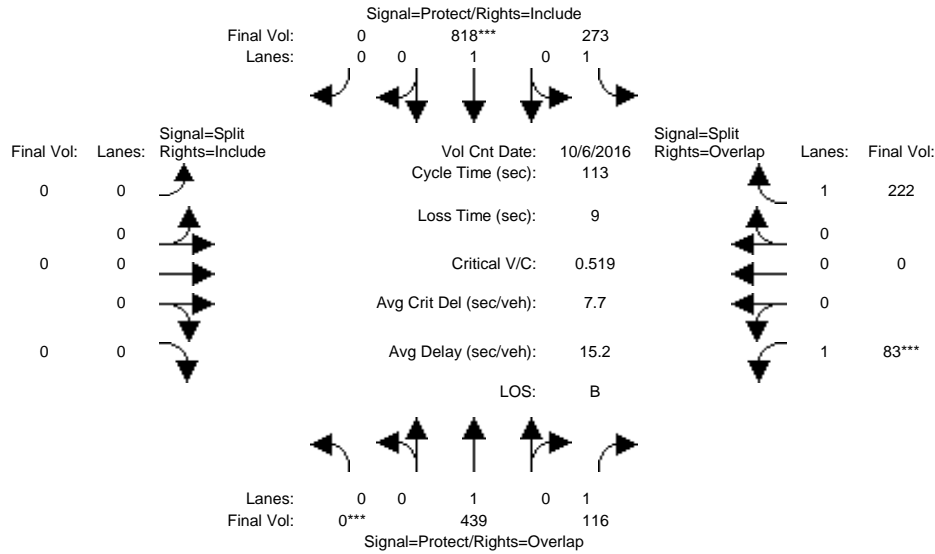
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.05	0.15	0.39	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	63.8	71.8	32.2	96.0	0.0	0.0	0.0	0.0	8.0	0.0	40.2
Volume/Cap:	0.00	0.52	0.08	0.52	0.46	0.00	0.00	0.00	0.00	0.15	0.00	0.14
Delay/Veh:	0.0	15.5	7.9	34.8	2.3	0.0	0.0	0.0	0.0	49.9	0.0	24.8
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	15.5	7.9	34.8	2.3	0.0	0.0	0.0	0.0	49.9	0.0	24.8
LOS by Move:	A	B	A	C-	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	21	2	15	12	0	0	0	0	2	0	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name: Junipero Serra E Campus Dr (S)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 12 12 12 8 12 12 0 0 0 8 8 8
 Y+R: 4.0 4.0 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 << 05:00:00 PM

Base Vol:	0	439	116	273	818	0	0	0	0	83	0	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	439	116	273	818	0	0	0	0	83	0	222
Added Vol:	0	0	0	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	439	116	273	818	0	0	0	0	83	0	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	439	116	273	818	0	0	0	0	83	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	439	116	273	818	0	0	0	0	83	0	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	439	116	273	818	0	0	0	0	83	0	222

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

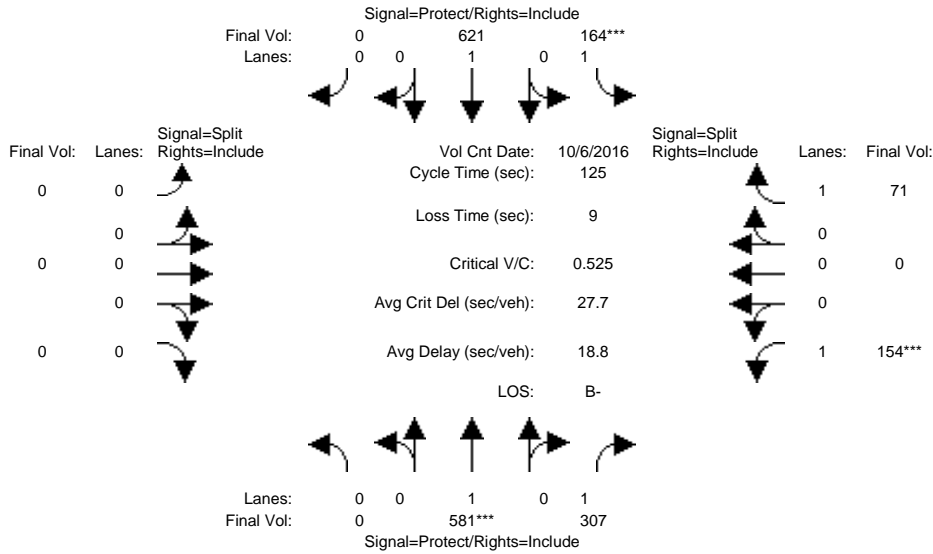
Vol/Sat:	0.00	0.23	0.07	0.16	0.43	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	55.9	66.2	37.8	93.7	0.0	0.0	0.0	0.0	10.3	0.0	48.1
Volume/Cap:	0.00	0.47	0.11	0.47	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.30
Delay/Veh:	0.0	19.1	10.4	30.3	3.2	0.0	0.0	0.0	0.0	52.0	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	10.4	30.3	3.2	0.0	0.0	0.0	0.0	52.0	0.0	21.6
LOS by Move:	A	B-	B+	C	A	A	A	A	A	D-	A	C+
HCM2k95thQ:	0	18	4	14	16	0	0	0	0	7	0	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	0	581	307	164	621	0	0	0	0	154	0	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	581	307	164	621	0	0	0	0	154	0	71
Added Vol:	0	0	0	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	581	307	164	621	0	0	0	0	154	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	581	307	164	621	0	0	0	0	154	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	581	307	164	621	0	0	0	0	154	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	581	307	164	621	0	0	0	0	154	0	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

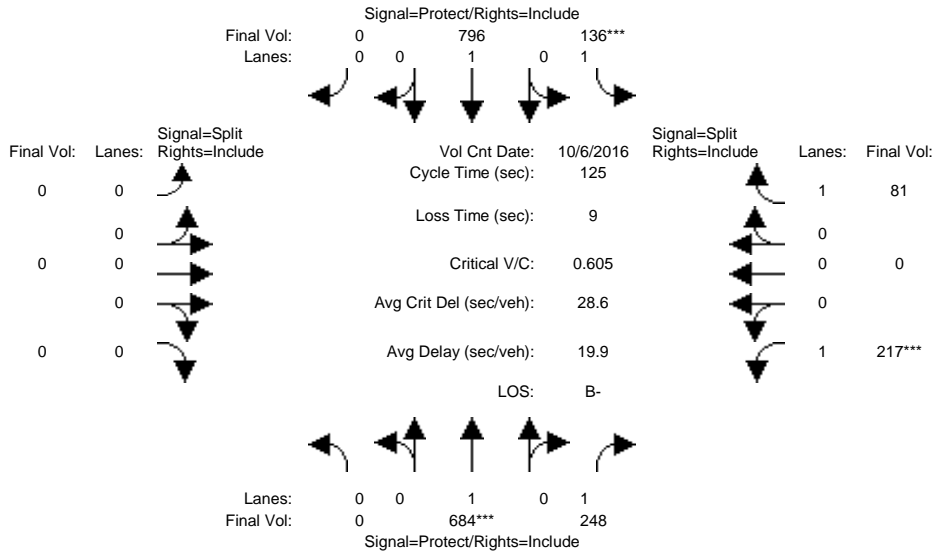
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.18	0.09	0.33	0.00	0.00	0.00	0.00	0.09	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	72.8	72.8	22.3	95.1	0.0	0.0	0.0	0.0	20.9	0.0	20.9
Volume/Cap:	0.00	0.53	0.30	0.53	0.43	0.00	0.00	0.00	0.00	0.53	0.00	0.24
Delay/Veh:	0.0	16.2	13.4	48.2	5.5	0.0	0.0	0.0	0.0	49.2	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	13.4	48.2	5.5	0.0	0.0	0.0	0.0	49.2	0.0	45.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	23	12	12	16	0	0	0	0	12	0	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	<<	05:00:00	PM					
Base Vol:	0	684	248	136	796	0	0	0	0	217	0	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	684	248	136	796	0	0	0	0	217	0	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	684	248	136	796	0	0	0	0	217	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	684	248	136	796	0	0	0	0	217	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	248	136	796	0	0	0	0	217	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	684	248	136	796	0	0	0	0	217	0	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

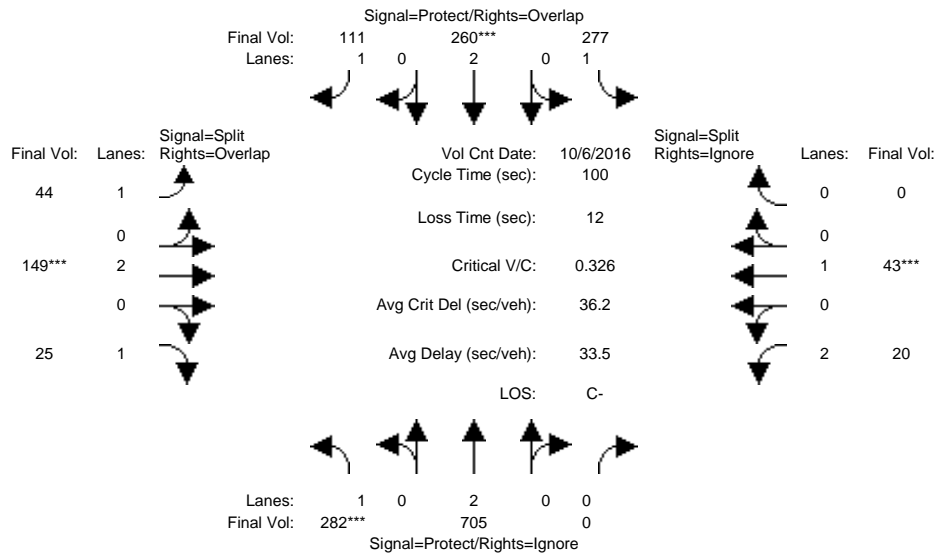
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.14	0.08	0.42	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	74.3	74.3	16.0	90.4	0.0	0.0	0.0	0.0	25.6	0.0	25.6
Volume/Cap:	0.00	0.61	0.24	0.61	0.58	0.00	0.00	0.00	0.00	0.61	0.00	0.23
Delay/Veh:	0.0	17.0	12.1	56.1	8.9	0.0	0.0	0.0	0.0	48.1	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	12.1	56.1	8.9	0.0	0.0	0.0	0.0	48.1	0.0	41.8
LOS by Move:	A	B	B	E+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	28	9	10	25	0	0	0	0	17	0	6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	282	705	0	277	260	111	44	149	25	20	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	705	0	277	260	111	44	149	25	20	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	705	0	277	260	111	44	149	25	20	43	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	282	705	0	277	260	111	44	149	25	20	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	705	0	277	260	111	44	149	25	20	43	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	282	705	0	277	260	111	44	149	25	20	43	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1900	0

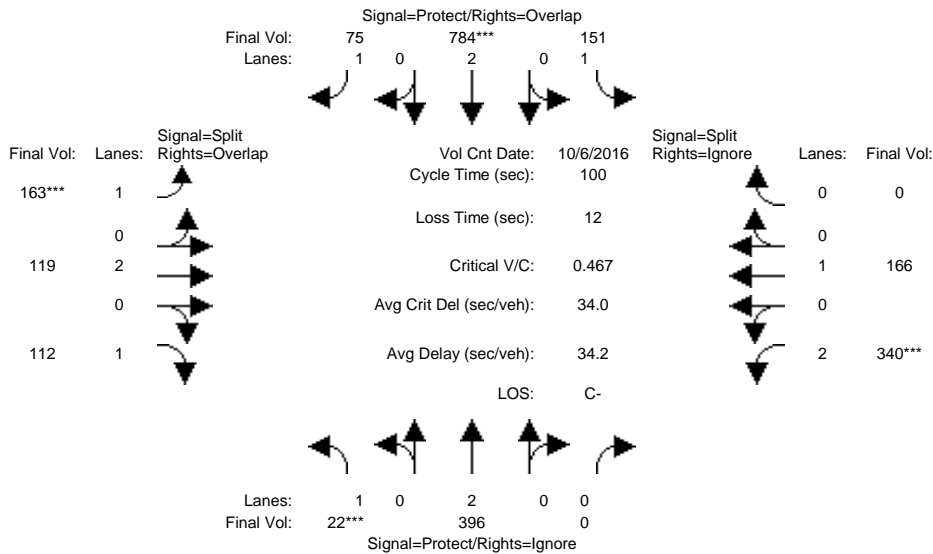
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.00	0.16	0.07	0.06	0.03	0.04	0.01	0.01	0.02	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.67	0.57	0.00	0.58	0.19	0.12	0.17	0.26	0.04	0.04	0.16	0.00
Delay/Veh:	42.5	31.8	0.0	37.1	24.9	14.5	41.6	42.2	21.0	41.4	42.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	31.8	0.0	37.1	24.9	14.5	41.6	42.2	21.0	41.4	42.4	0.0
LOS by Move:	D	C	A	D+	C	B	D	D	C+	D	D	A
HCM2k95thQ:	17	17	0	16	6	4	3	5	1	1	3	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	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	<< 05:00:00 PM
Base Vol:	22 396 0	151 784 75	163 119 112	340 166 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	22 396 0	151 784 75	163 119 112	340 166 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	22 396 0	151 784 75	163 119 112	340 166 0
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	22 396 0	151 784 75	163 119 112	340 166 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	22 396 0	151 784 75	163 119 112	340 166 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume:	22 396 0	151 784 75	163 119 112	340 166 0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1900	0

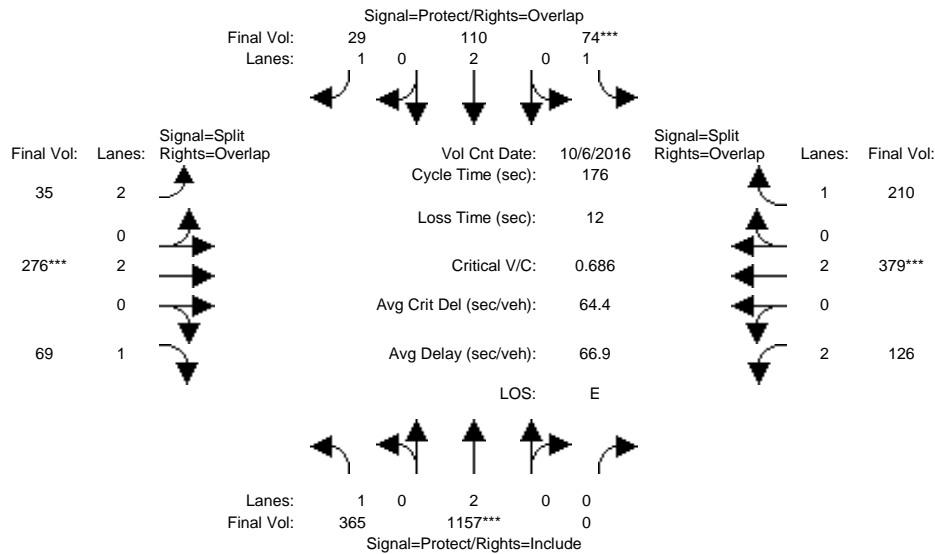
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.09	0.21	0.04	0.09	0.03	0.06	0.11	0.09	0.00
Crit Moves:	***			****			****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.11	0.32	0.00	0.45	0.51	0.08	0.65	0.22	0.25	0.46	0.37	0.00
Delay/Veh:	47.1	30.1	0.0	43.4	27.0	12.8	54.2	45.3	35.0	39.5	38.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	30.1	0.0	43.4	27.0	12.8	54.2	45.3	35.0	39.5	38.6	0.0
LOS by Move:	D	C	A	D	C	B	D-	D	D+	D	D+	A
HCM2k95thQ:	2	10	0	9	18	3	14	4	7	13	10	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	365	1157	0	74	110	29	35	276	69	126	379	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	1157	0	74	110	29	35	276	69	126	379	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1157	0	74	110	29	35	276	69	126	379	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:	365	1157	0	74	110	29	35	276	69	126	379	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1157	0	74	110	29	35	276	69	126	379	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1157	0	74	110	29	35	276	69	126	379	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	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

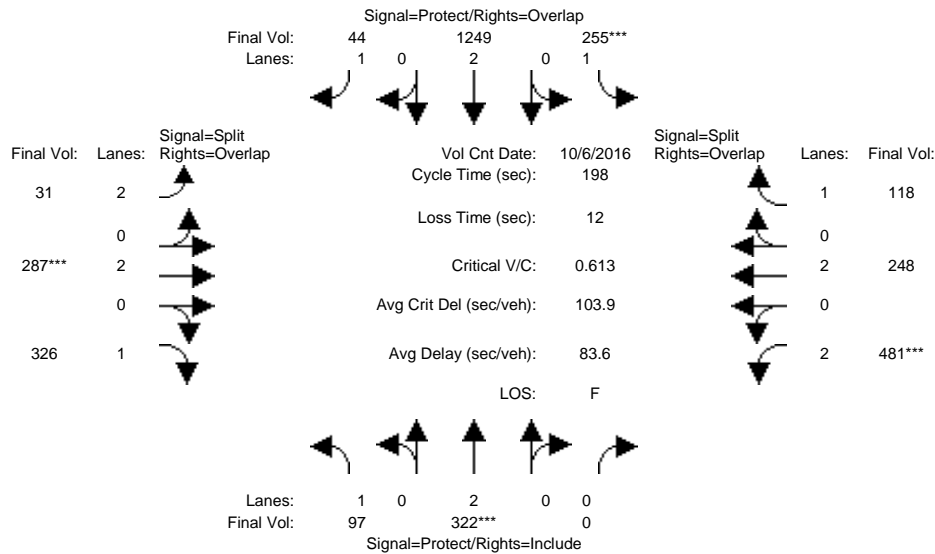
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.04	0.03	0.02	0.02	0.12	0.04	0.06	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.96	0.82	0.00	0.36	0.11	0.03	0.06	0.51	0.09	0.28	0.85	0.38
Delay/Veh:	107.3	57.1	0.0	77.6	51.5	22.4	54.5	62.0	28.3	63.8	85.9	49.9
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:	107.3	57.1	0.0	77.6	51.5	22.4	54.5	62.0	28.3	63.8	85.9	49.9
LOS by Move:	F	E+	A	E-	D-	C+	D-	E	C	E	F	D
HCM2k95thQ:	40	48	0	8	5	2	2	14	5	7	20	18

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	322	0	255	1249	44	31	287	326	481	248	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
Final Volume:	97	322	0	255	1249	44	31	287	326	481	248	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	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

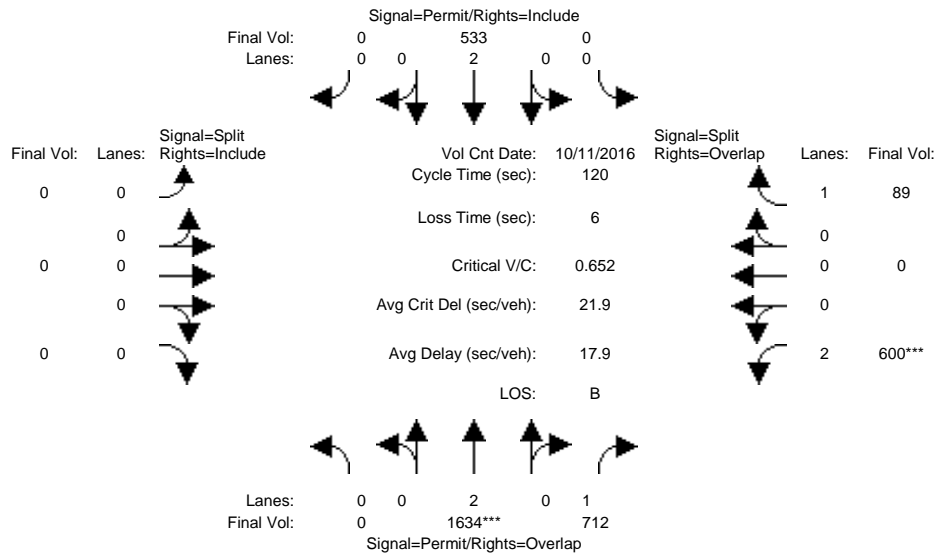
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.15	0.33	0.03	0.01	0.13	0.19	0.22	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.53	0.35	0.00	0.68	0.94	0.04	0.05	0.44	0.47	1.12	0.58	0.17
Delay/Veh:	92.6	66.5	0.0	81.6	78.8	13.7	53.4	60.9	47.5	166.3	79.0	39.8
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:	92.6	66.5	0.0	81.6	78.8	13.7	53.4	60.9	47.5	166.3	79.0	39.8
LOS by Move:	F	E	A	F	E-	B	D-	E	D	F	E-	D
HCM2k95thQ:	12	15	0	28	64	2	2	14	28	39	13	10

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	1634	712	0	533	0	0	0	0	600	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1634	712	0	533	0	0	0	0	600	0	89
Added Vol:	0	0	0	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	1634	712	0	533	0	0	0	0	600	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1634	712	0	533	0	0	0	0	600	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1634	712	0	533	0	0	0	0	600	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1634	712	0	533	0	0	0	0	600	0	89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	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	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

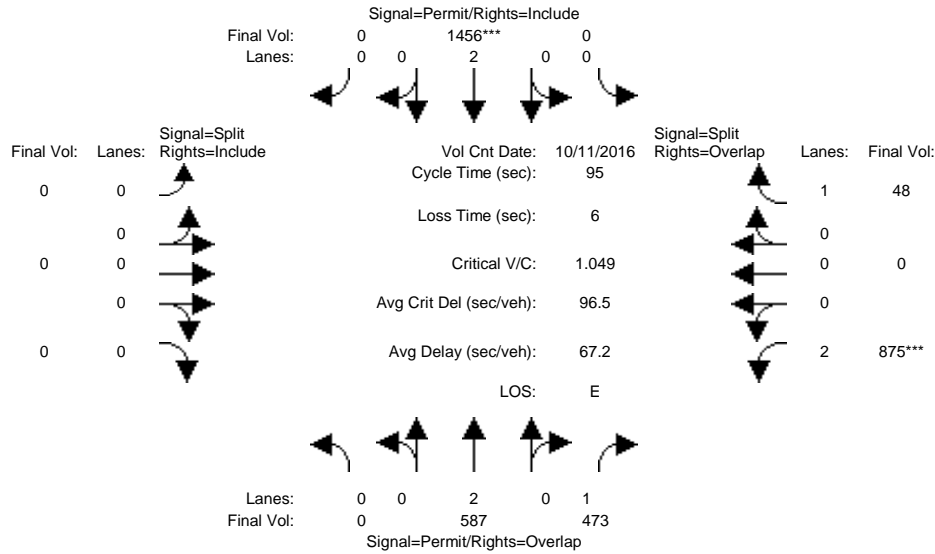
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.47	0.00	0.14	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****						****					
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.69	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	17.0	0.5	0.0	22.2	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	0.5	0.0	22.2	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	34	6	0	15	0	0	0	0	20	0	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	587	473	0	1456	0	0	0	0	875	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	473	0	1456	0	0	0	0	875	0	48
Added Vol:	0	0	0	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	587	473	0	1456	0	0	0	0	875	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	587	473	0	1456	0	0	0	0	875	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	473	0	1456	0	0	0	0	875	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	587	473	0	1456	0	0	0	0	875	0	48

Saturation 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	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750

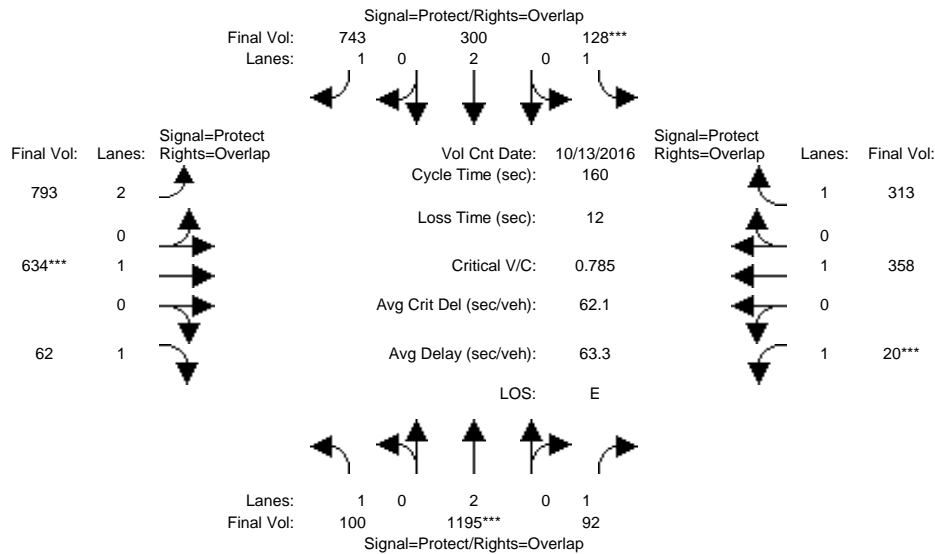
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.27	0.00	0.57	0.00	0.00	0.00	0.00	0.41	0.00	0.03
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.25	0.29	0.00	0.92	0.00	0.00	0.00	0.00	1.31	0.00	0.09
Delay/Veh:	0.0	8.5	0.3	0.0	43.9	0.0	0.0	0.0	0.0	184.0	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.3	0.0	43.9	0.0	0.0	0.0	0.0	184.0	0.0	24.3
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	C
HCM2k95thQ:	0	8	3	0	39	0	0	0	0	50	0	2

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	07:45:00 AM						
Base Vol:	100	1195	92	128	300	743	793	634	62	20	358	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1195	92	128	300	743	793	634	62	20	358	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1195	92	128	300	743	793	634	62	20	358	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1195	92	128	300	743	793	634	62	20	358	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1195	92	128	300	743	793	634	62	20	358	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1195	92	128	300	743	793	634	62	20	358	313

Saturation 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

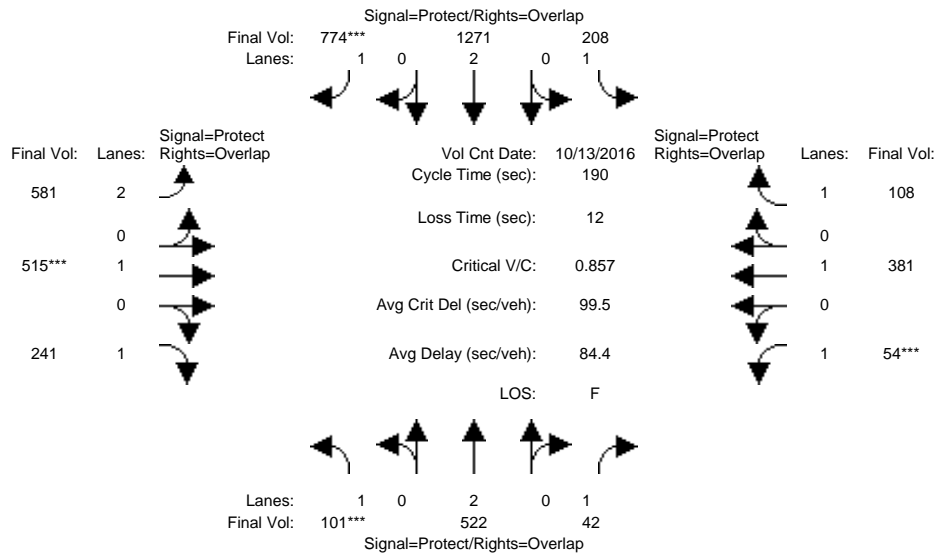
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.05	0.07	0.08	0.42	0.25	0.33	0.04	0.01	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.7	68.1	15.9	54.8	98.8	44.0	65.4	82.2	12.4	33.8	49.7
Volume/Cap:	0.54	0.90	0.12	0.74	0.23	0.69	0.92	0.82	0.07	0.15	0.89	0.58
Delay/Veh:	80.2	62.0	27.4	100.1	57.3	49.7	77.8	54.2	22.2	78.4	90.7	53.9
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:	80.2	62.0	27.4	100.1	57.3	49.7	77.8	54.2	22.2	78.4	90.7	53.9
LOS by Move:	F	E	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2k95thQ:	10	49	5	15	14	62	47	51	4	2	37	27

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
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	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00 PM						
Base Vol:	101	522	42	208	1271	774	581	515	241	54	381	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	522	42	208	1271	774	581	515	241	54	381	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	522	42	208	1271	774	581	515	241	54	381	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	522	42	208	1271	774	581	515	241	54	381	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	522	42	208	1271	774	581	515	241	54	381	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	522	42	208	1271	774	581	515	241	54	381	108

Saturation 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

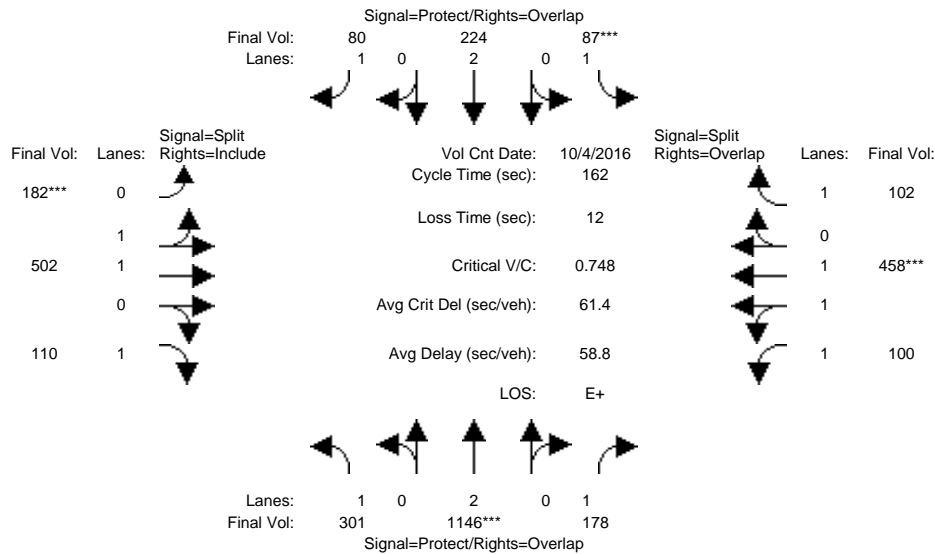
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.02	0.12	0.33	0.63	0.18	0.27	0.14	0.03	0.20	0.06
Crit Moves:	***					***	***	***		***		
Green Time:	18.6	65.1	78.2	33.6	80.1	115.7	35.6	67.1	85.7	13.0	44.5	78.1
Volume/Cap:	0.59	0.40	0.06	0.67	0.79	1.04	0.98	0.77	0.31	0.45	0.86	0.15
Delay/Veh:	93.3	48.7	32.0	95.4	79.0	124.3	115.4	64.0	35.9	94.0	89.9	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:	93.3	48.7	32.0	95.4	79.0	124.3	115.4	64.0	35.9	94.0	89.9	37.8
LOS by Move:	F	D	C	F	E-	F	F	E	D+	F	F	D+
HCM2k95thQ:	12	19	3	23	57	84	43	47	18	8	41	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name: Foothill Expressway Springer Road-Magdalena Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 34 66 66 20 53 53 40 40 40 36 36 36
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2016 << 07:45:00 AM

Base Vol:	301	1146	178	87	224	80	182	502	110	100	458	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1146	178	87	224	80	182	502	110	100	458	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1146	178	87	224	80	182	502	110	100	458	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1146	178	87	224	80	182	502	110	100	458	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1146	178	87	224	80	182	502	110	100	458	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	1146	178	87	224	80	182	502	110	100	458	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	1.45	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	2715	1750	1750	2850	1750

Capacity Analysis Module:

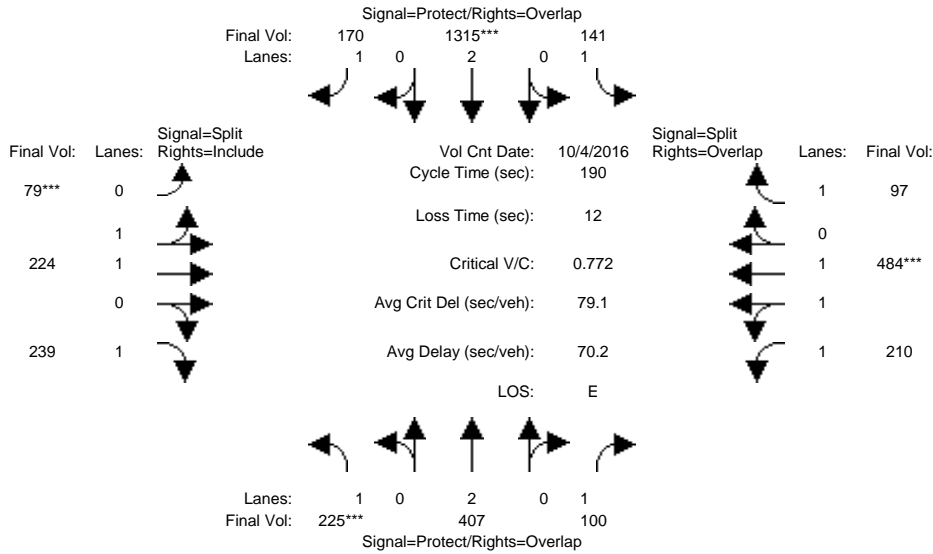
Vol/Sat:	0.17	0.30	0.10	0.05	0.06	0.05	0.18	0.18	0.06	0.06	0.16	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.2	61.4	94.7	18.5	48.7	86.3	37.6	37.6	37.6	33.3	33.3	51.8
Volume/Cap:	0.89	0.80	0.17	0.43	0.20	0.09	0.80	0.80	0.27	0.28	0.78	0.18
Delay/Veh:	93.2	51.5	16.9	73.7	45.6	20.0	68.5	68.5	55.4	58.6	71.3	43.1
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:	93.2	51.5	16.9	73.7	45.6	20.0	68.5	68.5	55.4	58.6	71.3	43.1
LOS by Move:	F	D-	B	E	D	C+	E	E	E+	E+	E	D
HCM2k95thQ:	34	46	9	9	8	4	33	33	10	9	24	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	05:00:00 PM						
Base Vol:	225	407	100	141	1315	170	79	224	239	210	484	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	407	100	141	1315	170	79	224	239	210	484	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	407	100	141	1315	170	79	224	239	210	484	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	407	100	141	1315	170	79	224	239	210	484	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	407	100	141	1315	170	79	224	239	210	484	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	407	100	141	1315	170	79	224	239	210	484	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	1.46	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	964	2735	1750	1750	2850	1750

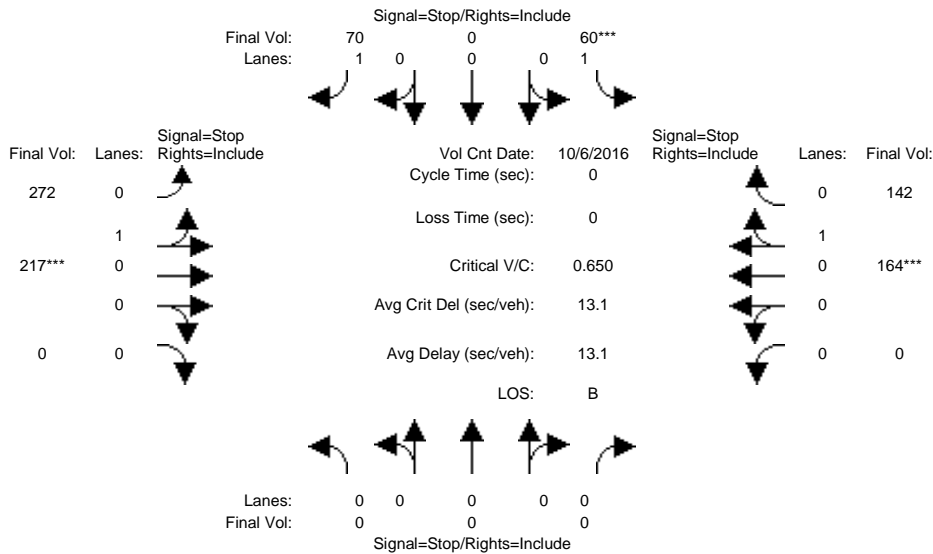
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.06	0.08	0.35	0.10	0.08	0.08	0.14	0.12	0.17	0.06
Crit Moves:	***				****		****				****	
Green Time:	25.4	70.5	116.6	24.5	69.6	107.2	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.96	0.29	0.09	0.63	0.94	0.17	0.41	0.41	0.69	0.49	0.70	0.15
Delay/Veh:	135.0	44.8	16.0	88.9	75.2	21.3	71.1	71.1	81.0	66.1	72.0	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.0	44.8	16.0	88.9	75.2	21.3	71.1	71.1	81.0	66.1	72.0	42.4
LOS by Move:	F	D	B	F	E-	C+	E	E	F	E	E	D
HCM2k95thQ:	32	16	5	16	63	10	16	16	27	22	25	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module: >> Count Date: 6 Oct 2016 << 07:45:00 AM

Base Vol:	0	0	0	60	0	70	272	217	0	0	164	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	70	272	217	0	0	164	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	70	272	217	0	0	164	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	70	272	217	0	0	164	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	70	272	217	0	0	164	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	70	272	217	0	0	164	142

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.56	0.44	0.00	0.00	0.54	0.46
Final Sat.:	0	0	0	500	0	599	419	334	0	0	413	358

Capacity Analysis Module:

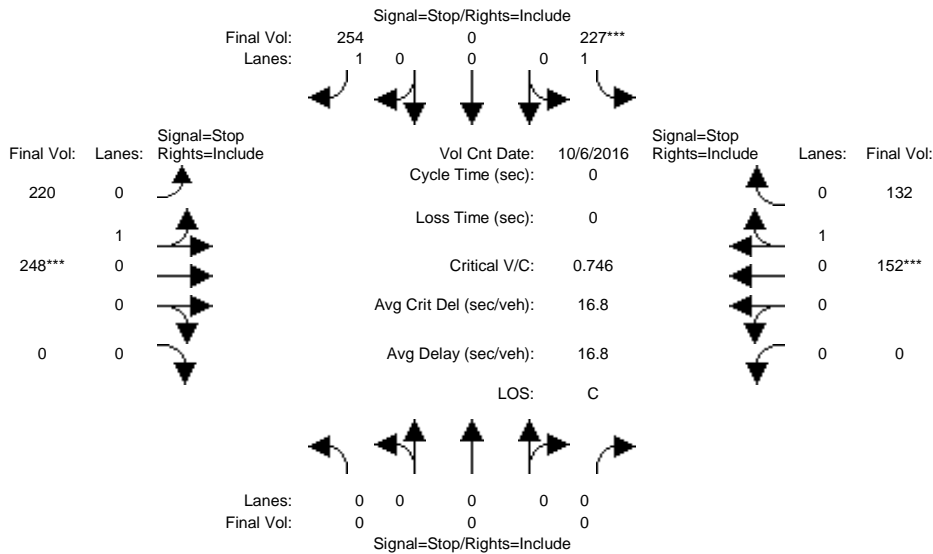
Vol/Sat:	xxxx	xxxx	xxxx	0.12	xxxx	0.12	0.65	0.65	xxxx	xxxx	0.40	0.40
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	10.2	0.0	8.8	15.8	15.8	0.0	0.0	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.2	0.0	8.8	15.8	15.8	0.0	0.0	10.4	10.4
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx				9.4			15.8			10.4	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.4			15.8			10.4	
LOS by Appr:	*				A			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	1.7	1.7	1.7	0.6	0.6	0.6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	0	0	227	0	254	220	248	0	0	152	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	227	0	254	220	248	0	0	152	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	0	254	220	248	0	0	152	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	227	0	254	220	248	0	0	152	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	254	220	248	0	0	152	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	227	0	254	220	248	0	0	152	132

Saturation Flow Module:	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.47	0.53	0.00	0.00	0.54	0.46	
Final Sat.:	0	0	0	508	0	611	295	333	0	0	333	289	

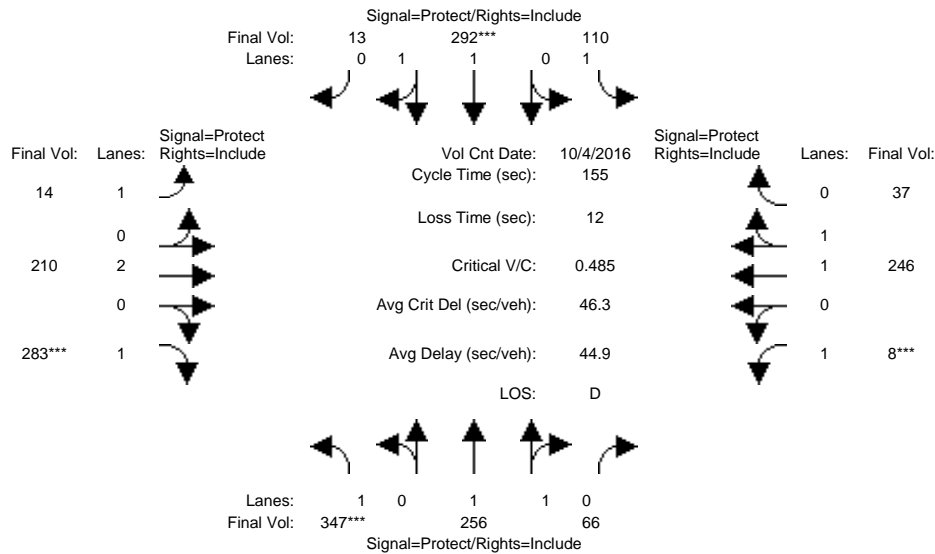
Capacity Analysis Module:	Vol/Sat:	xxxx	xxxx	xxxx	0.45	xxxx	0.42	0.75	0.75	xxxx	xxxx	0.46	0.46
Crit Moves:				****			****			****			
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	12.1	22.7	22.7	0.0	0.0	12.9	12.9	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	12.1	22.7	22.7	0.0	0.0	12.9	12.9	
LOS by Move:	*	*	*	B	*	B	C	C	*	*	B	B	
ApproachDel:	xxxxxx			13.3			22.7			12.9			
Delay Adj:	xxxxxx			1.00			1.00			1.00			
ApprAdjDel:	xxxxxx			13.3			22.7			12.9			
LOS by Appr:	*			B			C			B			
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.0	0.6	2.4	2.4	2.4	0.7	0.7	0.7	

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2016	<<	07:45:00 AM
Base Vol:	347	256	66	110	292	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	256	66	110	292	13
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	347	256	66	110	292	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	256	66	110	292	13
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	347	256	66	110	292	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	347	256	66	110	292	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2941	758	1750	3542	158	1750	3800	1750	1750	3216	484

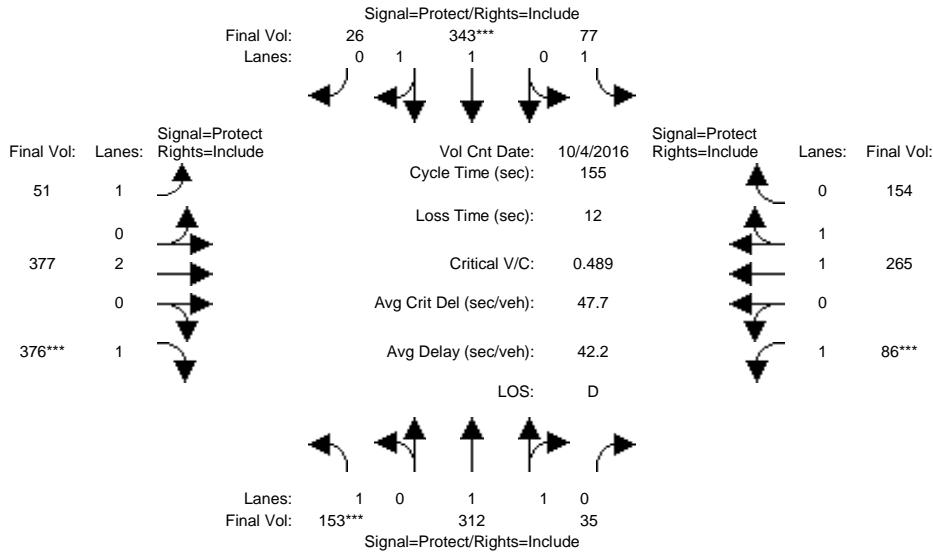
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.06	0.08	0.08	0.01	0.06	0.16	0.00	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	61.0	50.1	50.1	36.2	25.3	25.3	21.1	49.7	49.7	7.0	35.7	35.7
Volume/Cap:	0.50	0.27	0.27	0.27	0.50	0.50	0.06	0.17	0.50	0.10	0.33	0.33
Delay/Veh:	36.2	39.0	39.0	49.0	59.8	59.8	58.4	37.9	43.4	71.5	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	39.0	39.0	49.0	59.8	59.8	58.4	37.9	43.4	71.5	50.0	50.0
LOS by Move:	D+	D+	D+	D	E+	E+	E+	D+	D	E	D	D
HCM2k95thQ:	23	11	11	9	13	13	1	7	21	1	11	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	4 Oct 2016	<<	05:00:00 PM
Base Vol:	153	312	35	77	343	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	312	35	77	343	26
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	153	312	35	77	343	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	312	35	77	343	26
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	153	312	35	77	343	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	312	35	77	343	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.79	0.21	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1750	3327	373	1750	3439	261	1750	3800	1750	1750	2339	1359

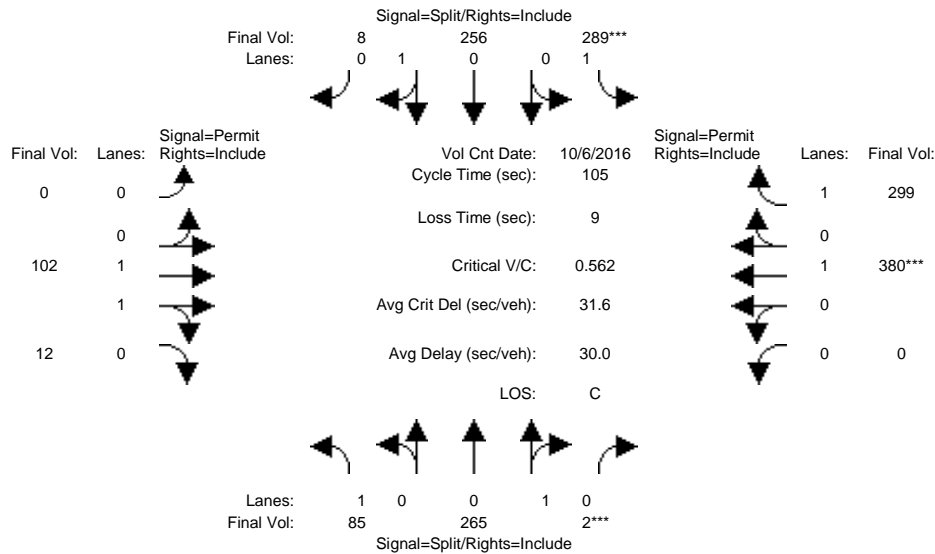
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.10	0.10	0.03	0.10	0.21	0.05	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	27.7	40.0	40.0	19.3	31.6	31.6	23.8	68.1	68.1	15.6	59.8	59.8
Volume/Cap:	0.49	0.36	0.36	0.35	0.49	0.49	0.19	0.23	0.49	0.49	0.29	0.29
Delay/Veh:	58.5	47.3	47.3	63.1	55.1	55.1	57.5	27.1	31.5	68.1	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	47.3	47.3	63.1	55.1	55.1	57.5	27.1	31.5	68.1	33.1	33.1
LOS by Move:	E+	D	D	E	E+	E+	E+	C	C	E	C-	C-
HCM2k95thQ:	13	13	13	7	15	15	4	10	24	8	13	13

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Oct 2016	<< 07:45:00 AM
Base Vol:	85 265 2	289 256 8	0 102 12	0 380 299
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	85 265 2	289 256 8	0 102 12	0 380 299
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	85 265 2	289 256 8	0 102 12	0 380 299
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	85 265 2	289 256 8	0 102 12	0 380 299
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	85 265 2	289 256 8	0 102 12	0 380 299
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	85 265 2	289 256 8	0 102 12	0 380 299

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 0.95 0.95	0.92 0.95 0.95	0.92 0.98 0.95	0.92 1.00 0.92								
Lanes:	1.00 0.99 0.01	1.00 0.97 0.03	0.00 1.78 0.22	0.00 1.00 1.00								
Final Sat.:	1750 1787 13	1750 1745 55	0 3310 389	0 1900 1750								

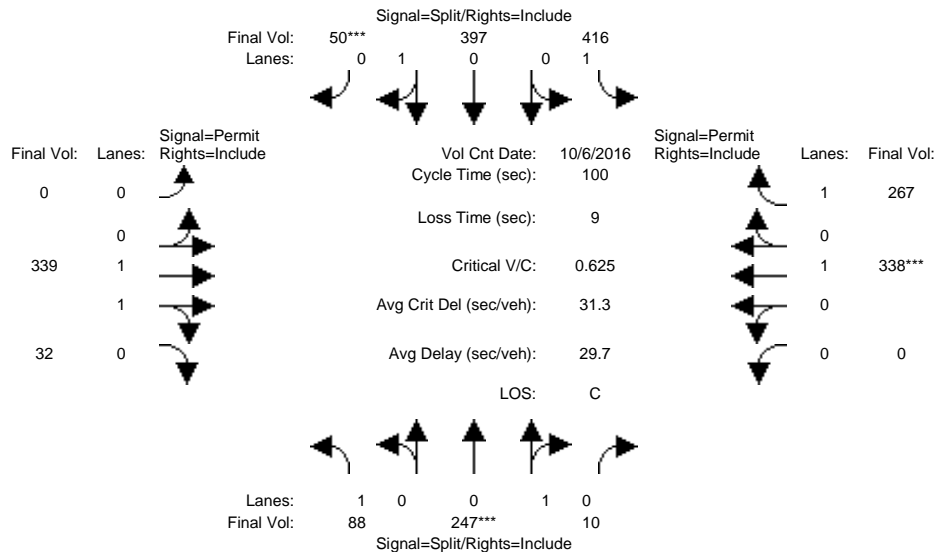
Capacity Analysis Module:												
Vol/Sat:	0.05 0.15 0.15	0.17 0.15 0.15	0.00 0.03 0.03	0.00 0.20 0.17								
Crit Moves:	****	****		****								
Green Time:	27.7 27.7 27.7	30.9 30.9 30.9	0.0 37.4 37.4	0.0 37.4 37.4								
Volume/Cap:	0.18 0.56 0.56	0.56 0.50 0.50	0.00 0.09 0.09	0.00 0.56 0.48								
Delay/Veh:	30.1 34.9 34.9	32.8 31.4 31.4	0.0 22.5 22.5	0.0 28.3 26.8								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	30.1 34.9 34.9	32.8 31.4 31.4	0.0 22.5 22.5	0.0 28.3 26.8								
LOS by Move:	C C- C-	C- C C	A C+ C+	A C C								
HCM2k95thQ:	4 15 15	16 14 14	0 3 3	0 18 15								

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00 PM						
Base Vol:	88	247	10	416	397	50	0	339	32	0	338	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	247	10	416	397	50	0	339	32	0	338	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	247	10	416	397	50	0	339	32	0	338	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	247	10	416	397	50	0	339	32	0	338	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	247	10	416	397	50	0	339	32	0	338	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	247	10	416	397	50	0	339	32	0	338	267

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.82	0.18	0.00	1.00	1.00
Final Sat.:	1750	1730	70	1750	1599	201	0	3381	319	0	1900	1750

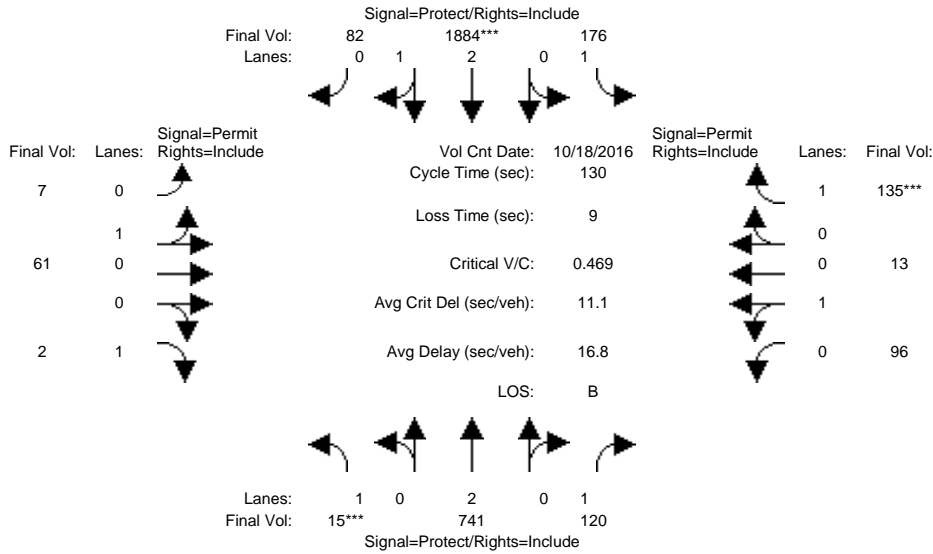
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.24	0.25	0.25	0.00	0.10	0.10	0.00	0.18	0.15
Crit Moves:	****			****						****		
Green Time:	22.8	22.8	22.8	39.7	39.7	39.7	0.0	28.5	28.5	0.0	28.5	28.5
Volume/Cap:	0.22	0.63	0.63	0.60	0.63	0.63	0.00	0.35	0.35	0.00	0.63	0.54
Delay/Veh:	31.6	37.8	37.8	25.3	25.9	25.9	0.0	28.7	28.7	0.0	33.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	37.8	37.8	25.3	25.9	25.9	0.0	28.7	28.7	0.0	33.4	31.4
LOS by Move:	C	D+	D+	C	C	C	A	C	C	A	C-	C
HCM2k95thQ:	5	14	14	20	21	21	0	9	9	0	17	14

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	15	741	120	176	1884	82	7	61	2	96	13	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	741	120	176	1884	82	7	61	2	96	13	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	741	120	176	1884	82	7	61	2	96	13	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	741	120	176	1884	82	7	61	2	96	13	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	741	120	176	1884	82	7	61	2	96	13	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	741	120	176	1884	82	7	61	2	96	13	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.10	0.90	1.00	0.88	0.12	1.00
Final Sat.:	1750	3800	1750	1750	5366	234	185	1615	1750	1585	215	1750

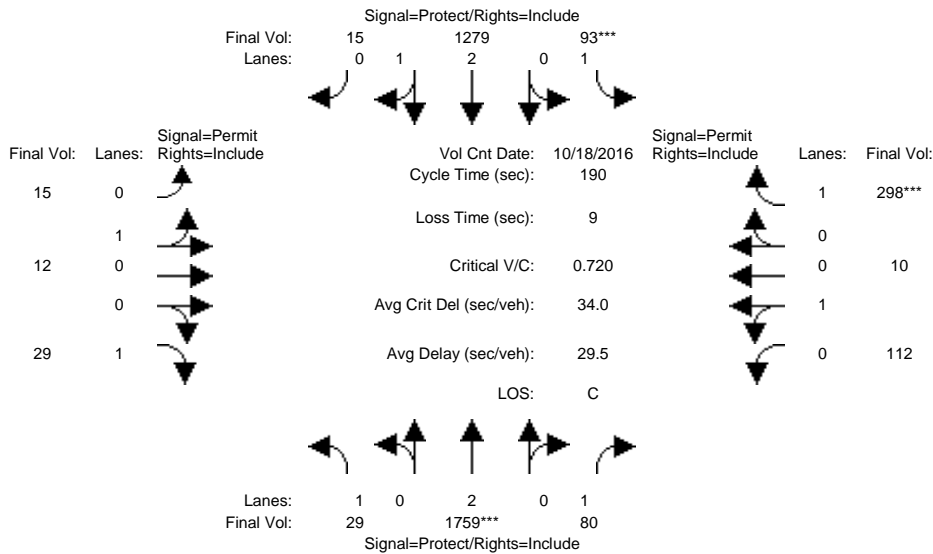
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.07	0.10	0.35	0.35	0.04	0.04	0.00	0.06	0.06	0.08
Crit Moves:	***				****							****
Green Time:	7.0	66.3	66.3	34.2	93.5	93.5	20.5	20.5	20.5	20.5	20.5	20.5
Volume/Cap:	0.16	0.38	0.13	0.38	0.49	0.49	0.24	0.24	0.01	0.38	0.38	0.49
Delay/Veh:	59.5	19.5	16.8	39.8	8.0	8.0	48.3	48.3	46.1	49.9	49.9	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	19.5	16.8	39.8	8.0	8.0	48.3	48.3	46.1	49.9	49.9	51.3
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2k95thQ:	1	16	5	12	21	21	5	5	0	9	9	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	29	1759	80	93	1279	15	15	12	29	112	10	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1759	80	93	1279	15	15	12	29	112	10	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1759	80	93	1279	15	15	12	29	112	10	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1759	80	93	1279	15	15	12	29	112	10	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1759	80	93	1279	15	15	12	29	112	10	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1759	80	93	1279	15	15	12	29	112	10	298

Saturation 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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	0.56	0.44	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5535	65	1000	800	1750	1652	148	1750

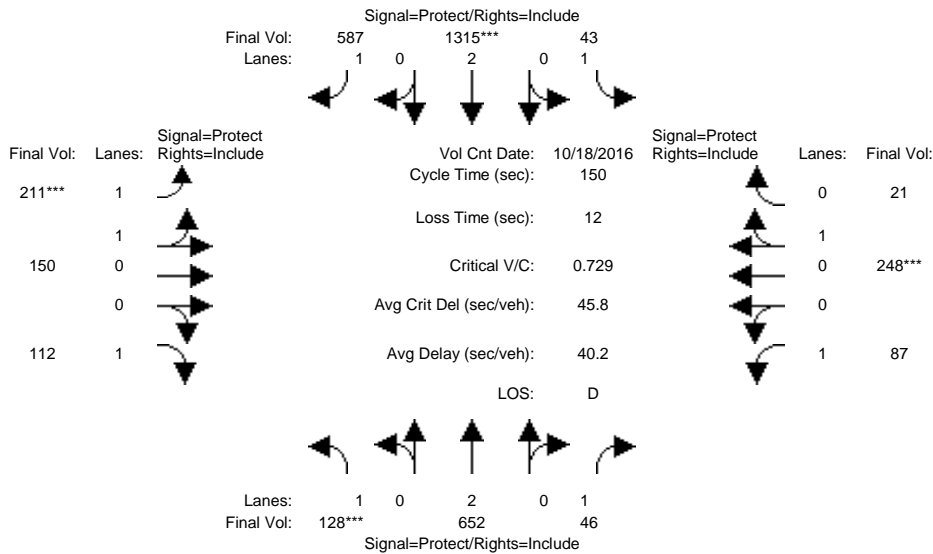
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.05	0.05	0.23	0.23	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:	****			****								
Green Time:	18.7	122	122.1	14.0	117	117.4	44.9	44.9	44.9	44.9	44.9	44.9
Volume/Cap:	0.17	0.72	0.07	0.72	0.37	0.37	0.06	0.06	0.07	0.29	0.29	0.72
Delay/Veh:	79.0	23.7	12.7	104.0	18.1	18.1	56.3	56.3	56.4	59.8	59.8	72.9
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:	79.0	23.7	12.7	104.0	18.1	18.1	56.3	56.3	56.4	59.8	59.8	72.9
LOS by Move:	E-	C	B	F	B-	B-	E+	E+	E+	E+	E+	E
HCM2k95thQ:	3	52	4	13	22	22	3	3	3	12	12	31

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	128	652	46	43	1315	587	211	150	112	87	248	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	652	46	43	1315	587	211	150	112	87	248	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	652	46	43	1315	587	211	150	112	87	248	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:	128	652	46	43	1315	587	211	150	112	87	248	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	652	46	43	1315	587	211	150	112	87	248	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	652	46	43	1315	587	211	150	112	87	248	21

Saturation 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	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.92	0.08
Final Sat.:	1750	3800	1750	1750	3800	1750	2075	1475	1750	1750	1659	141

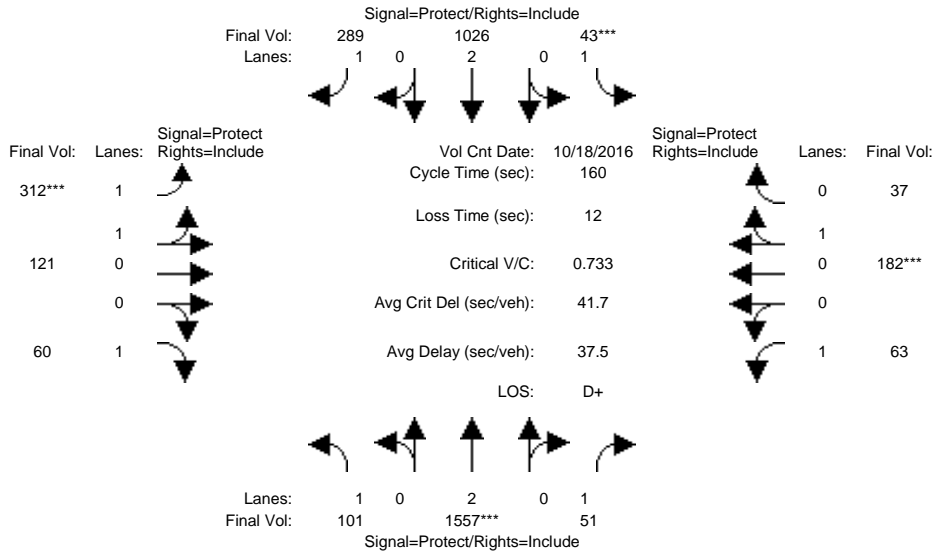
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.03	0.02	0.35	0.34	0.10	0.10	0.06	0.05	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	15.1	67.8	67.8	18.5	71.2	71.2	20.9	34.7	34.7	17.0	30.8	30.8
Volume/Cap:	0.73	0.38	0.06	0.20	0.73	0.71	0.73	0.44	0.28	0.44	0.73	0.73
Delay/Veh:	79.8	27.3	23.1	59.6	33.2	33.9	67.2	49.7	47.7	63.6	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	27.3	23.1	59.6	33.2	33.9	67.2	49.7	47.7	63.6	62.9	62.9
LOS by Move:	E-	C	C	E+	C-	C-	E	D	D	E	E	E
HCM2k95thQ:	12	18	3	4	40	38	18	14	9	9	24	24

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	101	1557	51	43	1026	289	312	121	60	63	182	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:	101	1557	51	43	1026	289	312	121	60	63	182	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:	101	1557	51	43	1026	289	312	121	60	63	182	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:	101	1557	51	43	1026	289	312	121	60	63	182	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1557	51	43	1026	289	312	121	60	63	182	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	1557	51	43	1026	289	312	121	60	63	182	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.45	0.55	1.00	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	2558	992	1750	1750	1496	304

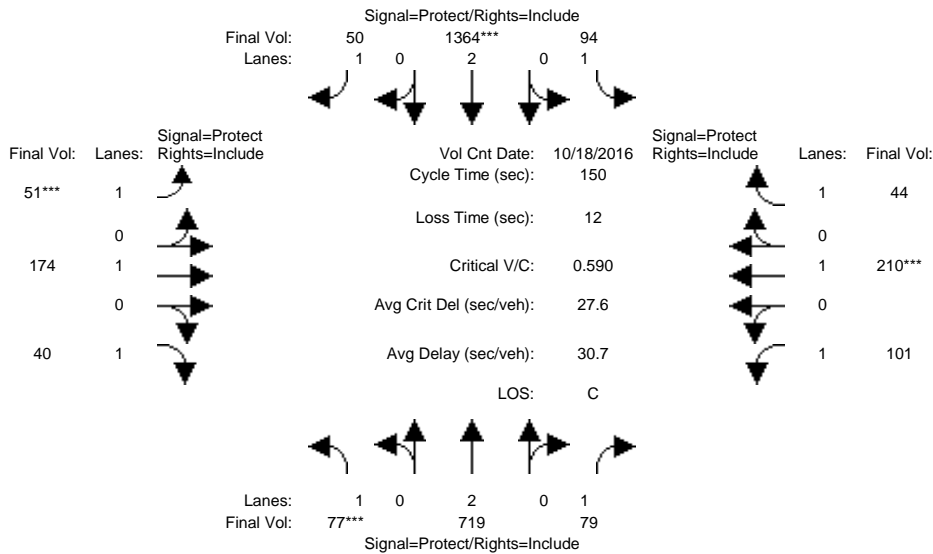
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.03	0.02	0.27	0.17	0.12	0.12	0.03	0.04	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	16.8	88.4	88.4	7.0	78.6	78.6	26.3	38.7	38.7	13.9	26.3	26.3
Volume/Cap:	0.55	0.74	0.05	0.56	0.55	0.34	0.74	0.50	0.14	0.41	0.74	0.74
Delay/Veh:	71.5	28.6	16.5	84.2	28.7	25.0	68.7	52.9	47.8	71.1	73.3	73.3
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:	71.5	28.6	16.5	84.2	28.7	25.0	68.7	52.9	47.8	71.1	73.3	73.3
LOS by Move:	E	C	B	F	C	C	E	D-	D	E	E	E
HCM2k95thQ:	10	46	2	5	29	17	22	18	5	7	22	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	77	719	79	94	1364	50	51	174	40	101	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	719	79	94	1364	50	51	174	40	101	210	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	719	79	94	1364	50	51	174	40	101	210	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:	77	719	79	94	1364	50	51	174	40	101	210	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	719	79	94	1364	50	51	174	40	101	210	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	719	79	94	1364	50	51	174	40	101	210	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

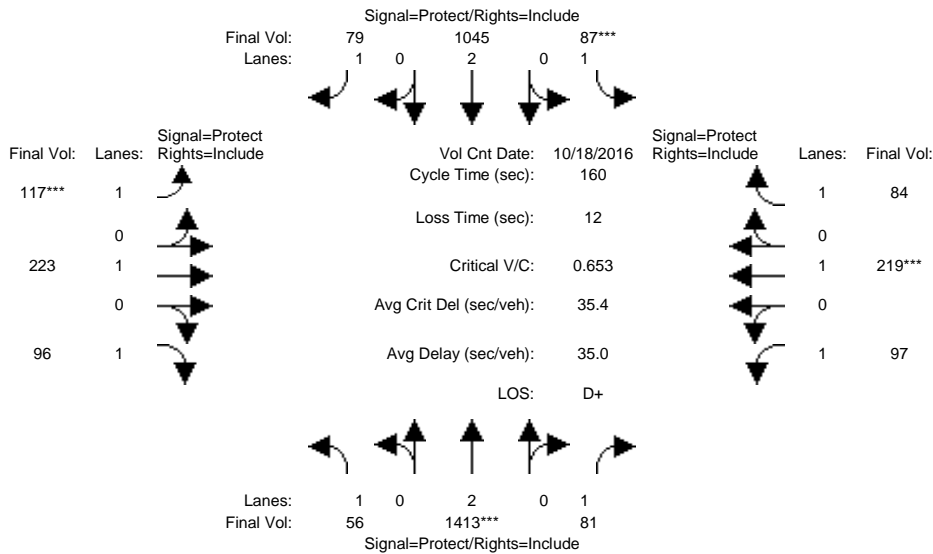
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.05	0.05	0.36	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	***				***		***				***	
Green Time:	11.2	79.8	79.8	22.7	91.3	91.3	7.4	21.8	21.8	13.7	28.1	28.1
Volume/Cap:	0.59	0.36	0.08	0.36	0.59	0.05	0.59	0.63	0.16	0.63	0.59	0.13
Delay/Veh:	74.1	20.4	17.2	57.9	18.3	11.8	80.1	65.0	56.4	73.5	58.3	51.0
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:	74.1	20.4	17.2	57.9	18.3	11.8	80.1	65.0	56.4	73.5	58.3	51.0
LOS by Move:	E	C+	B	E+	B-	B+	F	E	E+	E	E+	D
HCM2k95thQ:	7	17	4	8	31	2	7	16	4	11	17	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	56	1413	81	87	1045	79	117	223	96	97	219	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1413	81	87	1045	79	117	223	96	97	219	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1413	81	87	1045	79	117	223	96	97	219	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1413	81	87	1045	79	117	223	96	97	219	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1413	81	87	1045	79	117	223	96	97	219	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	1413	81	87	1045	79	117	223	96	97	219	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

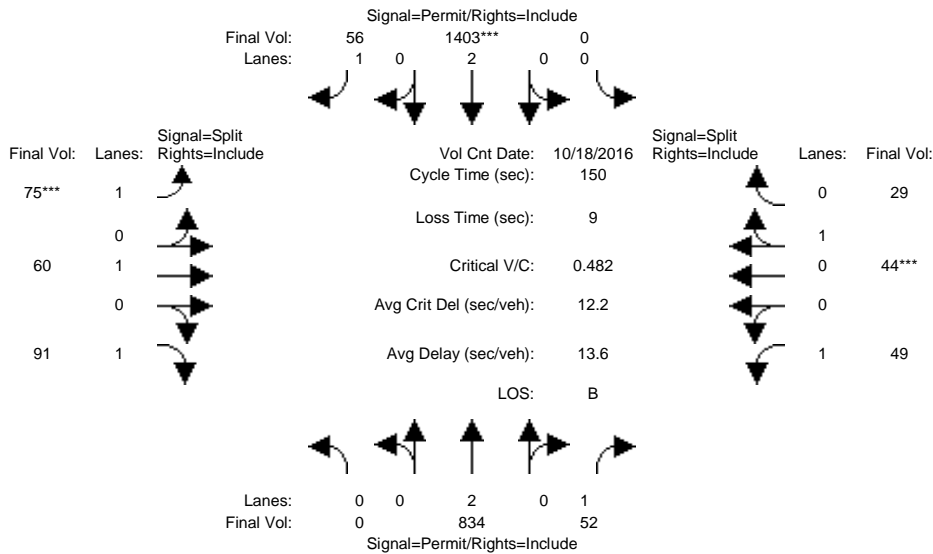
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.05	0.05	0.28	0.05	0.07	0.12	0.05	0.06	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	14.2	91.2	91.2	12.2	89.2	89.2	16.4	30.3	30.3	14.3	28.3	28.3
Volume/Cap:	0.36	0.65	0.08	0.65	0.49	0.08	0.65	0.62	0.29	0.62	0.65	0.27
Delay/Veh:	70.1	24.3	15.6	82.8	21.8	16.5	77.4	62.8	56.1	77.6	65.8	57.4
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:	70.1	24.3	15.6	82.8	21.8	16.5	77.4	62.8	56.1	77.6	65.8	57.4
LOS by Move:	E	C	B	F	C+	B	E-	E	E+	E-	E	E+
HCM2k95thQ:	5	38	4	9	26	4	13	19	9	11	20	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	834	52	0	1403	56	75	60	91	49	44	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:	0	834	52	0	1403	56	75	60	91	49	44	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:	0	834	52	0	1403	56	75	60	91	49	44	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:	0	834	52	0	1403	56	75	60	91	49	44	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	834	52	0	1403	56	75	60	91	49	44	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
Final Volume:	0	834	52	0	1403	56	75	60	91	49	44	29

Saturation 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	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1085	715

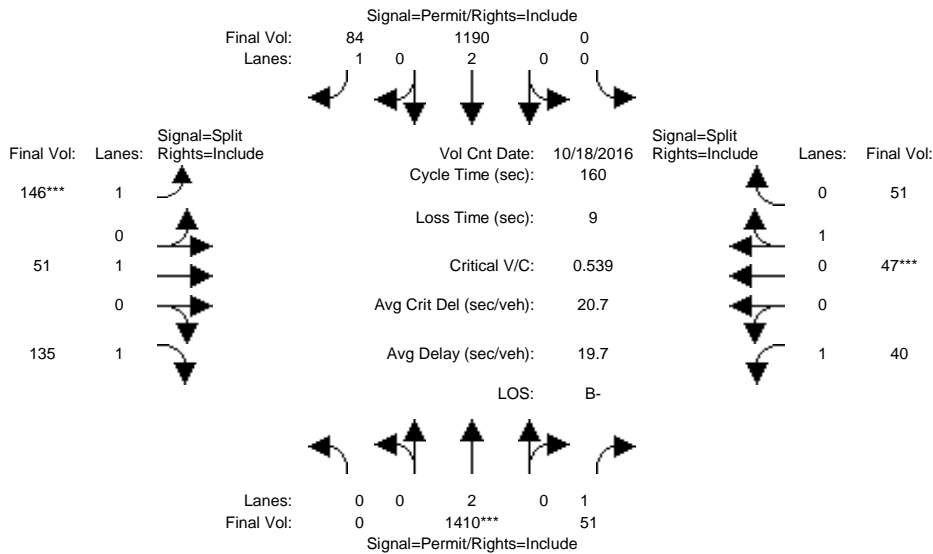
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.03	0.00	0.37	0.03	0.04	0.03	0.05	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	115	115.0	0.0	115	115.0	16.2	16.2	16.2	12.6	12.6	12.6
Volume/Cap:	0.00	0.29	0.04	0.00	0.48	0.04	0.40	0.29	0.48	0.33	0.48	0.48
Delay/Veh:	0.0	5.3	4.2	0.0	6.6	4.2	63.7	62.4	64.9	66.0	68.0	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	4.2	0.0	6.6	4.2	63.7	62.4	64.9	66.0	68.0	68.0
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2k95thQ:	0	11	1	0	21	1	7	5	8	5	8	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	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:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	1410	51	0	1190	84	146	51	135	40	47	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	51	0	1190	84	146	51	135	40	47	51
Added Vol:	0	0	0	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	1410	51	0	1190	84	146	51	135	40	47	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:	0	1410	51	0	1190	84	146	51	135	40	47	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	51	0	1190	84	146	51	135	40	47	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
Final Volume:	0	1410	51	0	1190	84	146	51	135	40	47	51

Saturation 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	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.48	0.52
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	863	937

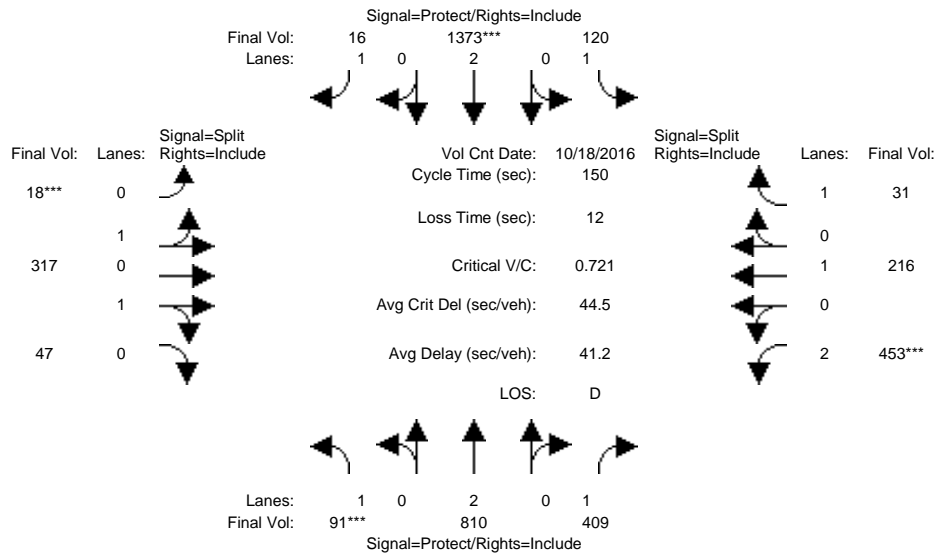
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.03	0.00	0.31	0.05	0.08	0.03	0.08	0.02	0.05	0.05
Crit Moves:	****						****			****		
Green Time:	0.0	110	110.1	0.0	110	110.1	24.8	24.8	24.8	16.2	16.2	16.2
Volume/Cap:	0.00	0.54	0.04	0.00	0.46	0.07	0.54	0.17	0.50	0.23	0.54	0.54
Delay/Veh:	0.0	12.6	8.0	0.0	11.5	8.2	64.5	59.0	63.4	66.8	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	8.0	0.0	11.5	8.2	64.5	59.0	63.4	66.8	71.6	71.6
LOS by Move:	A	B	A	A	B+	A	E	E+	E	E	E	E
HCM2k95thQ:	0	28	2	0	23	3	13	4	12	4	11	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	07:45:00 AM
Base Vol:	91	810	409	120	1373	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	810	409	120	1373	16
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	91	810	409	120	1373	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	810	409	120	1373	16
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	91	810	409	120	1373	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	810	409	120	1373	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.09	1.66	0.25	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	170	2987	443	3150	1900	1750

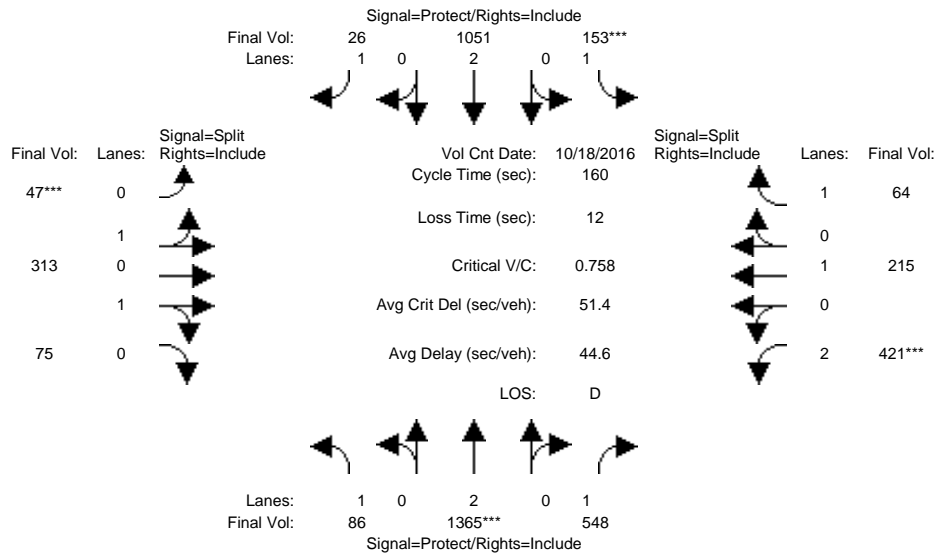
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.23	0.07	0.36	0.01	0.11	0.11	0.11	0.14	0.11	0.02
Crit Moves:	***			****			****			****		
Green Time:	10.8	66.5	66.5	19.5	75.2	75.2	22.1	22.1	22.1	29.9	29.9	29.9
Volume/Cap:	0.72	0.48	0.53	0.53	0.72	0.02	0.72	0.72	0.72	0.72	0.57	0.09
Delay/Veh:	86.4	29.8	31.0	63.2	30.6	18.8	65.8	65.8	65.8	60.2	56.3	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	29.8	31.0	63.2	30.6	18.8	65.8	65.8	65.8	60.2	56.3	49.0
LOS by Move:	F	C	C	E	C	B-	E	E	E	E	E+	D
HCM2k95thQ:	9	23	25	11	40	1	19	19	19	22	16	2

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	86	1365	548	153	1051	26	47	313	75	421	215	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1365	548	153	1051	26	47	313	75	421	215	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1365	548	153	1051	26	47	313	75	421	215	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1365	548	153	1051	26	47	313	75	421	215	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1365	548	153	1051	26	47	313	75	421	215	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	1365	548	153	1051	26	47	313	75	421	215	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.22	1.44	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	389	2590	621	3150	1900	1750

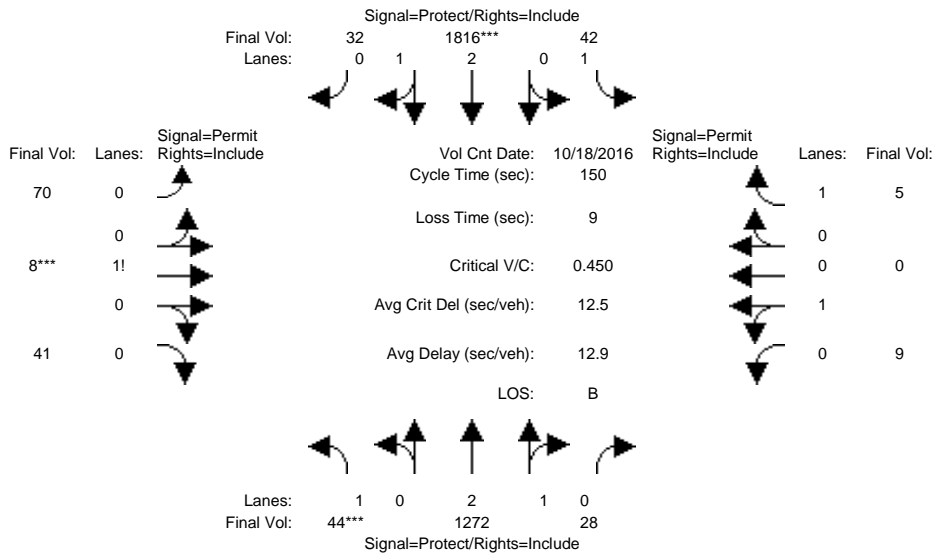
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.31	0.09	0.28	0.01	0.12	0.12	0.12	0.13	0.11	0.04
Crit Moves:	****			****			****			****		
Green Time:	14.2	75.8	75.8	18.5	80.1	80.1	25.5	25.5	25.5	28.2	28.2	28.2
Volume/Cap:	0.55	0.76	0.66	0.76	0.55	0.03	0.76	0.76	0.76	0.76	0.64	0.21
Delay/Veh:	74.1	36.5	34.2	83.8	28.0	20.3	70.1	70.1	70.1	68.6	65.4	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:	74.1	36.5	34.2	83.8	28.0	20.3	70.1	70.1	70.1	68.6	65.4	56.7
LOS by Move:	E	D+	C-	F	C	C+	E	E	E	E	E	E+
HCM2k95thQ:	9	44	37	15	30	1	22	22	22	22	18	6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	44	1272	28	42	1816	32	70	8	41	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1272	28	42	1816	32	70	8	41	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1272	28	42	1816	32	70	8	41	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1272	28	42	1816	32	70	8	41	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1272	28	42	1816	32	70	8	41	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	1272	28	42	1816	32	70	8	41	9	0	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.95	0.05	0.59	0.07	0.34	1.00	0.00	1.00
Final Sat.:	1750	5479	121	1750	5503	97	1029	118	603	1800	0	1750

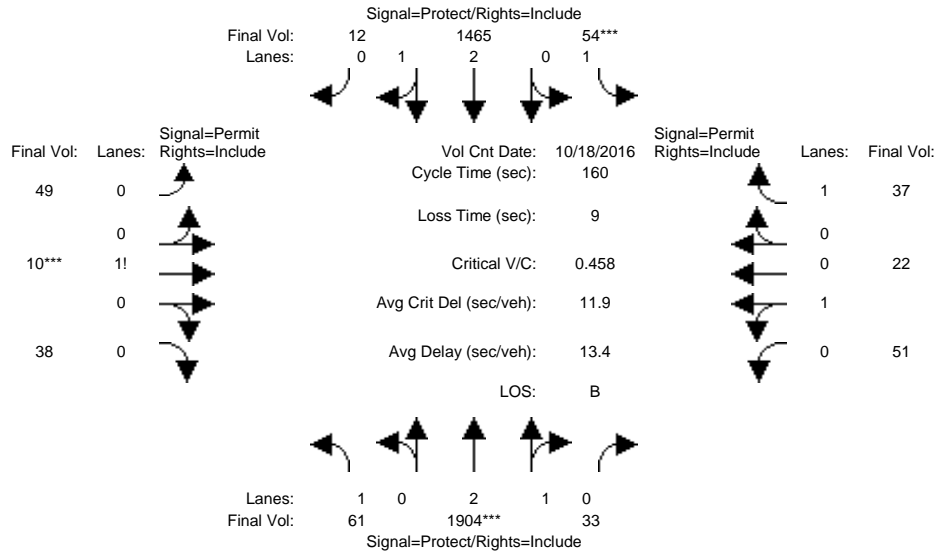
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.02	0.33	0.33	0.07	0.07	0.07	0.01	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	8.4	98.5	98.5	19.8	110	110.0	22.7	22.7	22.7	22.7	0.0	22.7
Volume/Cap:	0.45	0.35	0.35	0.18	0.45	0.45	0.45	0.45	0.45	0.03	0.00	0.02
Delay/Veh:	71.9	11.6	11.6	58.3	8.1	8.1	59.2	59.2	59.2	54.4	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	11.6	11.6	58.3	8.1	8.1	59.2	59.2	59.2	54.4	0.0	54.2
LOS by Move:	E	B+	B+	E+	A	A	E+	E+	E+	D-	A	D-
HCM2k95thQ:	4	16	16	4	20	20	11	11	11	1	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	61	1904	33	54	1465	12	49	10	38	51	22	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:	61	1904	33	54	1465	12	49	10	38	51	22	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:	61	1904	33	54	1465	12	49	10	38	51	22	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:	61	1904	33	54	1465	12	49	10	38	51	22	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1904	33	54	1465	12	49	10	38	51	22	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	1904	33	54	1465	12	49	10	38	51	22	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.95	0.05	1.00	2.97	0.03	0.51	0.10	0.39	0.70	0.30	1.00
Final Sat.:	1750	5504	95	1750	5554	45	884	180	686	1258	542	1750

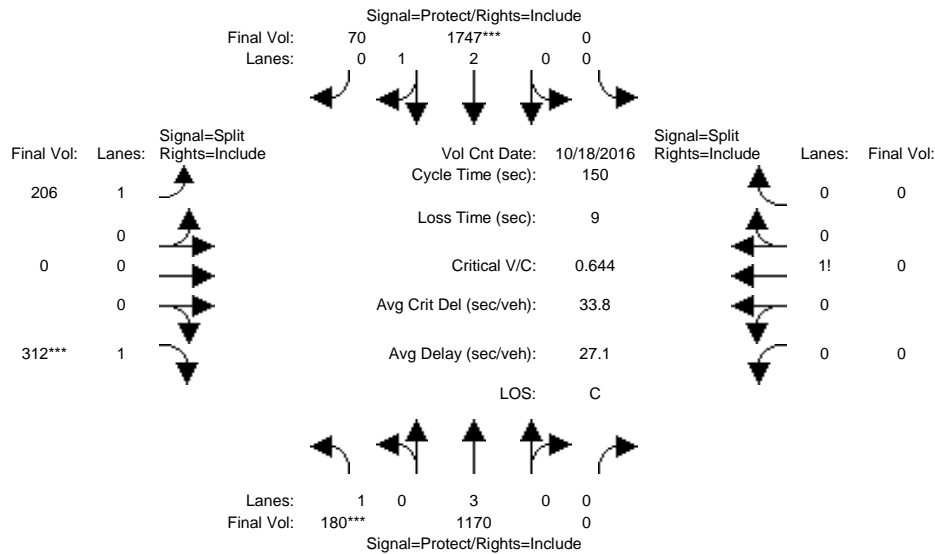
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.26	0.26	0.06	0.06	0.06	0.04	0.04	0.02
Crit Moves:	****			****			****					
Green Time:	18.7	121	120.9	10.8	113	112.9	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.30	0.46	0.46	0.46	0.37	0.37	0.46	0.46	0.46	0.34	0.34	0.17
Delay/Veh:	65.4	7.4	7.4	74.6	9.5	9.5	67.0	67.0	67.0	65.3	65.3	63.5
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:	65.4	7.4	7.4	74.6	9.5	9.5	67.0	67.0	67.0	65.3	65.3	63.5
LOS by Move:	E	A	A	E	A	A	E	E	E	E	E	E
HCM2k95thQ:	6	21	21	5	18	18	10	10	10	7	7	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	180	1170	0	0	1747	70	206	0	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1170	0	0	1747	70	206	0	312	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1170	0	0	1747	70	206	0	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1170	0	0	1747	70	206	0	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1170	0	0	1747	70	206	0	312	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	1170	0	0	1747	70	206	0	312	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5384	216	1750	0	1750	0	1750	0

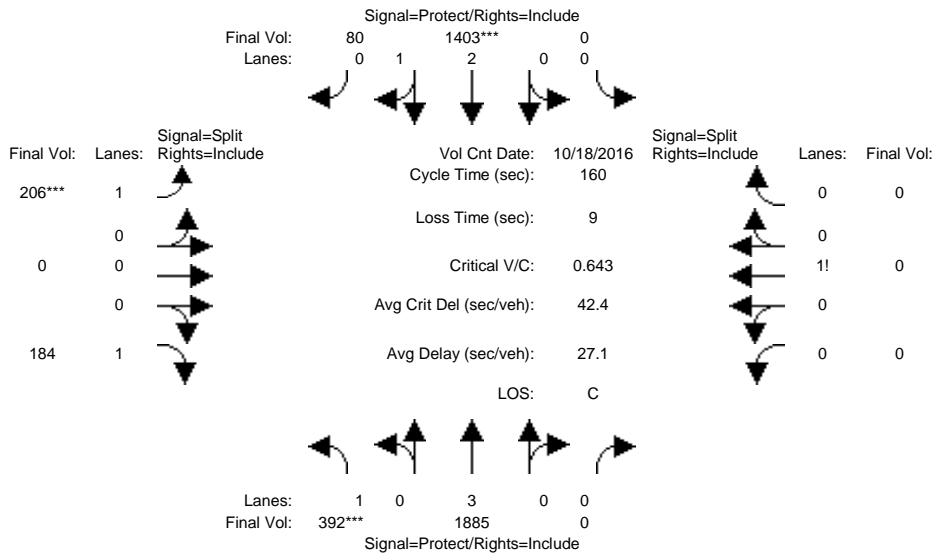
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.32	0.32	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.9	99.5	0.0	0.0	75.5	75.5	41.5	0.0	41.5	0.0	0.0	0.0
Volume/Cap:	0.64	0.31	0.00	0.00	0.64	0.64	0.43	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	64.1	10.7	0.0	0.0	27.9	27.9	45.1	0.0	50.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	10.7	0.0	0.0	27.9	27.9	45.1	0.0	50.7	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D	A	A	A
HCM2k95thQ:	16	14	0	0	34	34	16	0	25	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	392	1885	0	0	1403	80	206	0	184	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1885	0	0	1403	80	206	0	184	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1885	0	0	1403	80	206	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1885	0	0	1403	80	206	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1885	0	0	1403	80	206	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	1885	0	0	1403	80	206	0	184	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.83	0.17	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5298	302	1750	0	1750	0	1750	0

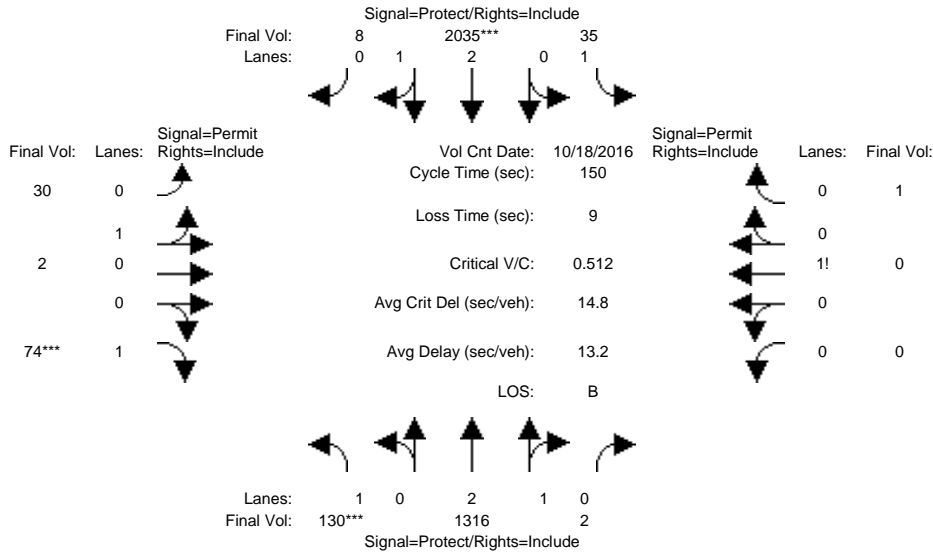
Capacity Analysis Module:												
Vol/Sat:	0.22	0.33	0.00	0.00	0.26	0.26	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	55.8	122	0.0	0.0	65.9	65.9	29.3	0.0	29.3	0.0	0.0	0.0
Volume/Cap:	0.64	0.43	0.00	0.00	0.64	0.64	0.64	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	46.1	6.9	0.0	0.0	38.2	38.2	64.9	0.0	62.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	6.9	0.0	0.0	38.2	38.2	64.9	0.0	62.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2k95thQ:	29	20	0	0	33	33	20	0	17	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	130	1316	2	35	2035	8	30	2	74	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1316	2	35	2035	8	30	2	74	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1316	2	35	2035	8	30	2	74	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1316	2	35	2035	8	30	2	74	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1316	2	35	2035	8	30	2	74	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1316	2	35	2035	8	30	2	74	0	0	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.94	0.06	1.00	0.00	0.00	1.00
Final Sat.:	1750	5591	8	1750	5578	22	1687	112	1750	0	0	1750

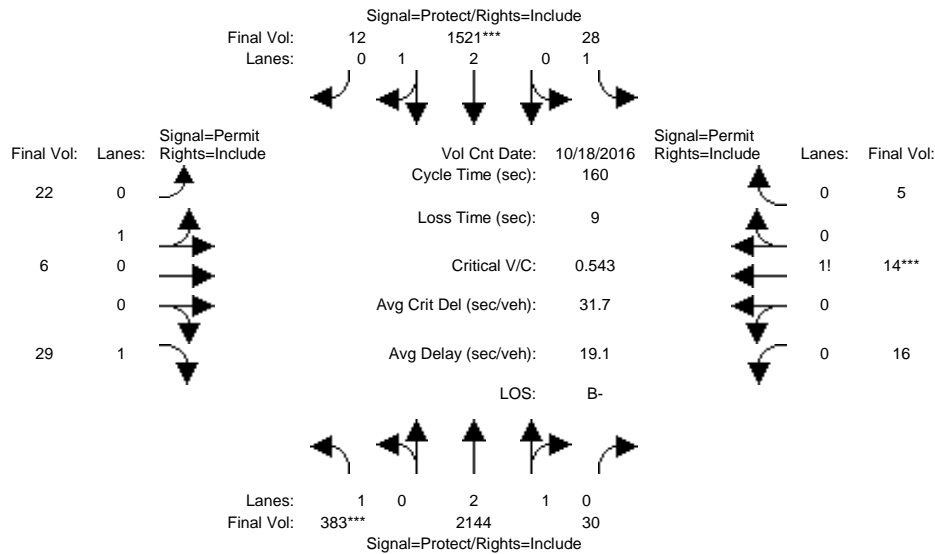
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.02	0.36	0.36	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	21.8	107	107.3	21.3	107	106.9	12.4	12.4	12.4	0.0	0.0	12.4
Volume/Cap:	0.51	0.33	0.33	0.14	0.51	0.51	0.22	0.22	0.51	0.00	0.00	0.01
Delay/Veh:	61.0	8.0	8.0	56.6	9.9	9.9	65.0	65.0	69.0	0.0	0.0	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	8.0	8.0	56.6	9.9	9.9	65.0	65.0	69.0	0.0	0.0	63.2
LOS by Move:	E	A	A	E+	A	A	E	E	E	A	A	E
HCM2k95thQ:	11	14	14	3	25	25	3	3	8	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	383	2144	30	28	1521	12	22	6	29	16	14	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	2144	30	28	1521	12	22	6	29	16	14	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	2144	30	28	1521	12	22	6	29	16	14	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	2144	30	28	1521	12	22	6	29	16	14	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2144	30	28	1521	12	22	6	29	16	14	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	383	2144	30	28	1521	12	22	6	29	16	14	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.98	0.02	0.79	0.21	1.00	0.46	0.40	0.14
Final Sat.:	1750	5523	77	1750	5556	44	1414	386	1750	800	700	250

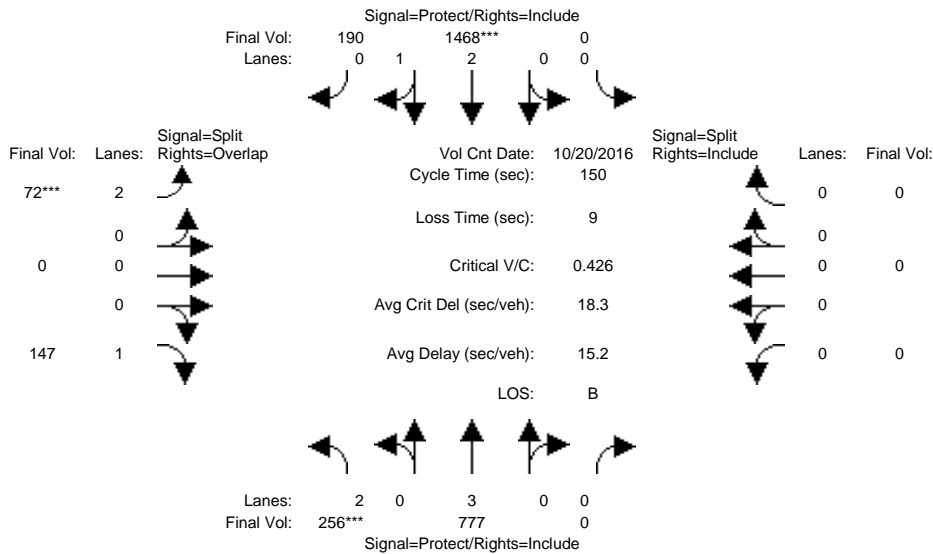
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.39	0.02	0.27	0.27	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:	****			****								
Green Time:	62.6	127	126.7	14.3	78.4	78.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.56	0.49	0.49	0.18	0.56	0.56	0.25	0.25	0.27	0.32	0.32	0.32
Delay/Veh:	39.0	5.7	5.7	68.0	28.9	28.9	72.6	72.6	72.8	73.4	73.4	73.4
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:	39.0	5.7	5.7	68.0	28.9	28.9	72.6	72.6	72.8	73.4	73.4	73.4
LOS by Move:	D+	A	A	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	27	22	22	3	30	30	3	3	3	4	4	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM											
Base Vol:	256	777	0	0	1468	190	72	0	147	0	0	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	256	777	0	0	1468	190	72	0	147	0	0	0					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	256	777	0	0	1468	190	72	0	147	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	256	777	0	0	1468	190	72	0	147	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	256	777	0	0	1468	190	72	0	147	0	0	0					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	256	777	0	0	1468	190	72	0	147	0	0	0					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.64	0.36	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	4957	642	3150	0	1750	0	0	0

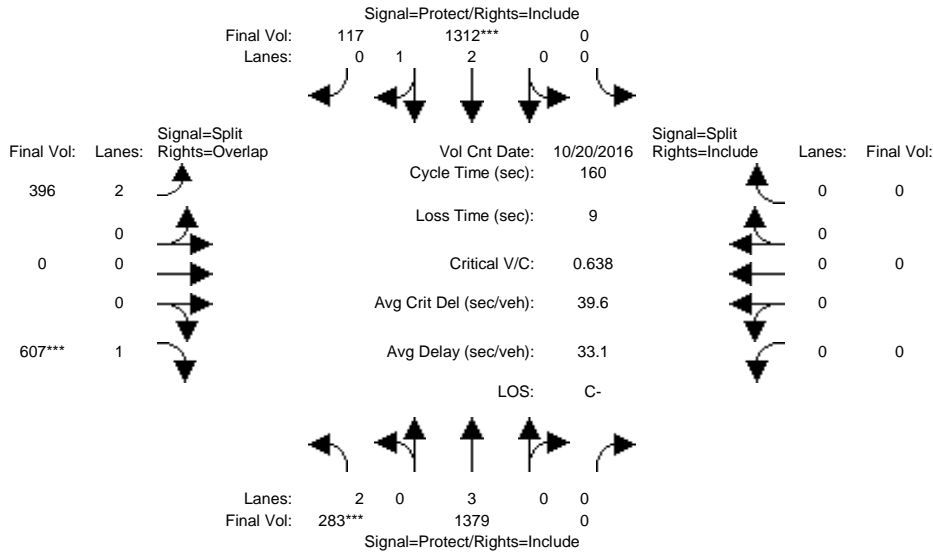
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.00	0.30	0.30	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.2	131	0.0	0.0	103	102.8	10.0	0.0	38.2	0.0	0.0	0.0
Volume/Cap:	0.43	0.16	0.00	0.00	0.43	0.43	0.34	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	54.3	1.4	0.0	0.0	10.6	10.6	67.8	0.0	45.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	1.4	0.0	0.0	10.6	10.6	67.8	0.0	45.9	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B+	B+	E	A	D	A	A	A
HCM2k95thQ:	12	4	0	0	20	20	4	0	11	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	20 Oct 2016	<<	05:00:00 PM
Base Vol:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	283 1379 0	0 0 1312	117 396 0	607 0 0	0 0 0

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.83 1.00 0.92	0.92 0.99 0.95	0.83 1.00 0.92	0.92 1.00 0.92	1.00 0.92							
Lanes:	2.00 3.00 0.00	0.00 2.75 0.25	2.00 0.00 1.00	0.00 0.00 0.00	0.00 0.00							
Final Sat.:	3150 5700 0	0 5141 458	3150 0 1750	0 0 0	0 0 0							

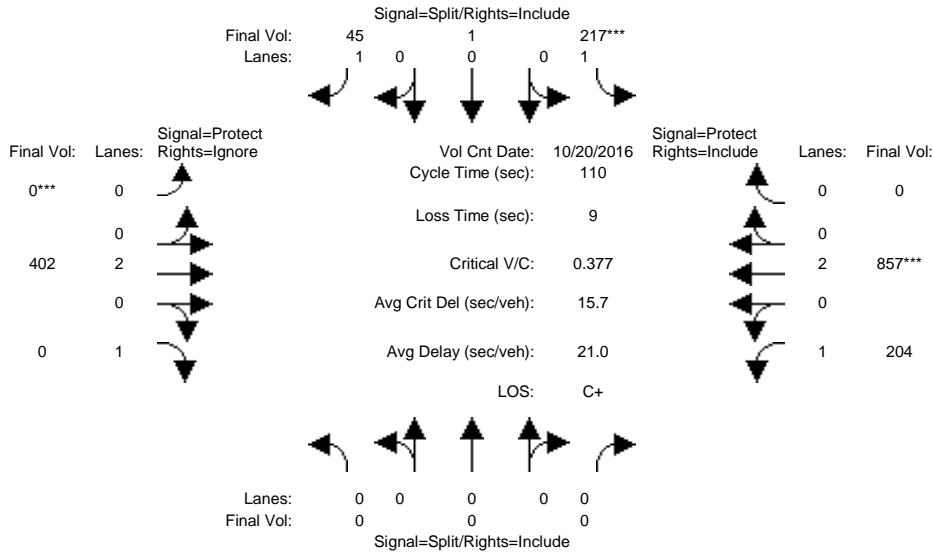
Capacity Analysis Module:												
Vol/Sat:	0.09 0.24 0.00	0.00 0.26 0.26	0.13 0.00 0.35	0.00 0.00 0.00	0.00 0.00							
Crit Moves:	****	****	****	****	****							
Green Time:	22.5 86.5 0.0	0.0 64.0 64.0	64.5 0.0 87.0	0.0 0.0 0.0	0.0 0.0							
Volume/Cap:	0.64 0.45 0.00	0.00 0.64 0.64	0.31 0.00 0.64	0.00 0.00 0.00	0.00 0.00							
Delay/Veh:	68.0 22.3 0.0	0.0 39.3 39.3	32.8 0.0 27.0	0.0 0.0 0.0	0.0 0.0							
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00							
AdjDel/Veh:	68.0 22.3 0.0	0.0 39.3 39.3	32.8 0.0 27.0	0.0 0.0 0.0	0.0 0.0							
LOS by Move:	E C+ A	A D D	C- A C	A A A	A A A							
HCM2k95thQ:	15 23 0	0 32 32	14 0 37	0 0 0	0 0 0							

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	0	0	217	1	45	0	402	35	204	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	217	1	45	0	402	35	204	857	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	217	1	45	0	402	35	204	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	217	1	45	0	402	0	204	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	217	1	45	0	402	0	204	857	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	217	1	45	0	402	0	204	857	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.02	0.98	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	39	1761	0	3800	1750	1750	3800	0

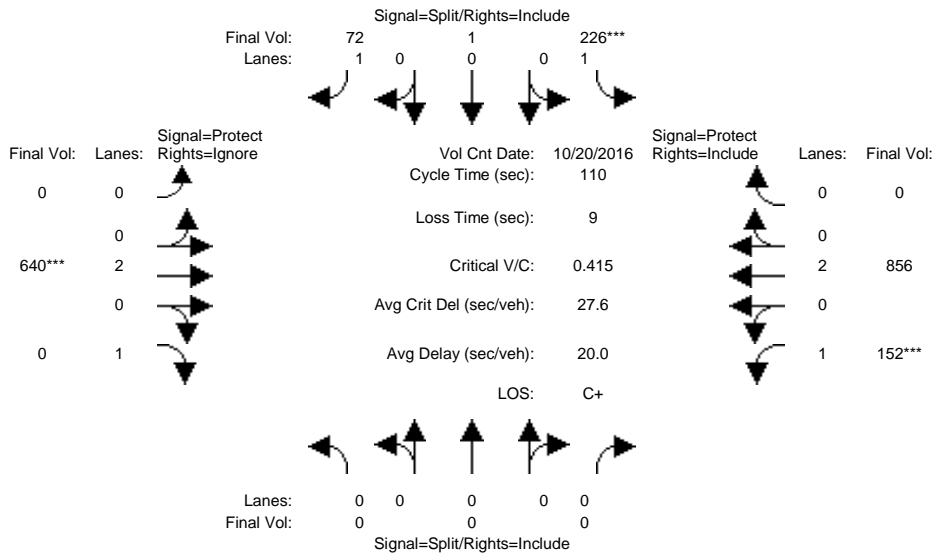
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.03	0.03	0.00	0.11	0.00	0.12	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.2	35.2	35.2	0.0	31.3	0.0	34.5	65.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.08	0.08	0.00	0.37	0.00	0.37	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	29.3	26.1	26.1	0.0	31.7	0.0	29.8	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.3	26.1	26.1	0.0	31.7	0.0	29.8	11.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B+	A
HCM2k95thQ:	0	0	0	12	2	2	0	10	0	11	14	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00 PM						
Base Vol:	0	0	0	226	1	72	0	640	135	152	856	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	226	1	72	0	640	135	152	856	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	226	1	72	0	640	135	152	856	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	226	1	72	0	640	0	152	856	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	226	1	72	0	640	0	152	856	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	226	1	72	0	640	0	152	856	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	25	1775	0	3800	1750	1750	3800	0

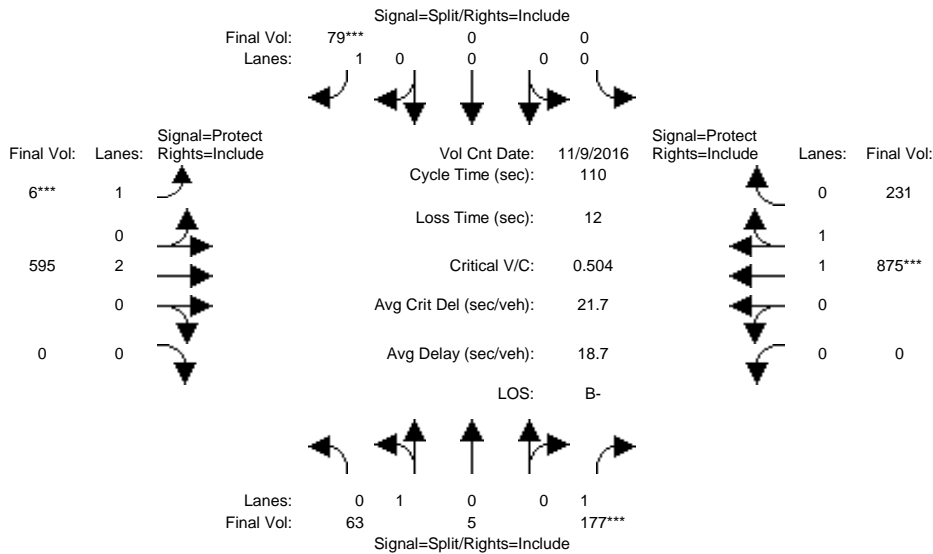
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.04	0.04	0.00	0.17	0.00	0.09	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	33.3	33.3	33.3	0.0	44.7	0.0	23.0	67.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.13	0.13	0.00	0.41	0.00	0.41	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	31.0	27.9	27.9	0.0	23.5	0.0	38.4	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	27.9	27.9	0.0	23.5	0.0	38.4	10.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	D+	B+	A
HCM2k95thQ:	0	0	0	12	4	4	0	14	0	9	13	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
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	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Nov 2016	<<	07:45:00 AM						
Base Vol:	63	5	177	0	0	79	6	595	0	0	875	231
Growth Adj:	1.00	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	5	177	0	0	79	6	595	0	0	875	231
Added Vol:	0	0	0	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	5	177	0	0	79	6	595	0	0	875	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	5	177	0	0	79	6	595	0	0	875	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	5	177	0	0	79	6	595	0	0	875	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	5	177	0	0	79	6	595	0	0	875	231

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	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	1668	132	1750	0	0	1750	1750	3800	0	0	2927	773

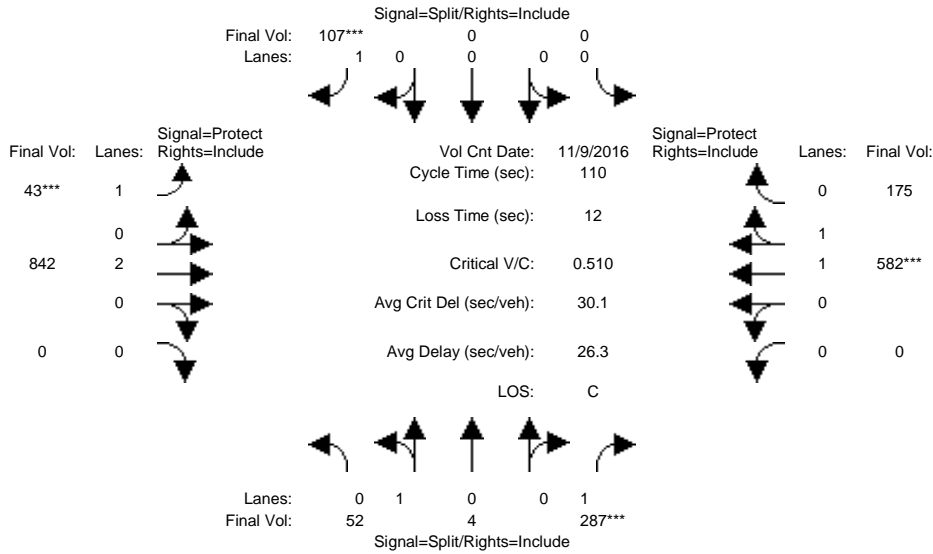
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.00	0.00	0.05	0.00	0.16	0.00	0.00	0.30	0.30
Crit Moves:			****			****	****				****	
Green Time:	20.5	20.5	20.5	0.0	0.0	10.0	7.0	67.5	0.0	0.0	60.5	60.5
Volume/Cap:	0.20	0.20	0.54	0.00	0.00	0.50	0.05	0.26	0.00	0.00	0.54	0.54
Delay/Veh:	38.2	38.2	42.4	0.0	0.0	50.0	48.6	9.8	0.0	0.0	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	38.2	42.4	0.0	0.0	50.0	48.6	9.8	0.0	0.0	16.2	16.2
LOS by Move:	D+	D+	D	A	A	D	D	A	A	A	B	B
HCM2k95thQ:	4	4	12	0	0	7	0	9	0	0	22	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Nov 2016	<<	05:00:00 PM						
Base Vol:	52	4	287	0	0	107	43	842	0	0	582	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:	52	4	287	0	0	107	43	842	0	0	582	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:	52	4	287	0	0	107	43	842	0	0	582	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:	52	4	287	0	0	107	43	842	0	0	582	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	4	287	0	0	107	43	842	0	0	582	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
Final Volume:	52	4	287	0	0	107	43	842	0	0	582	175

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	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	1671	129	1750	0	0	1750	1750	3800	0	0	2844	855

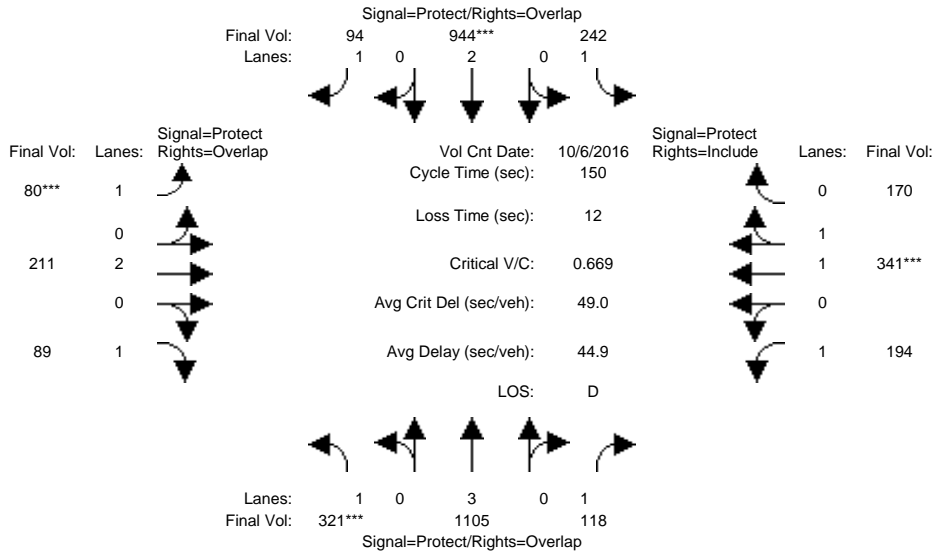
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.16	0.00	0.00	0.06	0.02	0.22	0.00	0.00	0.20	0.20
Crit Moves:			****			****	****				****	
Green Time:	34.7	34.7	34.7	0.0	0.0	12.9	7.0	50.3	0.0	0.0	43.3	43.3
Volume/Cap:	0.10	0.10	0.52	0.00	0.00	0.52	0.39	0.48	0.00	0.00	0.52	0.52
Delay/Veh:	26.7	26.7	31.7	0.0	0.0	48.0	51.7	21.0	0.0	0.0	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.7	31.7	0.0	0.0	48.0	51.7	21.0	0.0	0.0	25.7	25.7
LOS by Move:	C	C	C	A	A	D	D-	C+	A	A	C	C
HCM2k95thQ:	3	3	17	0	0	9	3	18	0	0	18	18

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	321	1105	118	242	944	94	80	211	89	194	341	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	1105	118	242	944	94	80	211	89	194	341	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	1105	118	242	944	94	80	211	89	194	341	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1105	118	242	944	94	80	211	89	194	341	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1105	118	242	944	94	80	211	89	194	341	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	321	1105	118	242	944	94	80	211	89	194	341	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2468	1230

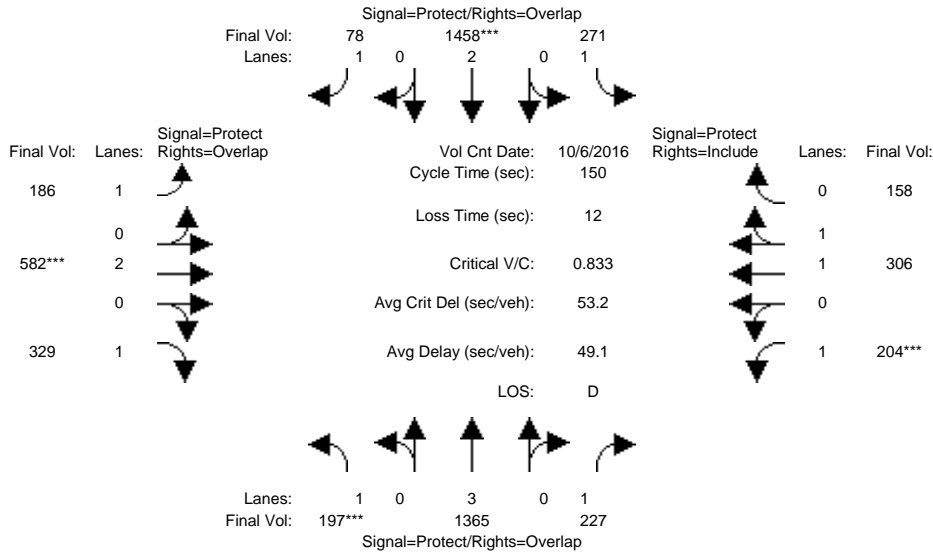
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.07	0.14	0.25	0.05	0.05	0.06	0.05	0.11	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	41.1	56.5	82.2	40.3	55.7	65.9	10.2	15.5	56.6	25.7	31.0	31.0
Volume/Cap:	0.67	0.51	0.12	0.51	0.67	0.12	0.67	0.54	0.13	0.65	0.67	0.67
Delay/Veh:	52.0	36.4	16.5	47.5	40.7	25.0	81.9	65.4	30.7	62.7	57.1	57.1
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:	52.0	36.4	16.5	47.5	40.7	25.0	81.9	65.4	30.7	62.7	57.1	57.1
LOS by Move:	D-	D+	B	D	D	C	F	E	C	E	E+	E+
HCM2k95thQ:	25	23	5	18	31	5	8	9	6	17	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	6 Oct 2016	<<	05:00:00 PM
Base Vol:	197 1365 227	271 1458 78	186 582 329	204 306 158	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	197 1365 227	271 1458 78	186 582 329	204 306 158	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	197 1365 227	271 1458 78	186 582 329	204 306 158	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	197 1365 227	271 1458 78	186 582 329	204 306 158	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	197 1365 227	271 1458 78	186 582 329	204 306 158	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	197 1365 227	271 1458 78	186 582 329	204 306 158	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 0.99 0.95							
Lanes:	1.00 3.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.30 0.70								
Final Sat.:	1750 5700 1750	1750 3800 1750	1750 3800 1750	1750 2439 1259								

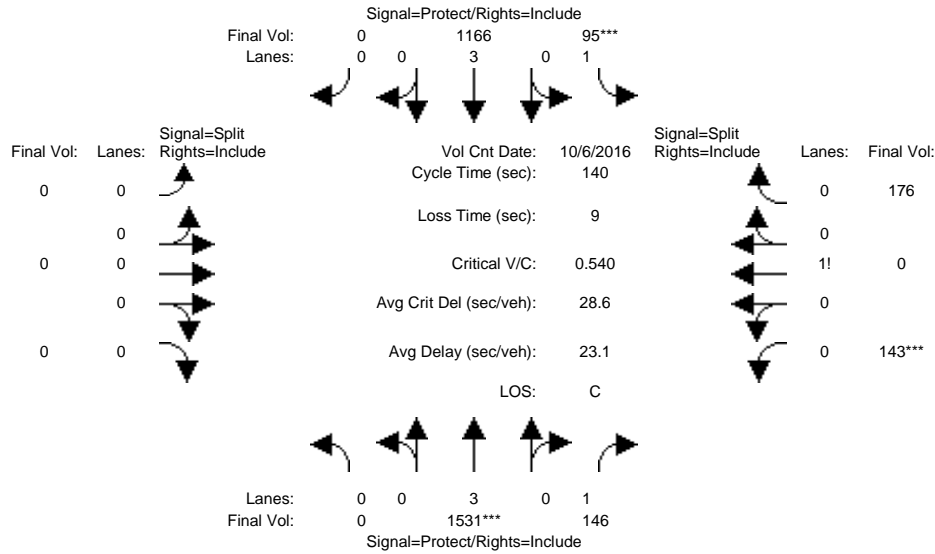
Capacity Analysis Module:												
Vol/Sat:	0.11 0.24 0.13	0.15 0.38 0.04	0.11 0.15 0.19	0.12 0.13 0.13								
Crit Moves:	***	****	****	****								
Green Time:	20.3 54.3 75.3	35.1 69.1 91.4	22.3 27.6 47.9	21.0 26.3 26.3								
Volume/Cap:	0.83 0.66 0.26	0.66 0.83 0.07	0.72 0.83 0.59	0.83 0.72 0.72								
Delay/Veh:	84.7 41.0 21.5	56.1 38.9 12.0	70.0 67.4 44.5	83.7 62.1 62.1								
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:	84.7 41.0 21.5	56.1 38.9 12.0	70.0 67.4 44.5	83.7 62.1 62.1								
LOS by Move:	F D C+	E+ D+ B	E E D	F E E								
HCM2k95thQ:	18 29 12	22 47 3	17 24 24	19 19 19								

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	1531	146	95	1166	0	0	0	0	143	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1531	146	95	1166	0	0	0	0	143	0	176
Added Vol:	0	0	0	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	1531	146	95	1166	0	0	0	0	143	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1531	146	95	1166	0	0	0	0	143	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1531	146	95	1166	0	0	0	0	143	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1531	146	95	1166	0	0	0	0	143	0	176

Saturation 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	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.45	0.00	0.55
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	784	0	966

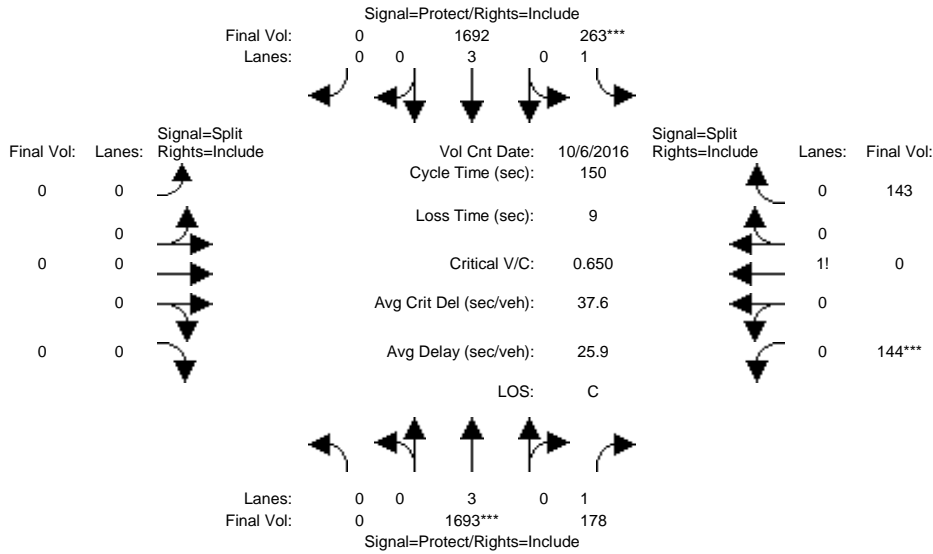
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.08	0.05	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****			****						****		
Green Time:	0.0	69.7	69.7	14.1	83.7	0.0	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.00	0.54	0.17	0.54	0.34	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	24.4	19.4	63.2	14.3	0.0	0.0	0.0	0.0	38.6	0.0	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	19.4	63.2	14.3	0.0	0.0	0.0	0.0	38.6	0.0	38.6
LOS by Move:	A	C	B-	E	B	A	A	A	A	D+	A	D+
HCM2k95thQ:	0	26	7	8	15	0	0	0	0	21	0	21

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	1693	178	263	1692	0	0	0	0	144	0	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1693	178	263	1692	0	0	0	0	144	0	143
Added Vol:	0	0	0	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	1693	178	263	1692	0	0	0	0	144	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1693	178	263	1692	0	0	0	0	144	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1693	178	263	1692	0	0	0	0	144	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1693	178	263	1692	0	0	0	0	144	0	143

Saturation 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	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	878	0	872

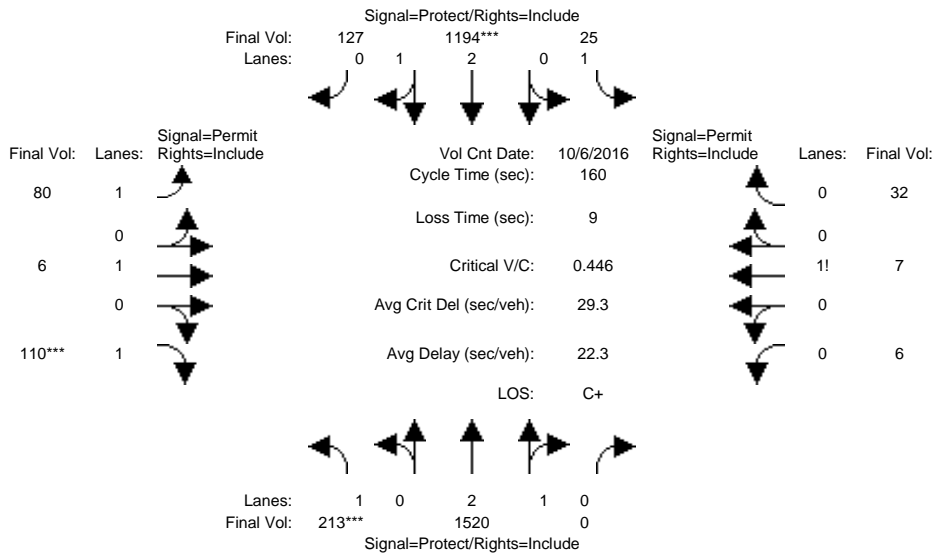
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.10	0.15	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:	****			****						****		
Green Time:	0.0	68.5	68.5	34.7	103	0.0	0.0	0.0	0.0	37.8	0.0	37.8
Volume/Cap:	0.00	0.65	0.22	0.65	0.43	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Delay/Veh:	0.0	32.1	24.8	55.9	10.5	0.0	0.0	0.0	0.0	53.6	0.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.1	24.8	55.9	10.5	0.0	0.0	0.0	0.0	53.6	0.0	53.6
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	D-	A	D-
HCM2k95thQ:	0	33	10	20	20	0	0	0	0	22	0	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	6 Oct 2016	<< 07:45:00 AM
Base Vol:	213 1520 0	25 1194 127	80 6 110	6 7 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:	213 1520 0	25 1194 127	80 6 110	6 7 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:	213 1520 0	25 1194 127	80 6 110	6 7 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:	213 1520 0	25 1194 127	80 6 110	6 7 32
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	213 1520 0	25 1194 127	80 6 110	6 7 32
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	213 1520 0	25 1194 127	80 6 110	6 7 32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.70	0.30	1.00	1.00	1.00	0.13	0.16	0.71
Final Sat.:	1750	5600	0	1750	5061	538	1750	1900	1750	233	272	1244

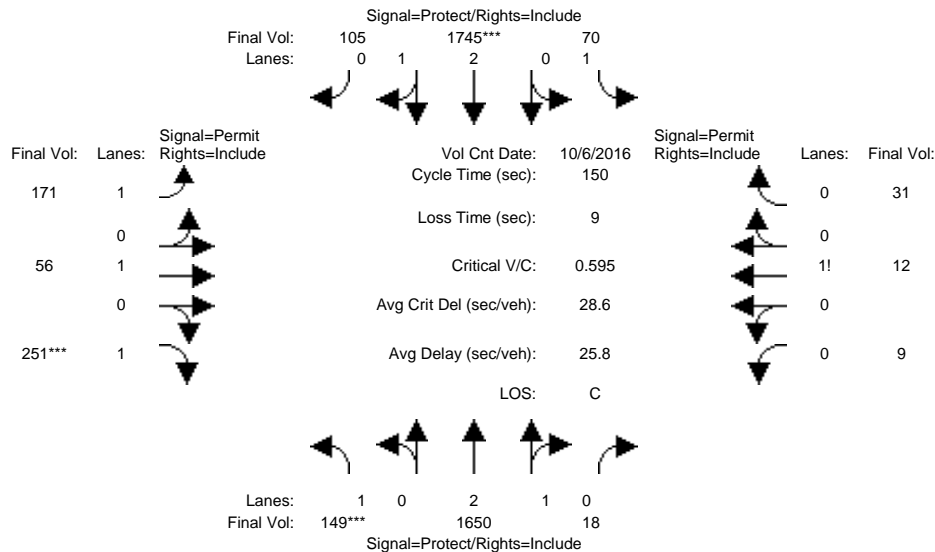
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.00	0.01	0.24	0.24	0.05	0.00	0.06	0.03	0.03	0.03
Crit Moves:	***			***			***			***		
Green Time:	43.7	111	0.0	17.8	84.7	84.7	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.45	0.39	0.00	0.13	0.45	0.45	0.32	0.02	0.45	0.18	0.18	0.18
Delay/Veh:	48.8	10.5	0.0	64.4	23.3	23.3	62.6	59.2	64.3	60.9	60.9	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	10.5	0.0	64.4	23.3	23.3	62.6	59.2	64.3	60.9	60.9	60.9
LOS by Move:	D	B+	A	E	C	C	E	E+	E	E	E	E
HCM2k95thQ:	17	19	0	2	23	23	8	1	11	4	4	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	6 Oct 2016	<<	05:00:00 PM						
Base Vol:	149	1650	18	70	1745	105	171	56	251	9	12	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:	149	1650	18	70	1745	105	171	56	251	9	12	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:	149	1650	18	70	1745	105	171	56	251	9	12	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:	149	1650	18	70	1745	105	171	56	251	9	12	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1650	18	70	1745	105	171	56	251	9	12	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
Final Volume:	149	1650	18	70	1745	105	171	56	251	9	12	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.82	0.18	1.00	1.00	1.00	0.17	0.23	0.60
Final Sat.:	1750	5539	60	1750	5282	318	1750	1900	1750	303	404	1043

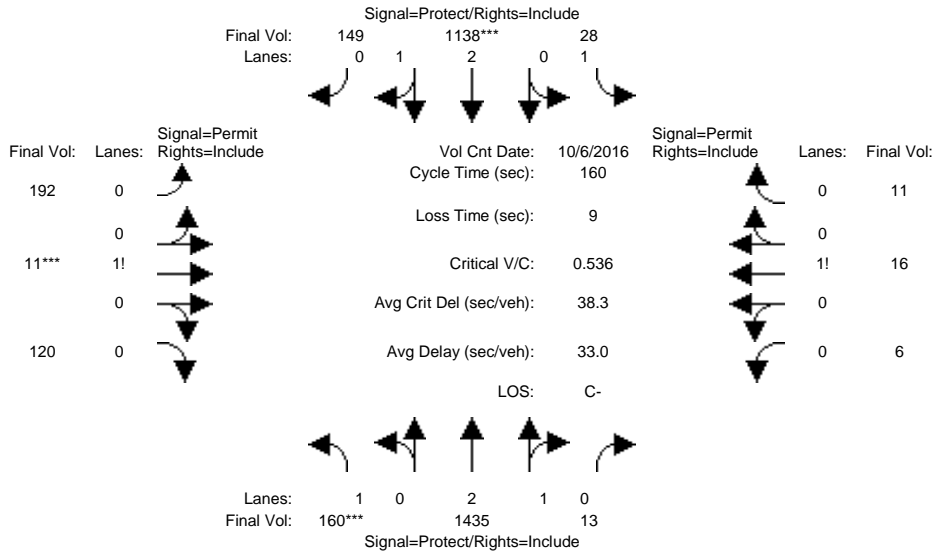
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.04	0.33	0.33	0.10	0.03	0.14	0.03	0.03	0.03
Crit Moves:	***			****			****					
Green Time:	21.5	90.6	90.6	14.2	83.3	83.3	36.2	36.2	36.2	36.2	36.2	36.2
Volume/Cap:	0.59	0.49	0.49	0.42	0.59	0.59	0.41	0.12	0.59	0.12	0.12	0.12
Delay/Veh:	64.0	16.9	16.9	65.8	22.4	22.4	48.5	44.6	52.7	44.6	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	16.9	16.9	65.8	22.4	22.4	48.5	44.6	52.7	44.6	44.6	44.6
LOS by Move:	E	B	B	E	C+	C+	D	D	D-	D	D	D
HCM2k95thQ:	13	25	25	6	32	32	14	4	21	4	4	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East 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:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	160	1435	13	28	1138	149	192	11	120	6	16	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1435	13	28	1138	149	192	11	120	6	16	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1435	13	28	1138	149	192	11	120	6	16	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1435	13	28	1138	149	192	11	120	6	16	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1435	13	28	1138	149	192	11	120	6	16	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1435	13	28	1138	149	192	11	120	6	16	11

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.64	0.36	0.60	0.03	0.37	0.18	0.49	0.33
Final Sat.:	1750	5550	50	1750	4951	648	1040	60	650	318	848	583

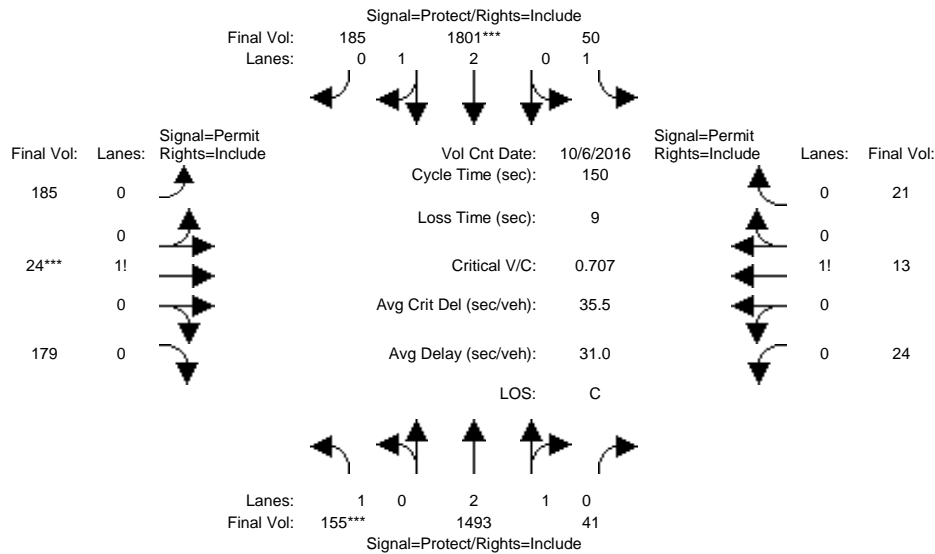
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.02	0.23	0.23	0.18	0.18	0.18	0.02	0.02	0.02
Crit Moves:	***			****			****					
Green Time:	27.3	82.0	82.0	13.9	68.6	68.6	55.1	55.1	55.1	55.1	55.1	55.1
Volume/Cap:	0.54	0.50	0.50	0.18	0.54	0.54	0.54	0.54	0.54	0.05	0.05	0.05
Delay/Veh:	62.5	25.8	25.8	68.4	34.1	34.1	43.1	43.1	43.1	35.1	35.1	35.1
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:	62.5	25.8	25.8	68.4	34.1	34.1	43.1	43.1	43.1	35.1	35.1	35.1
LOS by Move:	E	C	C	E	C-	C-	D	D	D	D+	D+	D+
HCM2k95thQ:	14	27	27	3	27	27	24	24	24	2	2	2

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	6 Oct 2016	<<	05:00:00 PM
Base Vol:	155 1493 41	50 1801 185	185 24 179	24 13 21	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	155 1493 41	50 1801 185	185 24 179	24 13 21	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	155 1493 41	50 1801 185	185 24 179	24 13 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:	155 1493 41	50 1801 185	185 24 179	24 13 21	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	155 1493 41	50 1801 185	185 24 179	24 13 21	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	155 1493 41	50 1801 185	185 24 179	24 13 21	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.92	0.08	1.00	2.71	0.29	0.48	0.06	0.46	0.42	0.22	0.36
Final Sat.:	1750	5450	150	1750	5078	522	834	108	807	724	392	634

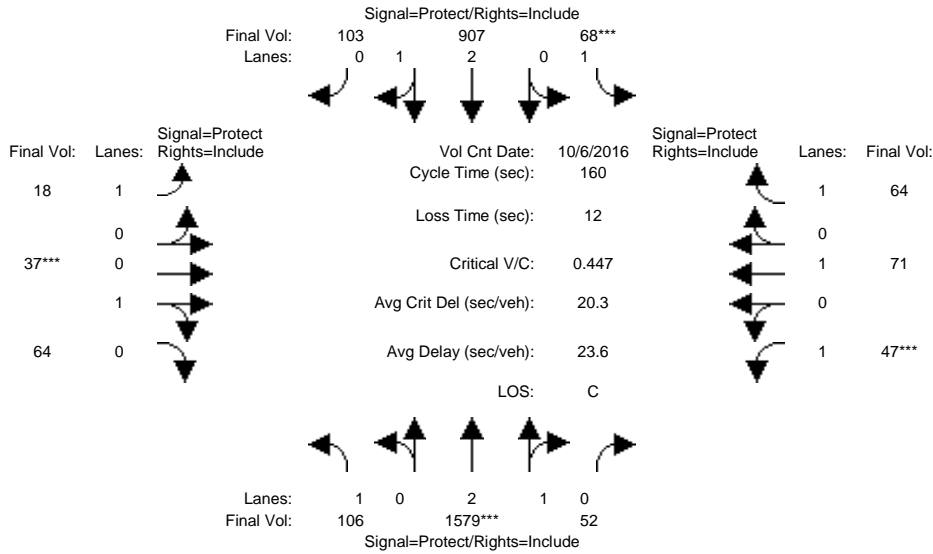
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.03	0.35	0.35	0.22	0.22	0.22	0.03	0.03	0.03
Crit Moves:	****				****		****					
Green Time:	18.8	80.3	80.3	13.7	75.2	75.2	47.0	47.0	47.0	47.0	47.0	47.0
Volume/Cap:	0.71	0.51	0.51	0.31	0.71	0.71	0.71	0.71	0.71	0.11	0.11	0.11
Delay/Veh:	73.1	22.4	22.4	64.9	29.7	29.7	49.7	49.7	49.7	36.7	36.7	36.7
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:	73.1	22.4	22.4	64.9	29.7	29.7	49.7	49.7	49.7	36.7	36.7	36.7
LOS by Move:	E	C+	C+	E	C	C	D	D	D	D+	D+	D+
HCM2k95thQ:	14	26	26	5	39	39	30	30	30	4	4	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	6 Oct 2016	<< 07:45:00 AM
Base Vol:	106 1579 52	68 907 103	18 37 64	47 71 64
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	106 1579 52	68 907 103	18 37 64	47 71 64
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	106 1579 52	68 907 103	18 37 64	47 71 64
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	106 1579 52	68 907 103	18 37 64	47 71 64
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	106 1579 52	68 907 103	18 37 64	47 71 64
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	106 1579 52	68 907 103	18 37 64	47 71 64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.68	0.32	1.00	0.37	0.63	1.00	1.00	1.00
Final Sat.:	1750	5421	179	1750	5028	571	1750	659	1141	1750	1900	1750

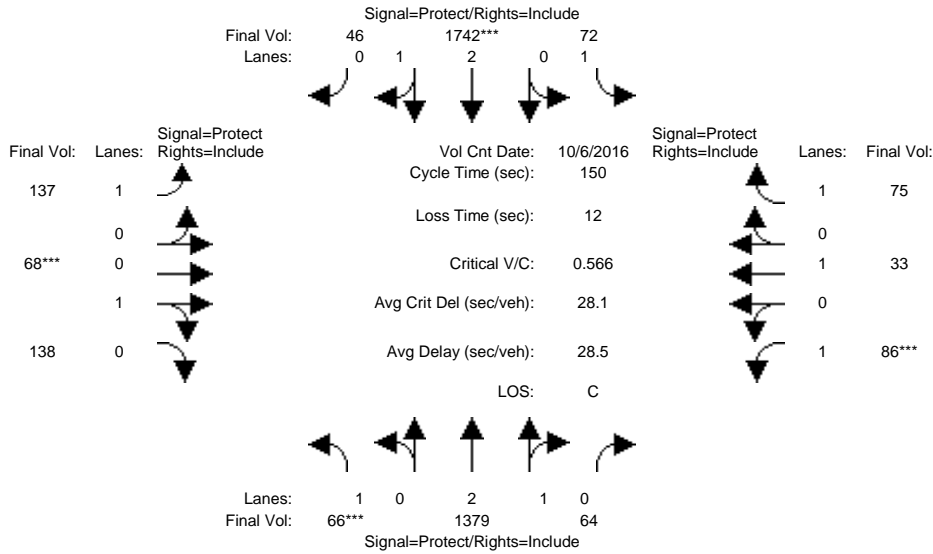
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.04	0.18	0.18	0.01	0.06	0.06	0.03	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	29.7	104	104.4	13.9	88.5	88.5	12.2	20.1	20.1	9.6	17.5	17.5
Volume/Cap:	0.33	0.45	0.45	0.45	0.33	0.33	0.13	0.45	0.45	0.45	0.34	0.33
Delay/Veh:	57.0	13.7	13.7	71.5	19.5	19.5	69.4	66.2	66.2	75.6	66.9	66.9
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:	57.0	13.7	13.7	71.5	19.5	19.5	69.4	66.2	66.2	75.6	66.9	66.9
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E-	E	E
HCM2k95thQ:	9	22	22	7	16	16	2	10	10	6	7	7

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	6 Oct 2016	<<	05:00:00 PM
Base Vol:	66 1379 64	72 1742 46	137 68 138	86 33 75	
Growth Adj:	1.00 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 1379 64	72 1742 46	137 68 138	86 33 75	
Added Vol:	0 0 0	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 1379 64	72 1742 46	137 68 138	86 33 75	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 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 1379 64	72 1742 46	137 68 138	86 33 75	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	66 1379 64	72 1742 46	137 68 138	86 33 75	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	66 1379 64	72 1742 46	137 68 138	86 33 75	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.92	0.08	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5351	248	1750	5456	144	1750	594	1206	1750	1900	1750

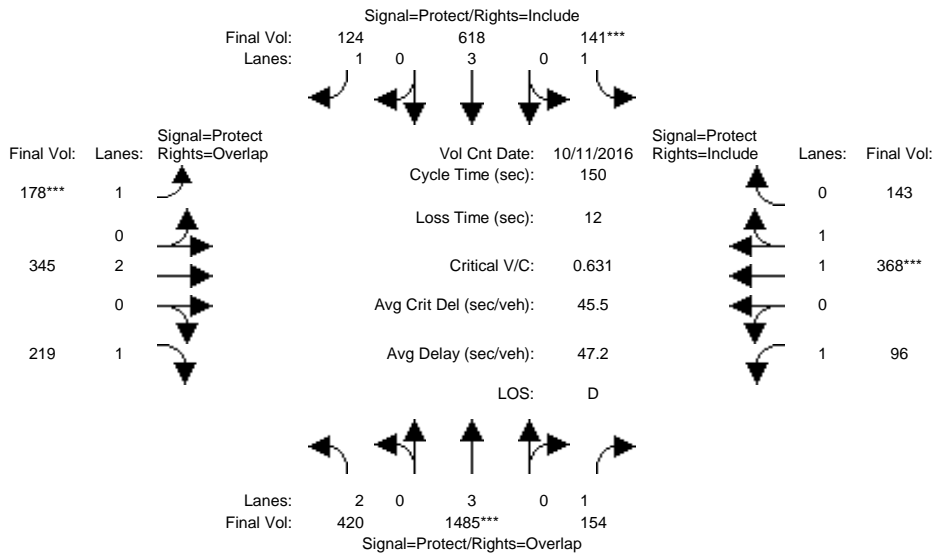
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.32	0.32	0.08	0.11	0.11	0.05	0.02	0.04
Crit Moves:	***			****			****			****		
Green Time:	10.0	80.1	80.1	14.5	84.6	84.6	23.4	30.3	30.3	13.0	19.9	19.9
Volume/Cap:	0.57	0.48	0.48	0.43	0.57	0.57	0.50	0.57	0.57	0.57	0.13	0.32
Delay/Veh:	74.2	22.0	22.0	65.5	21.2	21.2	59.4	56.0	56.0	70.7	57.6	59.7
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:	74.2	22.0	22.0	65.5	21.2	21.2	59.4	56.0	56.0	70.7	57.6	59.7
LOS by Move:	E	C+	C+	E	C+	C+	E+	E+	E+	E	E+	E+
HCM2k95thQ:	6	24	24	6	29	29	13	17	17	10	3	7

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	420	1485	154	141	618	124	178	345	219	96	368	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	1485	154	141	618	124	178	345	219	96	368	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	1485	154	141	618	124	178	345	219	96	368	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	1485	154	141	618	124	178	345	219	96	368	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	1485	154	141	618	124	178	345	219	96	368	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	1485	154	141	618	124	178	345	219	96	368	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2664	1035

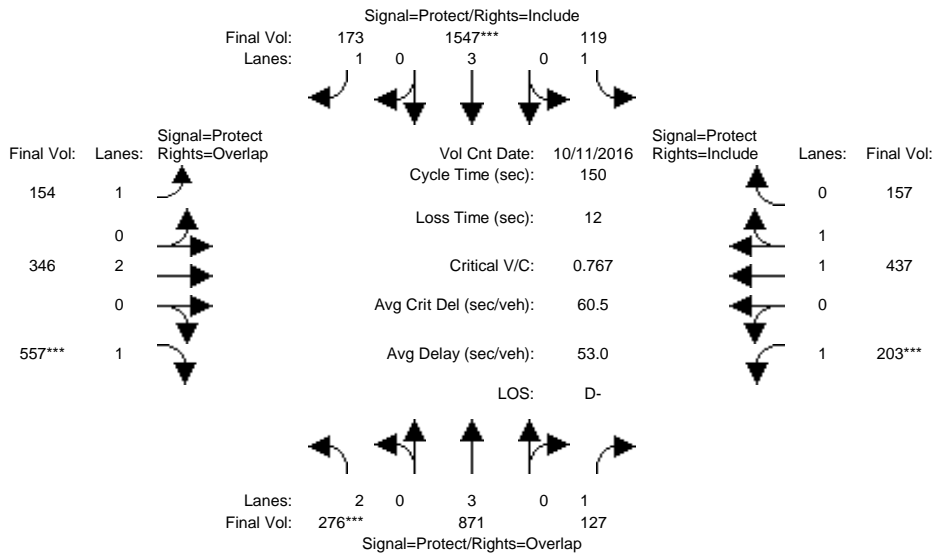
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.09	0.08	0.11	0.07	0.10	0.09	0.13	0.05	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	44.7	61.9	83.3	19.1	36.3	36.3	24.2	35.5	80.2	21.5	32.8	32.8
Volume/Cap:	0.45	0.63	0.16	0.63	0.45	0.29	0.63	0.38	0.23	0.38	0.63	0.63
Delay/Veh:	43.0	35.6	16.3	67.8	48.5	46.7	63.3	48.3	18.7	59.3	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	35.6	16.3	95.0	67.9	65.4	63.3	48.3	18.7	59.3	54.7	54.7
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	D-	D-
HCM2k95thQ:	17	30	7	14	15	10	15	12	11	8	19	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	276	871	127	119	1547	173	154	346	557	203	437	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	871	127	119	1547	173	154	346	557	203	437	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	871	127	119	1547	173	154	346	557	203	437	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	871	127	119	1547	173	154	346	557	203	437	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	871	127	119	1547	173	154	346	557	203	437	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	871	127	119	1547	173	154	346	557	203	437	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2721	978

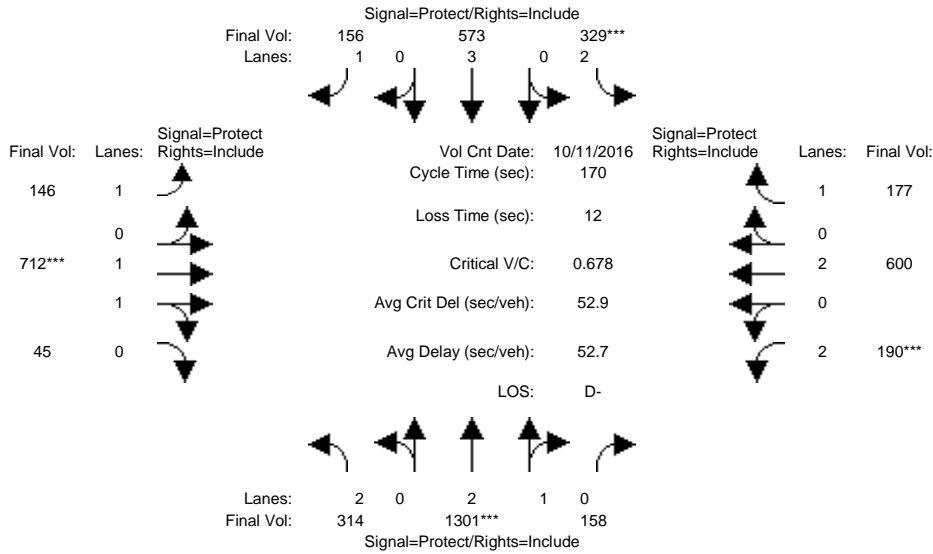
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.07	0.07	0.27	0.10	0.09	0.09	0.32	0.12	0.16	0.16
Crit Moves:	***				****				****	****		
Green Time:	17.1	48.6	71.3	21.6	53.1	53.1	24.0	45.1	62.2	22.7	43.8	43.8
Volume/Cap:	0.77	0.47	0.15	0.47	0.77	0.28	0.55	0.30	0.77	0.77	0.55	0.55
Delay/Veh:	74.1	40.7	22.4	60.3	44.8	35.0	60.4	40.5	42.6	73.8	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	40.7	22.4	84.5	62.7	49.0	60.4	40.5	42.6	73.8	45.4	45.4
LOS by Move:	E	D	C+	F	E	D	E	D	D	E	D	D
HCM2k95thQ:	14	19	7	11	37	12	13	11	40	18	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	314	1301	158	329	573	156	146	712	45	190	600	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	1301	158	329	573	156	146	712	45	190	600	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	1301	158	329	573	156	146	712	45	190	600	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	1301	158	329	573	156	146	712	45	190	600	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1301	158	329	573	156	146	712	45	190	600	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	1301	158	329	573	156	146	712	45	190	600	177

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	3.00	1.00	1.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	3150	4993	606	3150	5700	1750	1750	3480	220	3150	3800	1750

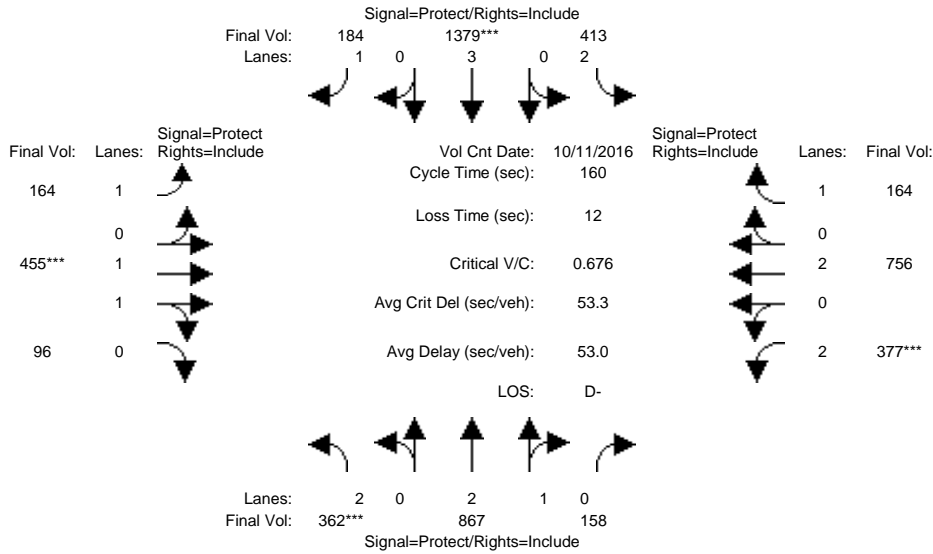
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.10	0.10	0.09	0.08	0.20	0.20	0.06	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	34.5	65.4	65.4	26.2	57.0	57.0	21.3	51.3	51.3	15.1	45.1	45.1
Volume/Cap:	0.49	0.68	0.68	0.68	0.30	0.27	0.66	0.68	0.68	0.68	0.59	0.38
Delay/Veh:	60.6	44.4	44.4	71.7	41.8	41.4	78.4	53.8	53.8	81.6	55.4	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	44.4	44.4	71.7	41.8	41.4	78.4	53.8	53.8	81.6	55.4	51.6
LOS by Move:	E	D	D	E	D	D	E-	D-	D-	F	E+	D-
HCM2k95thQ:	17	36	36	18	13	12	15	30	30	13	24	15

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	362	867	158	413	1379	184	164	455	96	377	756	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	867	158	413	1379	184	164	455	96	377	756	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	867	158	413	1379	184	164	455	96	377	756	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	867	158	413	1379	184	164	455	96	377	756	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	867	158	413	1379	184	164	455	96	377	756	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	362	867	158	413	1379	184	164	455	96	377	756	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.52	0.48	2.00	3.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	3150	4736	863	3150	5700	1750	1750	3055	645	3150	3800	1750

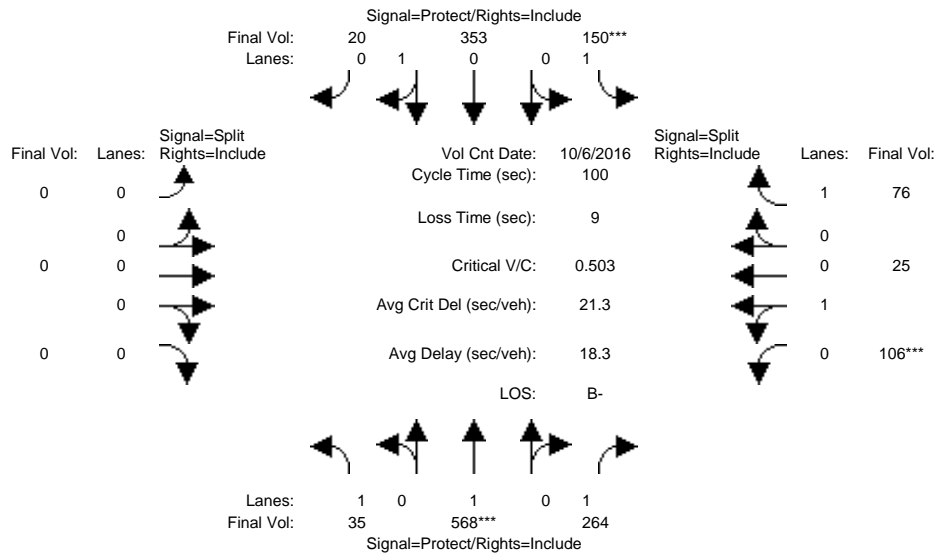
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.13	0.24	0.11	0.09	0.15	0.15	0.12	0.20	0.09
Crit Moves:	***			****			****			****		
Green Time:	27.2	49.2	49.2	35.2	57.2	57.2	20.4	35.2	35.2	28.3	43.2	43.2
Volume/Cap:	0.68	0.60	0.60	0.60	0.68	0.29	0.74	0.68	0.68	0.68	0.74	0.35
Delay/Veh:	65.7	47.5	47.5	57.4	44.4	37.1	79.4	59.4	59.4	64.9	56.0	47.5
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:	65.7	47.5	47.5	57.4	44.4	37.1	79.4	59.4	59.4	64.9	56.0	47.5
LOS by Move:	E	D	D	E+	D	D+	E-	E+	E+	E	E+	D
HCM2k95thQ:	20	26	26	19	31	13	16	23	23	21	31	13

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	07:45:00 AM						
Base Vol:	35	568	264	150	353	20	0	0	0	106	25	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	568	264	150	353	20	0	0	0	106	25	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	568	264	150	353	20	0	0	0	106	25	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	568	264	150	353	20	0	0	0	106	25	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	568	264	150	353	20	0	0	0	106	25	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	568	264	150	353	20	0	0	0	106	25	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1703	97	0	0	0	1456	344	1750

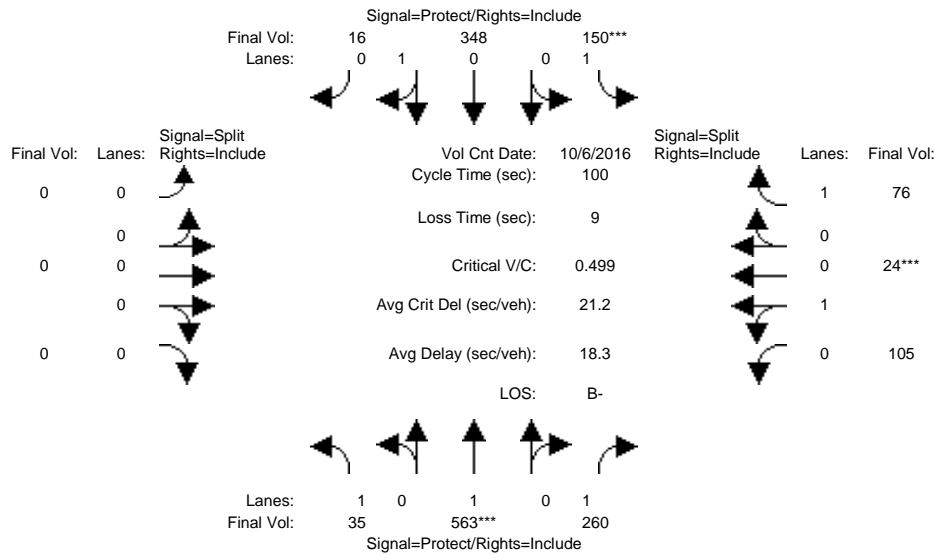
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.15	0.09	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.04
Crit Moves:	****			****						****		
Green Time:	19.3	59.5	59.5	17.1	57.2	57.2	0.0	0.0	0.0	14.5	14.5	14.5
Volume/Cap:	0.10	0.50	0.25	0.50	0.36	0.36	0.00	0.00	0.00	0.50	0.50	0.30
Delay/Veh:	33.3	12.1	9.8	39.0	11.8	11.8	0.0	0.0	0.0	41.0	41.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	12.1	9.8	39.0	11.8	11.8	0.0	0.0	0.0	41.0	41.0	38.9
LOS by Move:	C-	B	A	D+	B+	B+	A	A	A	D	D	D+
HCM2k95thQ:	2	19	8	10	12	12	0	0	0	8	8	4

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

Stanford GUP EIR
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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Oct 2016	<< 05:00:00 PM
Base Vol:	35 563 260	150 348 16	0 0 0	105 24 76
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	35 563 260	150 348 16	0 0 0	105 24 76
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	35 563 260	150 348 16	0 0 0	105 24 76
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	35 563 260	150 348 16	0 0 0	105 24 76
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	35 563 260	150 348 16	0 0 0	105 24 76
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	35 563 260	150 348 16	0 0 0	105 24 76

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92 0.95 0.95 0.92
Lanes:	1.00 1.00 1.00 1.00 0.96 0.04 0.00 0.00 0.00 0.81 0.19 1.00
Final Sat.:	1750 1900 1750 1750 1721 79 0 0 0 1465 335 1750

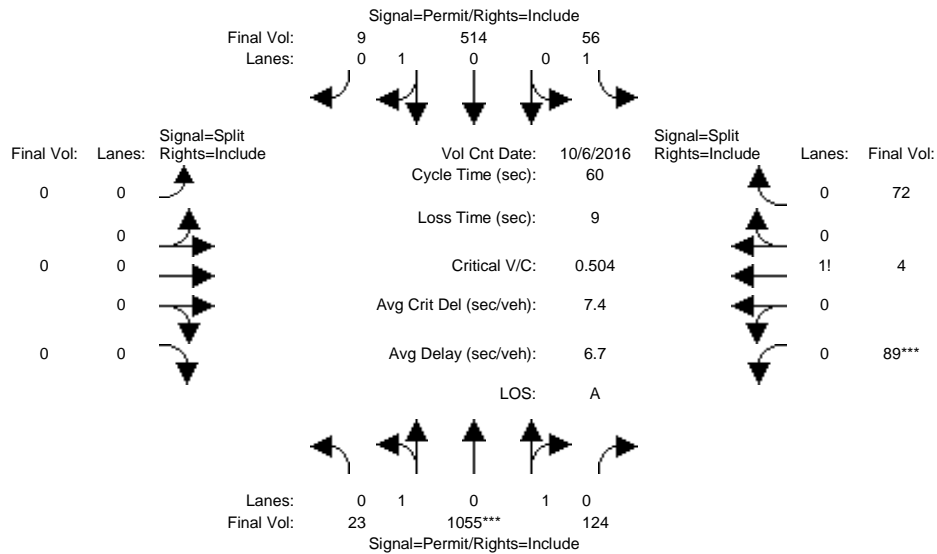
Capacity Analysis Module:	
Vol/Sat:	0.02 0.30 0.15 0.09 0.20 0.20 0.00 0.00 0.00 0.07 0.07 0.04
Crit Moves:	**** ****
Green Time:	19.7 59.4 59.4 17.2 56.9 56.9 0.0 0.0 0.0 14.4 14.4 14.4
Volume/Cap:	0.10 0.50 0.25 0.50 0.36 0.36 0.00 0.00 0.00 0.50 0.50 0.30
Delay/Veh:	33.0 12.0 9.8 38.8 11.8 11.8 0.0 0.0 0.0 41.0 41.0 39.0
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	33.0 12.0 9.8 38.8 11.8 11.8 0.0 0.0 0.0 41.0 41.0 39.0
LOS by Move:	C- B A D+ B+ B+ A A A D D D
HCM2k95thQ:	2 18 8 10 12 12 0 0 0 7 7 4

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

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Oct 2016	<< 07:45:00 AM
Base Vol:	23 1055 124	56 514 9	0 0 0	89 4 72
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	23 1055 124	56 514 9	0 0 0	89 4 72
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	23 1055 124	56 514 9	0 0 0	89 4 72
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	23 1055 124	56 514 9	0 0 0	89 4 72
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	23 1055 124	56 514 9	0 0 0	89 4 72
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	23 1055 124	56 514 9	0 0 0	89 4 72

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.75	0.21	1.00	0.98	0.02	0.00	0.00	0.00	0.54	0.02	0.44
Final Sat.:	69	3160	371	1750	1769	31	0	0	0	944	42	764

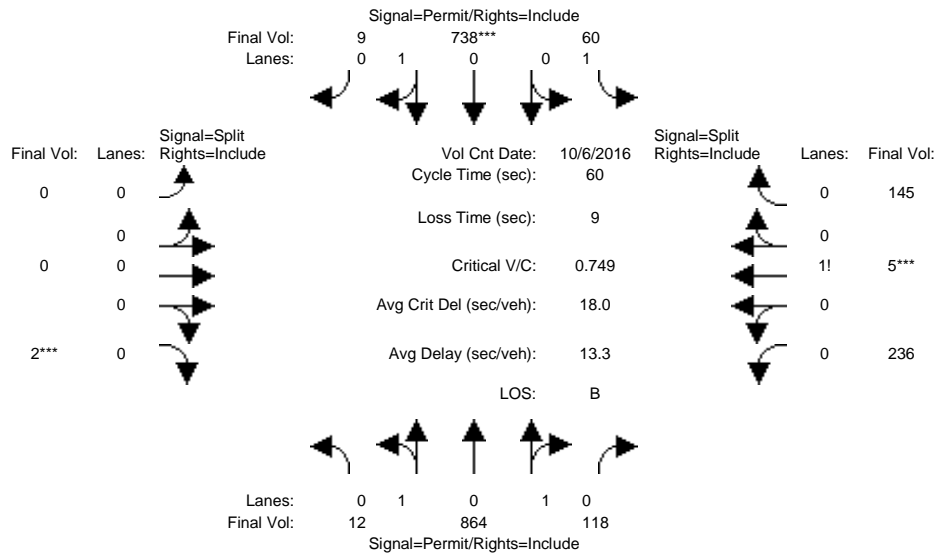
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.03	0.29	0.29	0.00	0.00	0.00	0.09	0.09	0.09
Crit Moves:	****						****					
Green Time:	39.8	39.8	39.8	39.8	39.8	39.8	0.0	0.0	0.0	11.2	11.2	11.2
Volume/Cap:	0.50	0.50	0.50	0.05	0.44	0.44	0.00	0.00	0.00	0.50	0.50	0.50
Delay/Veh:	5.3	5.3	5.3	3.5	5.1	5.1	0.0	0.0	0.0	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:	5.3	5.3	5.3	3.5	5.1	5.1	0.0	0.0	0.0	23.1	23.1	23.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	12	12	12	1	10	10	0	0	0	6	6	6

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

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Oct 2016	<< 05:00:00 PM
Base Vol:	12 864 118	60 738 9	0 0 2	236 5 145
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	12 864 118	60 738 9	0 0 2	236 5 145
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	12 864 118	60 738 9	0 0 2	236 5 145
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	12 864 118	60 738 9	0 0 2	236 5 145
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	12 864 118	60 738 9	0 0 2	236 5 145
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	12 864 118	60 738 9	0 0 2	236 5 145

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.74	0.24	1.00	0.99	0.01	0.00	0.00	1.00	0.61	0.01	0.38
Final Sat.:	43	3129	427	1750	1778	22	0	0	1750	1070	23	657

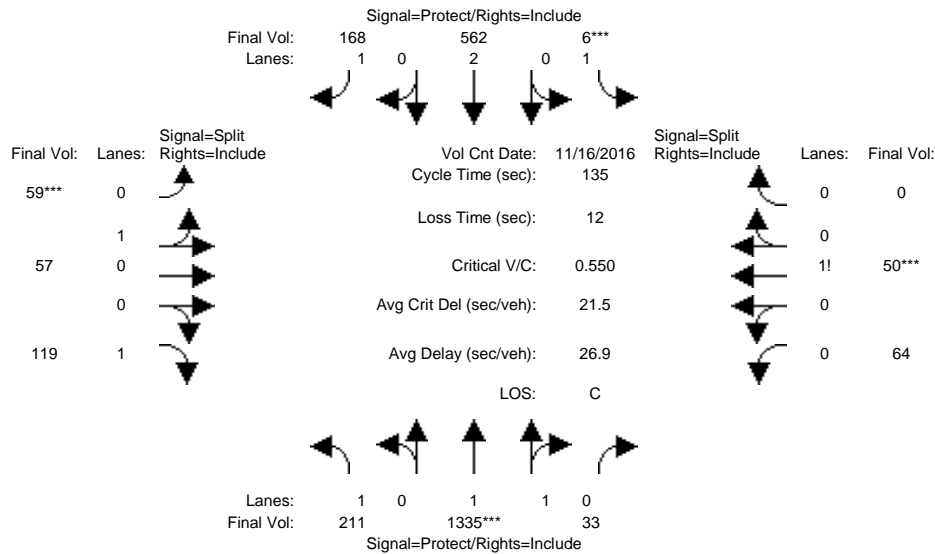
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.03	0.42	0.42	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:					****				****		****	
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	0.0	0.0	0.1	17.7	17.7	17.7
Volume/Cap:	0.50	0.50	0.50	0.06	0.75	0.75	0.00	0.00	0.75	0.75	0.75	0.75
Delay/Veh:	8.4	8.4	8.4	6.2	13.4	13.4	0.0	0.0	349.7	25.2	25.2	25.2
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:	8.4	8.4	8.4	6.2	13.4	13.4	0.0	0.0	349.7	25.2	25.2	25.2
LOS by Move:	A	A	A	A	B	B	A	A	F	C	C	C
HCM2k95thQ:	12	12	12	1	23	23	0	0	1	14	14	14

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

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	16 Nov 2016	<<	07:45:00 AM						
Base Vol:	211	1335	33	6	562	168	59	57	119	64	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1335	33	6	562	168	59	57	119	64	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1335	33	6	562	168	59	57	119	64	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1335	33	6	562	168	59	57	119	64	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1335	33	6	562	168	59	57	119	64	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1335	33	6	562	168	59	57	119	64	50	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.51	0.49	1.00	0.56	0.44	0.00
Final Sat.:	1750	3611	89	1750	3800	1750	916	884	1750	1011	789	0

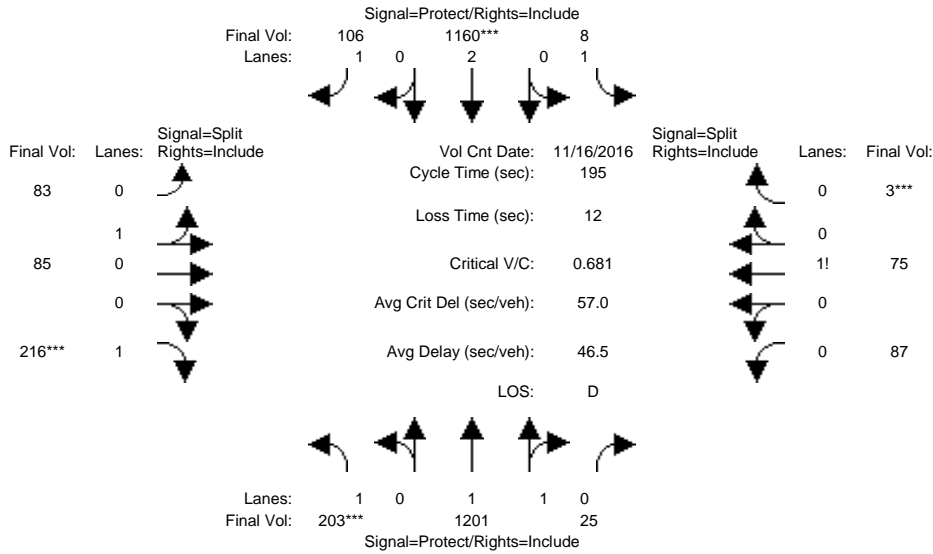
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.00	0.15	0.10	0.06	0.06	0.07	0.06	0.06	0.00
Crit Moves:	****			****			****			****		
Green Time:	41.6	85.6	85.6	7.0	51.0	51.0	15.7	15.7	15.7	14.7	14.7	0.0
Volume/Cap:	0.39	0.58	0.58	0.07	0.39	0.25	0.55	0.55	0.58	0.58	0.58	0.00
Delay/Veh:	37.2	14.7	14.7	61.2	30.8	29.1	59.5	59.5	60.8	61.7	61.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	14.7	14.7	61.2	30.8	29.1	59.5	59.5	60.8	61.7	61.7	0.0
LOS by Move:	D+	B	B	E	C	C	E+	E+	E	E	E	A
HCM2k95thQ:	14	29	29	1	16	10	9	9	10	11	11	0

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

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East 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:	16 Nov 2016	<<	05:00:00	PM					
Base Vol:	203	1201	25	8	1160	106	83	85	216	87	75	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	1201	25	8	1160	106	83	85	216	87	75	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1201	25	8	1160	106	83	85	216	87	75	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1201	25	8	1160	106	83	85	216	87	75	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1201	25	8	1160	106	83	85	216	87	75	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	1201	25	8	1160	106	83	85	216	87	75	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.49	0.51	1.00	0.53	0.45	0.02
Final Sat.:	1750	3624	75	1750	3800	1750	889	911	1750	923	795	32

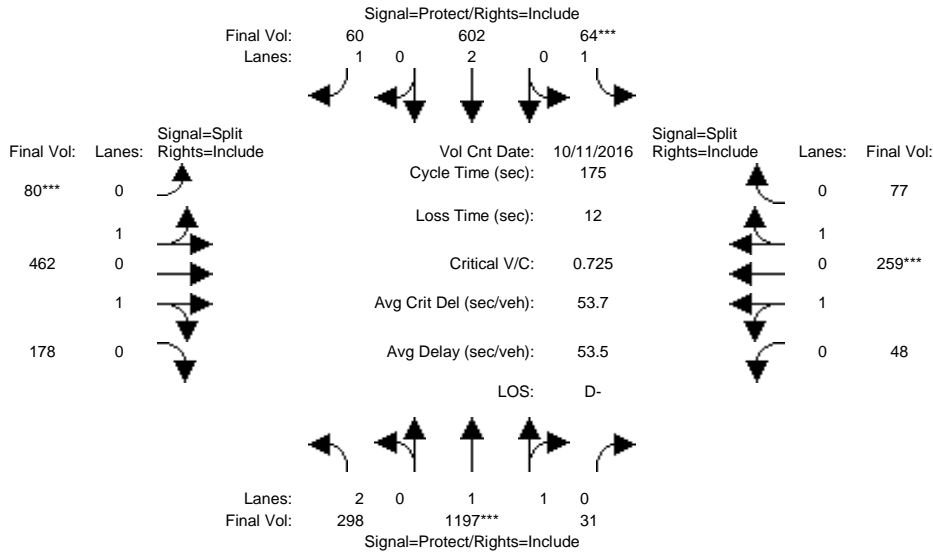
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.00	0.31	0.06	0.09	0.09	0.12	0.09	0.09	0.09
Crit Moves:	****				****				****			****
Green Time:	33.2	109	108.9	11.8	87.4	87.4	35.3	35.3	35.3	27.0	27.0	27.0
Volume/Cap:	0.68	0.59	0.59	0.08	0.68	0.14	0.51	0.51	0.68	0.68	0.68	0.68
Delay/Veh:	82.2	28.9	28.9	86.8	43.8	31.7	73.5	73.5	80.5	87.6	87.6	87.6
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:	82.2	28.9	28.9	86.8	43.8	31.7	73.5	73.5	80.5	87.6	87.6	87.6
LOS by Move:	F	C	C	F	D	C	E	E	F	F	F	F
HCM2k95thQ:	22	40	40	1	44	8	17	17	23	20	20	20

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

Stanford GUP EIR
 SJ15-1585
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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	298	1197	31	64	602	60	80	462	178	48	259	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1197	31	64	602	60	80	462	178	48	259	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1197	31	64	602	60	80	462	178	48	259	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1197	31	64	602	60	80	462	178	48	259	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1197	31	64	602	60	80	462	178	48	259	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	1197	31	64	602	60	80	462	178	48	259	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.95	0.05	1.00	2.00	1.00	0.22	1.29	0.49	0.25	1.35	0.40
Final Sat.:	3150	3607	93	1750	3800	1750	400	2310	890	450	2428	722

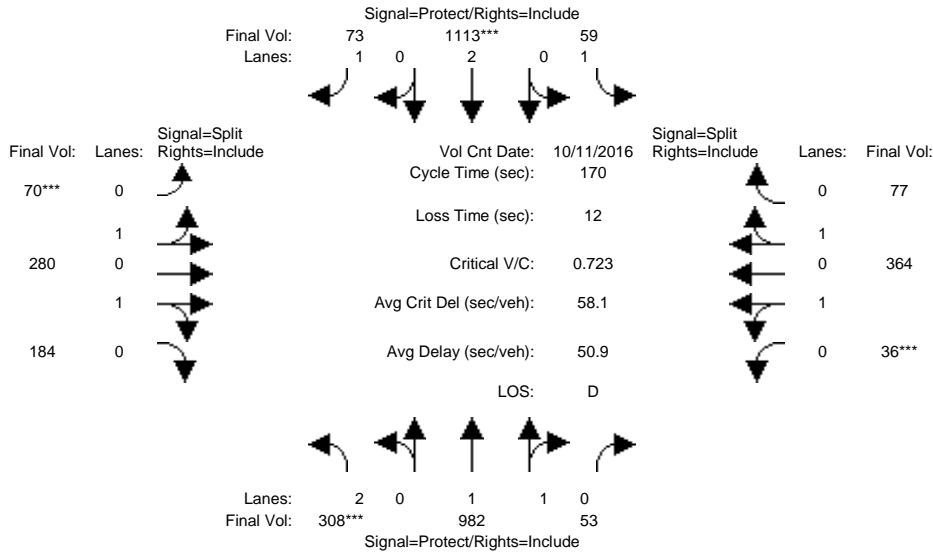
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.04	0.16	0.03	0.20	0.20	0.20	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	33.3	80.1	80.1	8.8	55.7	55.7	48.3	48.3	48.3	25.8	25.8	25.8
Volume/Cap:	0.50	0.72	0.72	0.72	0.50	0.11	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	64.1	40.1	40.1	107.5	48.6	42.2	60.0	60.0	60.0	76.2	76.2	76.2
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:	64.1	40.1	40.1	107.5	48.6	42.2	60.0	60.0	60.0	76.2	76.2	76.2
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2k95thQ:	15	41	41	10	23	5	31	31	31	19	19	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	11 Oct 2016	<<	05:00:00	PM
Base Vol:	308	982	53	59	1113	73	70 280 184 36 364 77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	308	982	53	59	1113	73	70 280 184 36 364 77
Added Vol:	0	0	0	0	0	0	0 0 0 0 0 0
PasserByVol:	0	0	0	0	0	0	0 0 0 0 0 0
Initial Fut:	308	982	53	59	1113	73	70 280 184 36 364 77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	308	982	53	59	1113	73	70 280 184 36 364 77
Reduct Vol:	0	0	0	0	0	0	0 0 0 0 0 0
Reduced Vol:	308	982	53	59	1113	73	70 280 184 36 364 77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	308	982	53	59	1113	73	70 280 184 36 364 77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.89	0.11	1.00	2.00	1.00	0.26	1.05	0.69	0.15	1.53	0.32
Final Sat.:	3150	3510	189	1750	3800	1750	472	1888	1240	272	2747	581

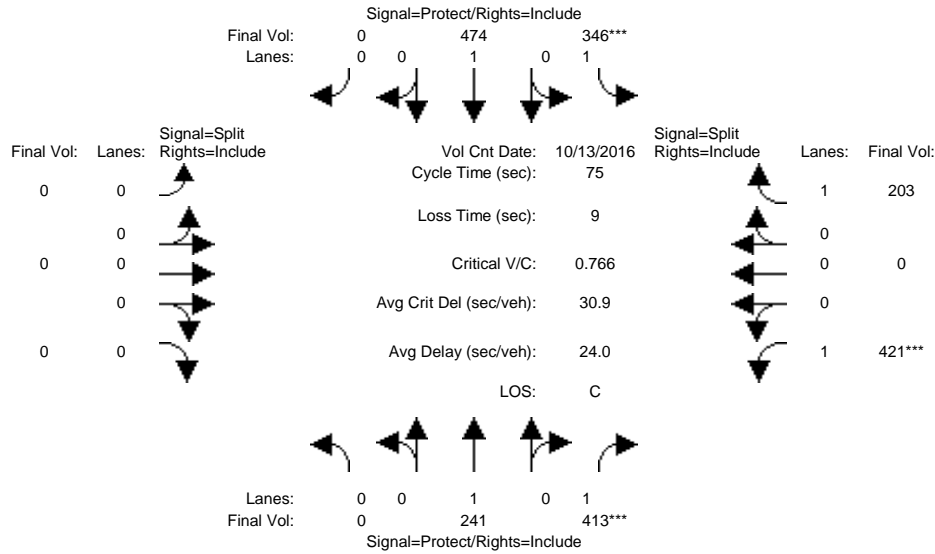
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.03	0.29	0.04	0.15	0.15	0.15	0.13	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	23.0	80.1	80.1	11.8	68.9	68.9	34.9	34.9	34.9	31.2	31.2	31.2
Volume/Cap:	0.72	0.59	0.59	0.49	0.72	0.10	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	76.4	33.5	33.5	79.2	44.2	31.4	66.6	66.6	66.6	69.3	69.3	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	33.5	33.5	79.2	44.2	31.4	66.6	66.6	66.6	69.3	69.3	69.3
LOS by Move:	E-	C-	C-	E-	D	C	E	E	E	E	E	E
HCM2k95thQ:	17	32	32	7	41	5	24	24	24	22	22	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	241	413	346	474	0	0	0	0	421	0	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	413	346	474	0	0	0	0	421	0	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	241	413	346	474	0	0	0	0	421	0	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	413	346	474	0	0	0	0	421	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	413	346	474	0	0	0	0	421	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	241	413	346	474	0	0	0	0	421	0	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

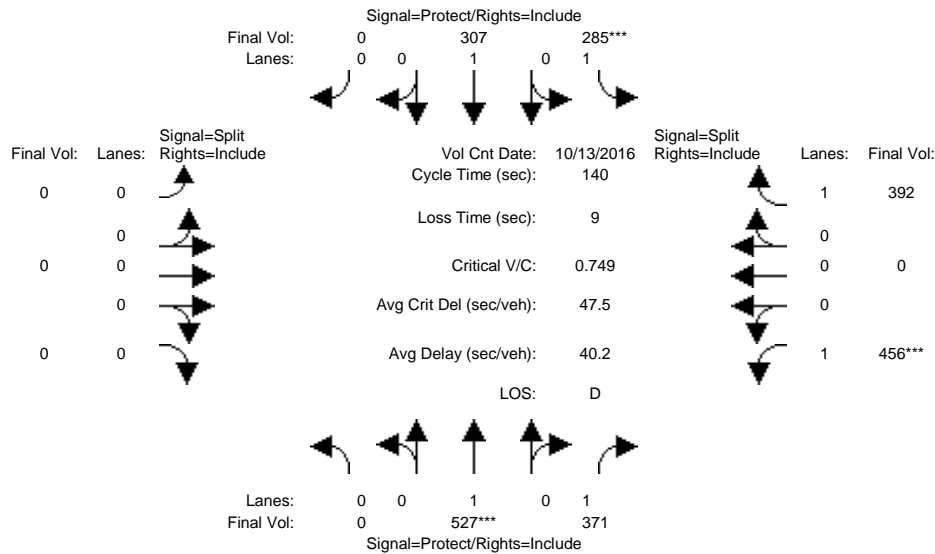
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.24	0.20	0.25	0.00	0.00	0.00	0.00	0.24	0.00	0.12
Crit Moves:			****	****						****		
Green Time:	0.0	23.1	23.1	19.4	42.5	0.0	0.0	0.0	0.0	23.5	0.0	23.5
Volume/Cap:	0.00	0.41	0.77	0.77	0.44	0.00	0.00	0.00	0.00	0.77	0.00	0.37
Delay/Veh:	0.0	21.0	30.0	33.4	9.7	0.0	0.0	0.0	0.0	29.6	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.0	30.0	33.4	9.7	0.0	0.0	0.0	0.0	29.6	0.0	20.4
LOS by Move:	A	C+	C	C-	A	A	A	A	A	C	A	C+
HCM2k95thQ:	0	8	18	18	12	0	0	0	0	18	0	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	527	371	285	307	0	0	0	0	456	0	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	527	371	285	307	0	0	0	0	456	0	392
Added Vol:	0	0	0	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	527	371	285	307	0	0	0	0	456	0	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	527	371	285	307	0	0	0	0	456	0	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	527	371	285	307	0	0	0	0	456	0	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	527	371	285	307	0	0	0	0	456	0	392

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

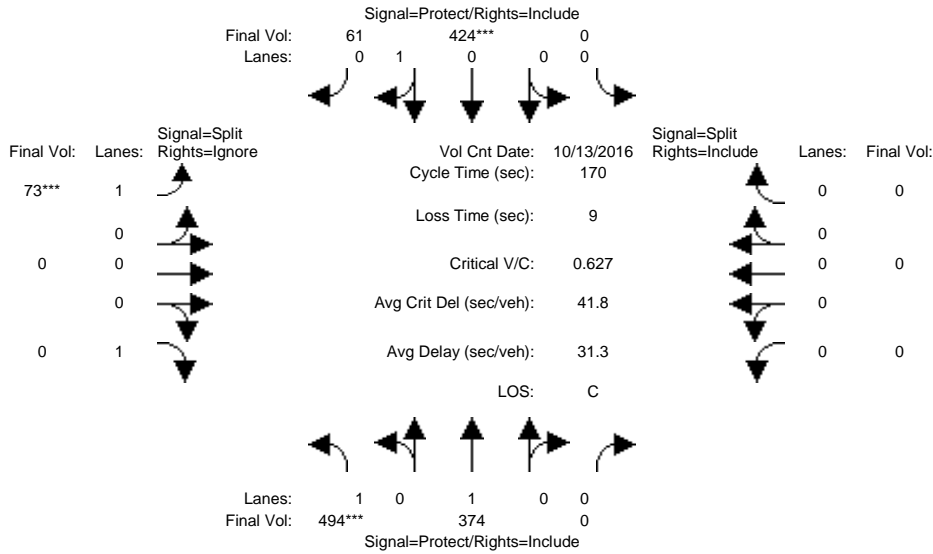
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.21	0.16	0.16	0.00	0.00	0.00	0.00	0.26	0.00	0.22
Crit Moves:	****			****						****		
Green Time:	0.0	51.8	51.8	30.4	82.3	0.0	0.0	0.0	0.0	48.7	0.0	48.7
Volume/Cap:	0.00	0.75	0.57	0.75	0.27	0.00	0.00	0.00	0.00	0.75	0.00	0.64
Delay/Veh:	0.0	42.9	36.5	59.2	14.3	0.0	0.0	0.0	0.0	45.4	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.9	36.5	59.2	14.3	0.0	0.0	0.0	0.0	45.4	0.0	40.7
LOS by Move:	A	D	D+	E+	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	33	24	24	12	0	0	0	0	32	0	27

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	13 Oct 2016	<<	07:45:00 AM							
Base Vol:	494	374	0	0	424	61	73	0	445	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	374	0	0	424	61	73	0	445	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	374	0	0	424	61	73	0	445	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	494	374	0	0	424	61	73	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	374	0	0	424	61	73	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	494	374	0	0	424	61	73	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1574	226	1750	0	1750	0	0	0

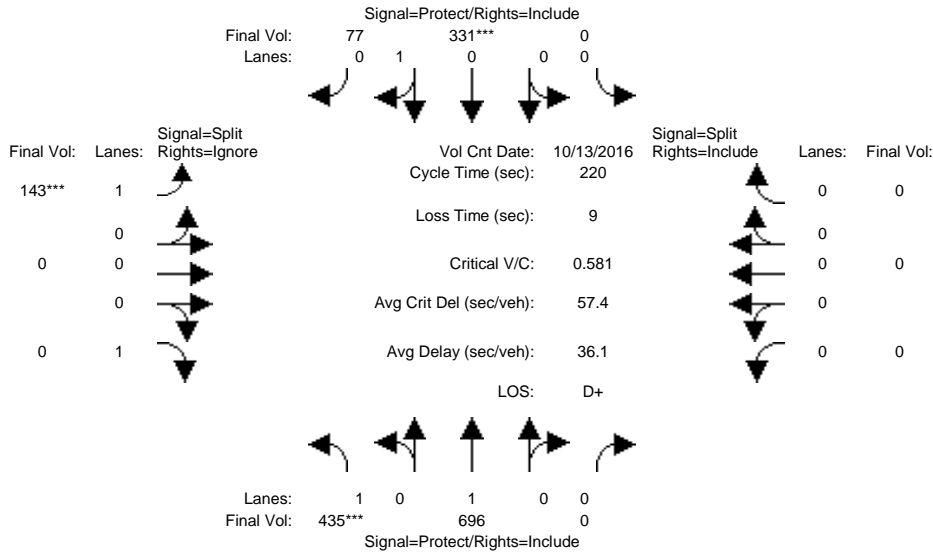
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.27	0.27	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	76.6	150	0.0	0.0	73.1	73.1	11.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.63	0.22	0.00	0.00	0.63	0.63	0.63	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	37.4	1.6	0.0	0.0	39.4	39.4	87.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	1.6	0.0	0.0	39.4	39.4	87.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	D	D	F	A	A	A	A	A
HCM2k95thQ:	35	6	0	0	34	34	8	0	0	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00 PM						
Base Vol:	435	696	0	0	331	77	143	0	542	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	696	0	0	331	77	143	0	542	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	696	0	0	331	77	143	0	542	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	435	696	0	0	331	77	143	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	696	0	0	331	77	143	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	435	696	0	0	331	77	143	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1460	340	1750	0	1750	0	0	0

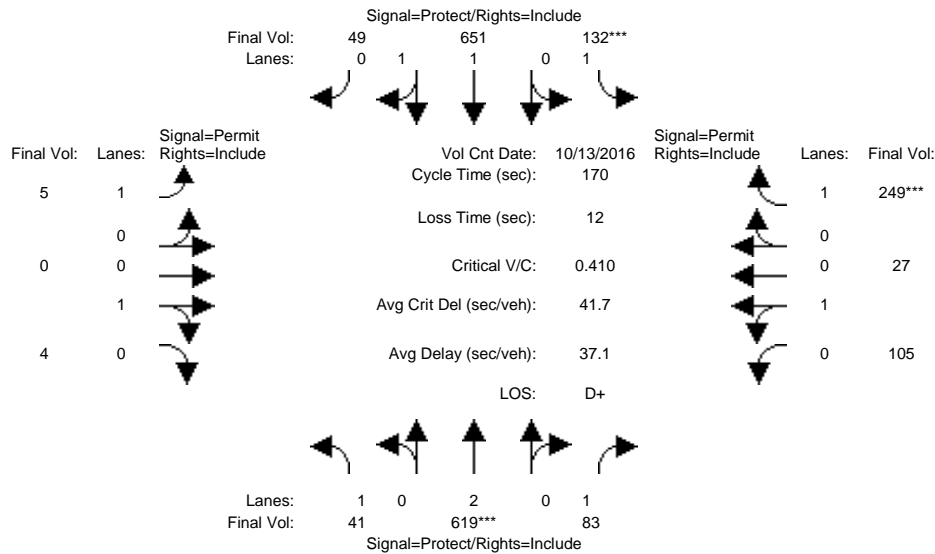
Capacity Analysis Module:												
Vol/Sat:	0.25	0.37	0.00	0.00	0.23	0.23	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	94.2	180	0.0	0.0	85.9	85.9	31.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.45	0.00	0.00	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	49.0	5.9	0.0	0.0	54.1	54.1	91.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	5.9	0.0	0.0	54.1	54.1	91.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D-	D-	F	A	A	A	A	A
HCM2k95thQ:	38	24	0	0	37	37	17	0	0	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	13 Oct 2016	<<	07:45:00 AM																
Base Vol:	41	619	83	132	651	49	5	0	4	105	27	249										
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Initial Bse:	41	619	83	132	651	49	5	0	4	105	27	249										
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0										
Initial Fut:	41	619	83	132	651	49	5	0	4	105	27	249										
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
PHF Volume:	41	619	83	132	651	49	5	0	4	105	27	249										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
Reduced Vol:	41	619	83	132	651	49	5	0	4	105	27	249										
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Final Volume:	41	619	83	132	651	49	5	0	4	105	27	249										

Saturation 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	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.80	0.20	1.00
Final Sat.:	1750	3800	1750	1750	3441	259	1750	0	1800	1432	368	1750

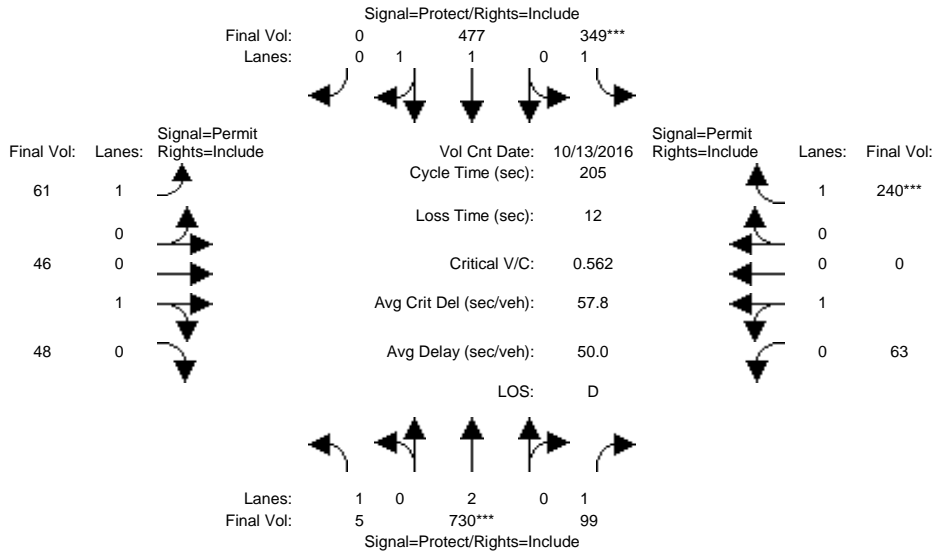
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.05	0.08	0.19	0.19	0.00	0.00	0.00	0.07	0.07	0.14
Crit Moves:	****			****								
Green Time:	17.7	67.6	67.6	31.3	81.3	81.3	59.1	0.0	59.1	59.1	59.1	59.1
Volume/Cap:	0.23	0.41	0.12	0.41	0.40	0.40	0.01	0.00	0.01	0.21	0.21	0.41
Delay/Veh:	70.5	37.0	32.4	62.0	28.7	28.7	36.3	0.0	36.3	39.2	39.2	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	37.0	32.4	62.0	28.7	28.7	36.3	0.0	36.3	39.2	39.2	42.7
LOS by Move:	E	D+	C-	E	C	C	D+	A	D+	D	D	D
HCM2k95thQ:	4	20	6	12	21	21	0	0	0	10	10	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	13 Oct 2016	<<	05:00:00	PM					
Base Vol:	5	730	99	349	477	0	61	46	48	63	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	730	99	349	477	0	61	46	48	63	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	730	99	349	477	0	61	46	48	63	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	730	99	349	477	0	61	46	48	63	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	730	99	349	477	0	61	46	48	63	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	730	99	349	477	0	61	46	48	63	0	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.49	0.51	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	881	919	1800	0	1750

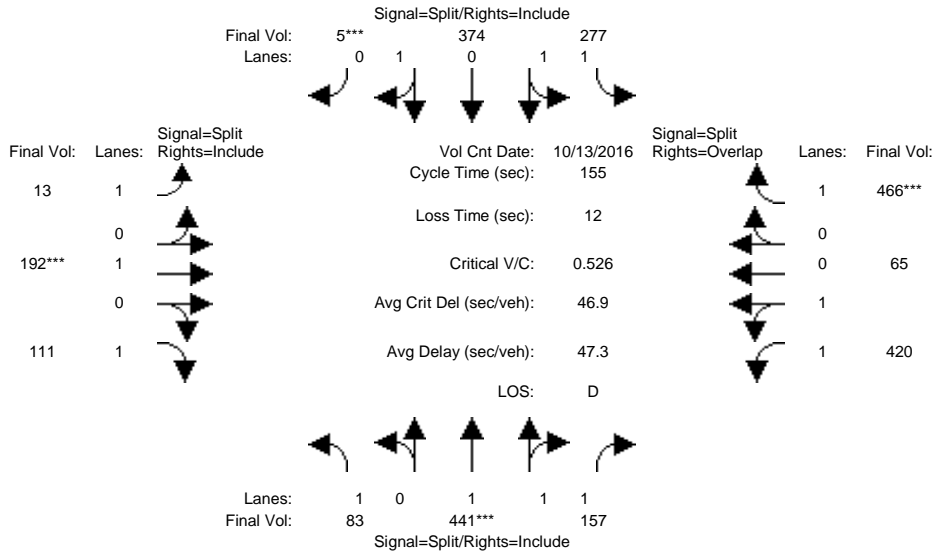
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.06	0.20	0.13	0.00	0.03	0.05	0.05	0.04	0.00	0.14
Crit Moves:	****		****				****					
Green Time:	29.9	70.1	70.1	72.8	113	0.0	50.1	50.1	50.1	50.1	0.0	50.1
Volume/Cap:	0.02	0.56	0.17	0.56	0.23	0.00	0.14	0.21	0.21	0.14	0.00	0.56
Delay/Veh:	75.0	55.5	47.2	54.4	23.8	0.0	60.8	62.0	62.0	60.8	0.0	69.6
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:	75.0	55.5	47.2	54.4	23.8	0.0	60.8	62.0	62.0	60.8	0.0	69.6
LOS by Move:	E	E+	D	D-	C	A	E	E	E	E	A	E
HCM2k95thQ:	1	31	9	31	14	0	6	9	9	6	0	25

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	07:45:00 AM						
Base Vol:	83	441	157	277	374	5	13	192	111	420	65	466
Growth Adj:	1.00	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	441	157	277	374	5	13	192	111	420	65	466
Added Vol:	0	0	0	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	441	157	277	374	5	13	192	111	420	65	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	441	157	277	374	5	13	192	111	420	65	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	441	157	277	374	5	13	192	111	420	65	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	441	157	277	374	5	13	192	111	420	65	466

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.28	1.70	0.02	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3736	1800	2259	3050	41	1750	1900	1750	3074	476	1750

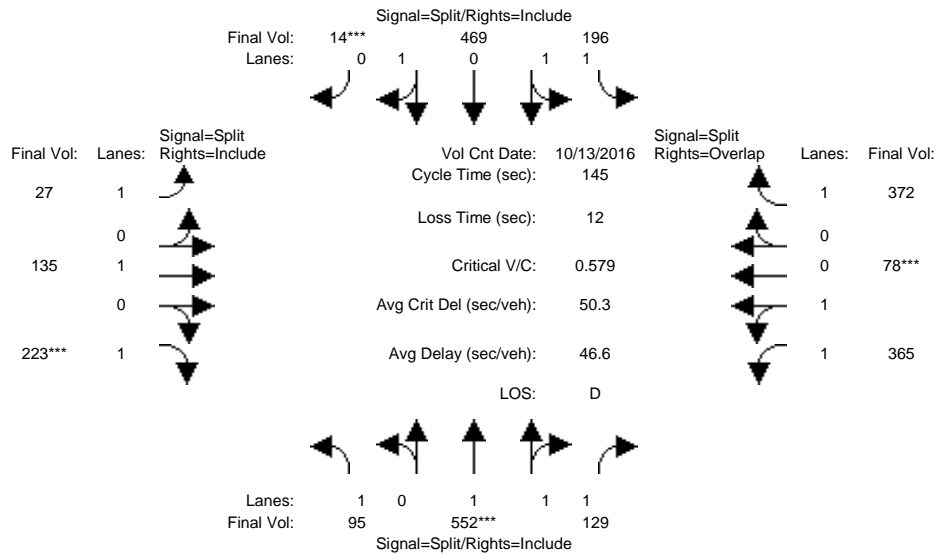
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.09	0.12	0.12	0.12	0.01	0.10	0.06	0.14	0.14	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.8	34.8	34.8	36.1	36.1	36.1	29.8	29.8	29.8	42.3	42.3	78.4
Volume/Cap:	0.21	0.53	0.39	0.53	0.53	0.53	0.04	0.53	0.33	0.50	0.50	0.53
Delay/Veh:	49.2	53.3	51.2	52.4	52.4	52.4	51.0	57.7	54.6	47.8	47.8	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	53.3	51.2	52.4	52.4	52.4	51.0	57.7	54.6	47.8	47.8	26.4
LOS by Move:	D	D-	D-	D-	D-	D-	D-	E+	D-	D	D	C
HCM2k95thQ:	7	17	12	17	17	17	1	16	10	18	18	27

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00	PM					
Base Vol:	95	552	129	196	469	14	27	135	223	365	78	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	552	129	196	469	14	27	135	223	365	78	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	552	129	196	469	14	27	135	223	365	78	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	552	129	196	469	14	27	135	223	365	78	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	552	129	196	469	14	27	135	223	365	78	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	552	129	196	469	14	27	135	223	365	78	372

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00	1.65	0.35	1.00
Final Sat.:	1750	3723	1800	1750	3593	107	1750	1900	1750	2925	625	1750

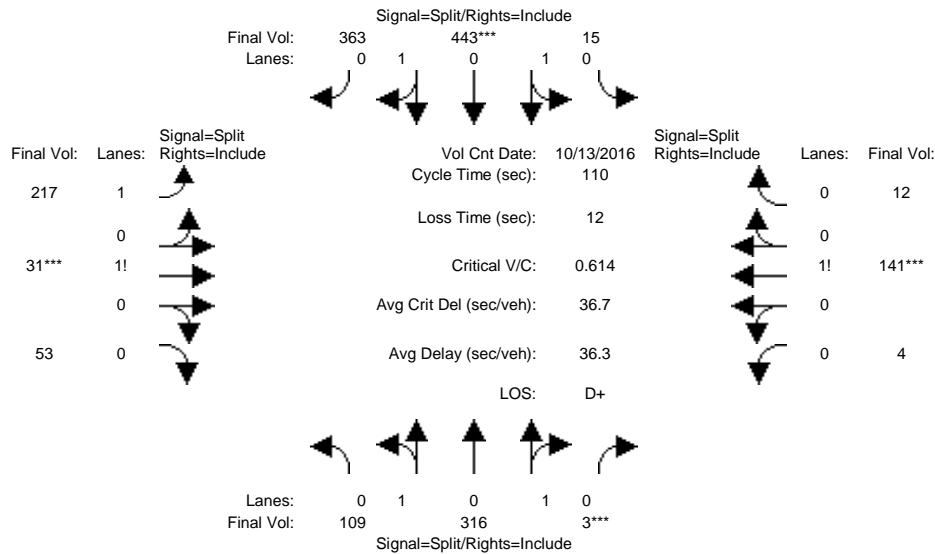
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.07	0.11	0.13	0.13	0.02	0.07	0.13	0.12	0.12	0.21
Crit Moves:	****			****			****			****		
Green Time:	37.1	37.1	37.1	32.7	32.7	32.7	31.9	31.9	31.9	31.3	31.3	64.0
Volume/Cap:	0.21	0.58	0.28	0.50	0.58	0.58	0.07	0.32	0.58	0.58	0.58	0.48
Delay/Veh:	42.7	47.8	43.3	49.3	50.7	50.7	44.9	47.9	52.7	52.1	52.1	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	47.8	43.3	49.3	50.7	50.7	44.9	47.9	52.7	52.1	52.1	29.2
LOS by Move:	D	D	D	D	D	D	D	D	D-	D-	D-	C
HCM2k95thQ:	7	19	9	15	18	18	2	10	18	17	17	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	07:45:00 AM						
Base Vol:	109	316	3	15	443	363	217	31	53	4	141	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	316	3	15	443	363	217	31	53	4	141	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	316	3	15	443	363	217	31	53	4	141	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	316	3	15	443	363	217	31	53	4	141	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	316	3	15	443	363	217	31	53	4	141	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	316	3	15	443	363	217	31	53	4	141	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.51	1.48	0.01	0.04	1.08	0.88	1.56	0.16	0.28	0.02	0.90	0.08
Final Sat.:	917	2658	25	66	1943	1592	2736	282	482	45	1572	134

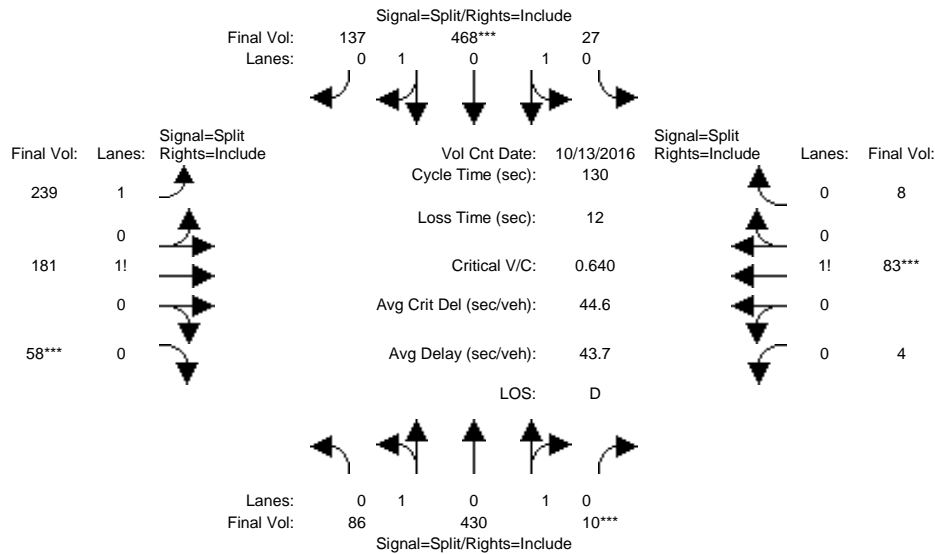
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.23	0.23	0.23	0.08	0.11	0.11	0.09	0.09	0.09
Crit Moves:			****		****			****			****	
Green Time:	21.3	21.3	21.3	40.9	40.9	40.9	19.7	19.7	19.7	16.1	16.1	16.1
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.44	0.61	0.61	0.61	0.61	0.61
Delay/Veh:	42.2	42.2	42.2	29.0	29.0	29.0	40.7	43.9	43.9	48.4	48.4	48.4
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:	42.2	42.2	42.2	29.0	29.0	29.0	40.7	43.9	43.9	48.4	48.4	48.4
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	13	13	13	21	21	21	9	12	12	12	12	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00	PM					
Base Vol:	86	430	10	27	468	137	239	181	58	4	83	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:	86	430	10	27	468	137	239	181	58	4	83	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:	86	430	10	27	468	137	239	181	58	4	83	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:	86	430	10	27	468	137	239	181	58	4	83	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	430	10	27	468	137	239	181	58	4	83	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	430	10	27	468	137	239	181	58	4	83	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.33	1.63	0.04	0.09	1.48	0.43	1.34	0.50	0.16	0.04	0.88	0.08
Final Sat.:	589	2943	68	154	2666	780	2333	884	283	74	1529	147

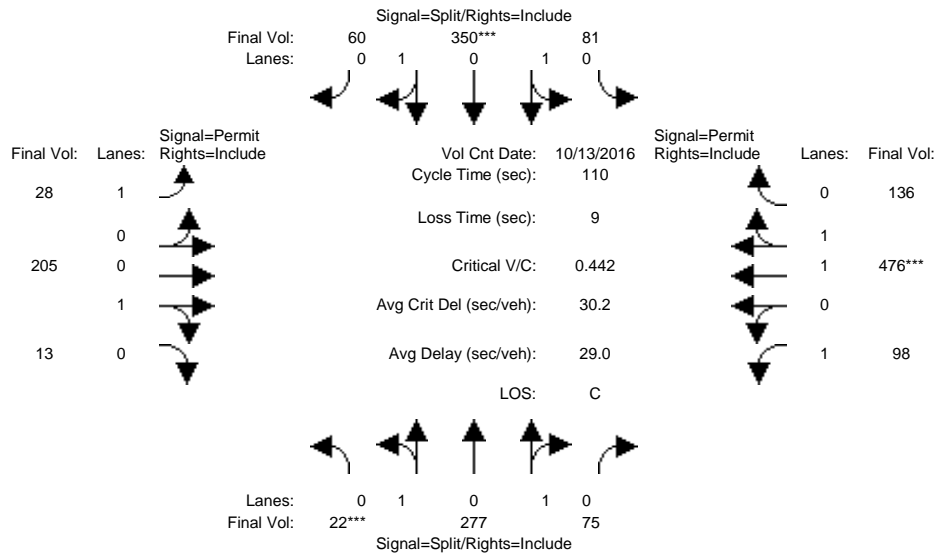
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.10	0.20	0.20	0.05	0.05	0.05
Crit Moves:			****		****				****		****	
Green Time:	29.7	29.7	29.7	35.7	35.7	35.7	41.6	41.6	41.6	11.0	11.0	11.0
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.64	0.64	0.64	0.64	0.64
Delay/Veh:	47.0	47.0	47.0	42.9	42.9	42.9	33.6	39.7	39.7	66.6	66.6	66.6
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:	47.0	47.0	47.0	42.9	42.9	42.9	33.6	39.7	39.7	66.6	66.6	66.6
LOS by Move:	D	D	D	D	D	D	C-	D	D	E	E	E
HCM2k95thQ:	18	18	18	21	21	21	11	23	23	10	10	10

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	07:45:00 AM						
Base Vol:	22	277	75	81	350	60	28	205	13	98	476	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	277	75	81	350	60	28	205	13	98	476	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	277	75	81	350	60	28	205	13	98	476	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	277	75	81	350	60	28	205	13	98	476	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	277	75	81	350	60	28	205	13	98	476	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	277	75	81	350	60	28	205	13	98	476	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.12	1.48	0.40	0.33	1.43	0.24	1.00	0.94	0.06	1.00	1.54	0.46
Final Sat.:	212	2666	722	594	2566	440	1750	1693	107	1750	2877	822

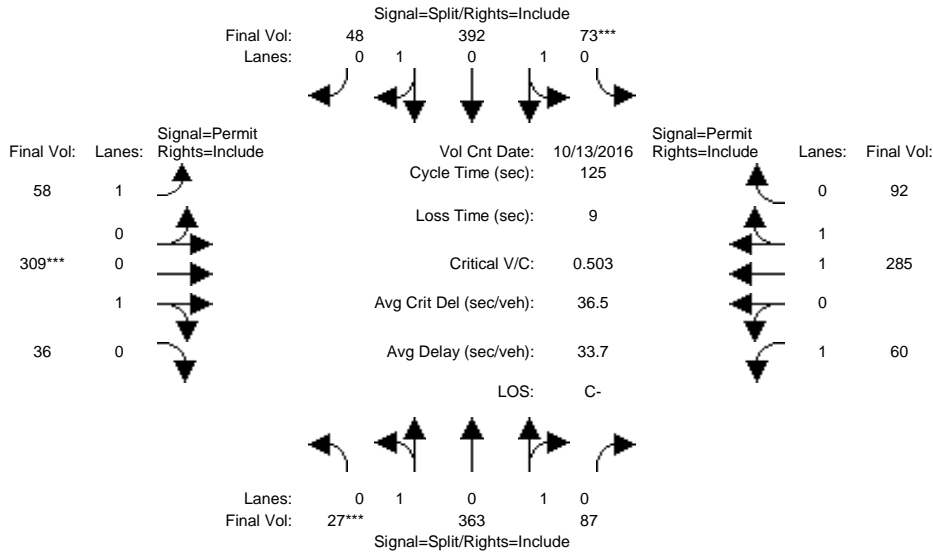
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.14	0.14	0.14	0.02	0.12	0.12	0.06	0.17	0.17
Crit Moves:	****				****						****	
Green Time:	25.9	25.9	25.9	34.0	34.0	34.0	41.2	41.2	41.2	41.2	41.2	41.2
Volume/Cap:	0.44	0.44	0.44	0.44	0.44	0.44	0.04	0.32	0.32	0.15	0.44	0.44
Delay/Veh:	36.3	36.3	36.3	30.7	30.7	30.7	21.9	24.8	24.8	22.9	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:	36.3	36.3	36.3	30.7	30.7	30.7	21.9	24.8	24.8	22.9	26.0	26.0
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2k95thQ:	11	11	11	13	13	13	1	10	10	5	14	14

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Oct 2016	<<	05:00:00	PM					
Base Vol:	27	363	87	73	392	48	58	309	36	60	285	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	363	87	73	392	48	58	309	36	60	285	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	363	87	73	392	48	58	309	36	60	285	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	363	87	73	392	48	58	309	36	60	285	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	363	87	73	392	48	58	309	36	60	285	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	363	87	73	392	48	58	309	36	60	285	92

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.11	1.53	0.36	0.28	1.53	0.19	1.00	0.90	0.10	1.00	1.50	0.50
Final Sat.:	204	2740	657	512	2751	337	1750	1612	188	1750	2796	903

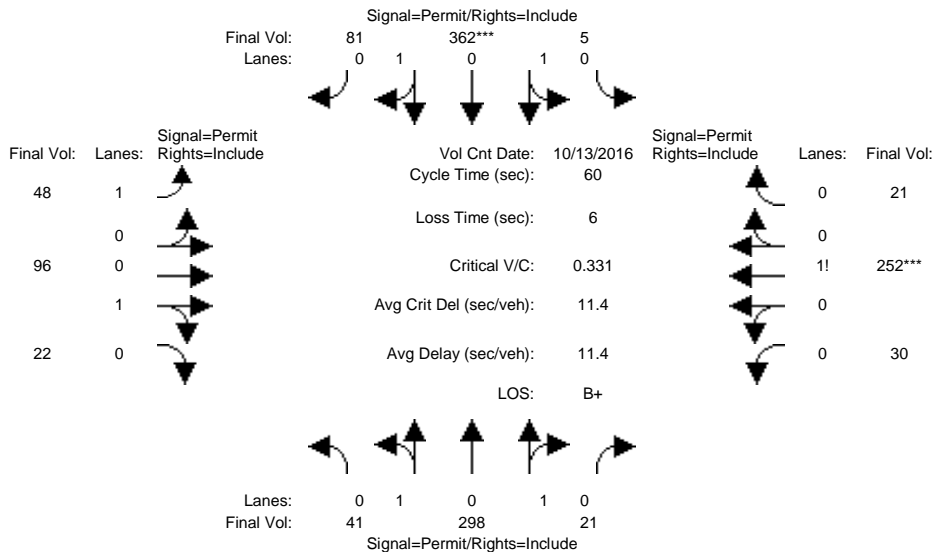
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.14	0.14	0.03	0.19	0.19	0.03	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	32.9	32.9	32.9	35.4	35.4	35.4	47.6	47.6	47.6	47.6	47.6	47.6
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.50	0.09	0.50	0.50	0.09	0.27	0.27
Delay/Veh:	39.5	39.5	39.5	37.8	37.8	37.8	24.8	30.2	30.2	24.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.5	39.5	37.8	37.8	37.8	24.8	30.2	30.2	24.8	26.8	26.8
LOS by Move:	D	D	D	D+	D+	D+	C	C	C	C	C	C
HCM2k95thQ:	15	15	15	16	16	16	3	19	19	3	9	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	13 Oct 2016	<<	07:45:00 AM
Base Vol:	41 298 21	5 362 81	48 96 22	30 252 21	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	41 298 21	5 362 81	48 96 22	30 252 21	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	41 298 21	5 362 81	48 96 22	30 252 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:	41 298 21	5 362 81	48 96 22	30 252 21	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	41 298 21	5 362 81	48 96 22	30 252 21	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	41 298 21	5 362 81	48 96 22	30 252 21	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.65	0.12	0.02	1.62	0.36	1.00	0.81	0.19	0.10	0.83	0.07
Final Sat.:	410	2980	210	40	2909	651	1750	1464	336	173	1455	121

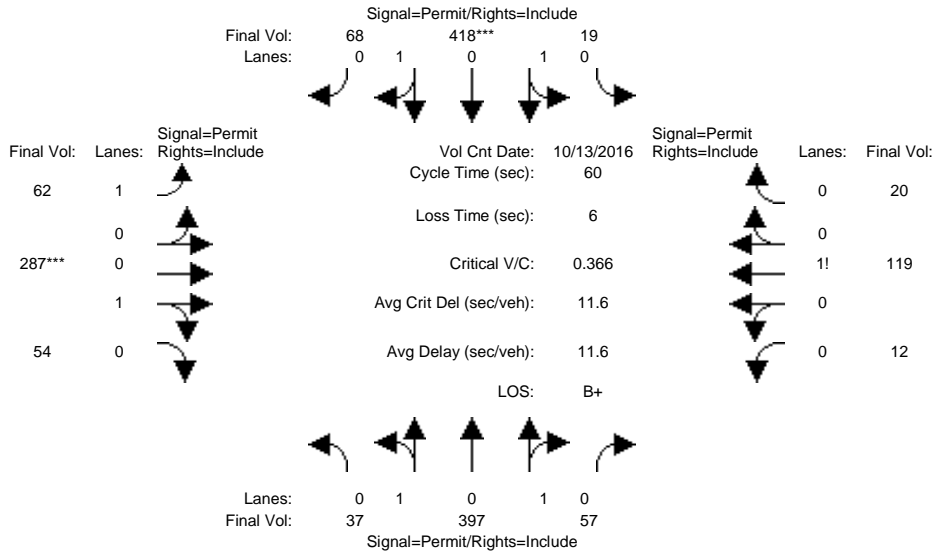
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.07	0.07	0.17	0.17	0.17
Crit Moves:					****						****	
Green Time:	22.6	22.6	22.6	22.6	22.6	22.6	31.4	31.4	31.4	31.4	31.4	31.4
Volume/Cap:	0.27	0.27	0.27	0.33	0.33	0.33	0.05	0.13	0.13	0.33	0.33	0.33
Delay/Veh:	13.1	13.1	13.1	13.5	13.5	13.5	7.0	7.3	7.3	8.4	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	13.5	13.5	13.5	7.0	7.3	7.3	8.4	8.4	8.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	5	5	5	6	6	6	1	2	2	7	7	7

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	13 Oct 2016	<<	05:00:00 PM
Base Vol:	37 397 57	19 418 68	62 287 54	12 119 20	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	37 397 57	19 418 68	62 287 54	12 119 20	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	37 397 57	19 418 68	62 287 54	12 119 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	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	37 397 57	19 418 68	62 287 54	12 119 20	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	37 397 57	19 418 68	62 287 54	12 119 20	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	37 397 57	19 418 68	62 287 54	12 119 20	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.15	1.62	0.23	0.07	1.66	0.27	1.00	0.84	0.16	0.08	0.79	0.13
Final Sat.:	271	2911	418	135	2980	485	1750	1515	285	139	1379	232

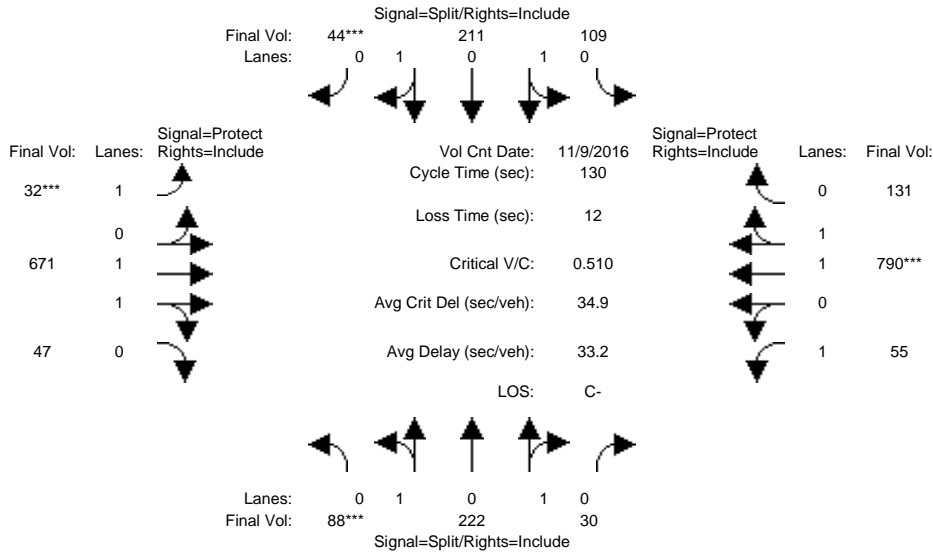
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.19	0.19	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	23.0	23.0	23.0	23.0	23.0	23.0	31.0	31.0	31.0	31.0	31.0	31.0
Volume/Cap:	0.36	0.36	0.36	0.37	0.37	0.37	0.07	0.37	0.37	0.17	0.17	0.17
Delay/Veh:	13.4	13.4	13.4	13.5	13.5	13.5	7.3	8.9	8.9	7.7	7.7	7.7
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:	13.4	13.4	13.4	13.5	13.5	13.5	7.3	8.9	8.9	7.7	7.7	7.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	7	7	7	7	7	7	1	8	8	3	3	3

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Nov 2016	<<	07:45:00 AM						
Base Vol:	88	222	30	109	211	44	32	671	47	55	790	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:	88	222	30	109	211	44	32	671	47	55	790	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:	88	222	30	109	211	44	32	671	47	55	790	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:	88	222	30	109	211	44	32	671	47	55	790	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	222	30	109	211	44	32	671	47	55	790	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
Final Volume:	88	222	30	109	211	44	32	671	47	55	790	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.52	1.30	0.18	0.60	1.16	0.24	1.00	1.87	0.13	1.00	1.71	0.29
Final Sat.:	932	2351	318	1078	2087	435	1750	3458	242	1750	3173	526

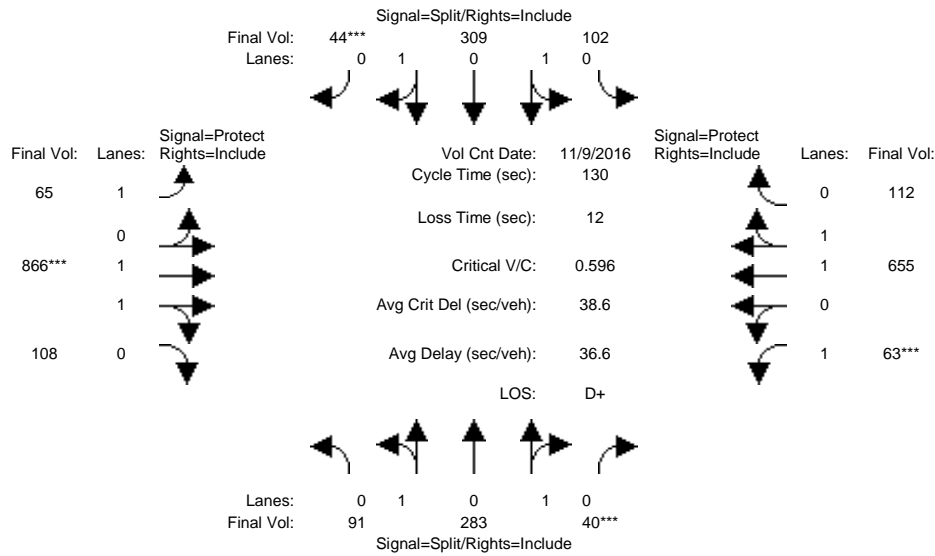
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.10	0.10	0.10	0.02	0.19	0.19	0.03	0.25	0.25
Crit Moves:	***					***	***				***	
Green Time:	23.6	23.6	23.6	25.2	25.2	25.2	7.0	54.1	54.1	15.0	62.2	62.2
Volume/Cap:	0.52	0.52	0.52	0.52	0.52	0.52	0.34	0.47	0.47	0.27	0.52	0.52
Delay/Veh:	48.9	48.9	48.9	47.7	47.7	47.7	61.4	27.7	27.7	53.2	23.8	23.8
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:	48.9	48.9	48.9	47.7	47.7	47.7	61.4	27.7	27.7	53.2	23.8	23.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D-	C	C
HCM2k95thQ:	12	12	12	13	13	13	3	19	19	4	23	23

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Nov 2016	<<	05:00:00 PM						
Base Vol:	91	283	40	102	309	44	65	866	108	63	655	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	283	40	102	309	44	65	866	108	63	655	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	283	40	102	309	44	65	866	108	63	655	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	283	40	102	309	44	65	866	108	63	655	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	283	40	102	309	44	65	866	108	63	655	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	283	40	102	309	44	65	866	108	63	655	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.44	1.37	0.19	0.45	1.36	0.19	1.00	1.77	0.23	1.00	1.70	0.30
Final Sat.:	791	2461	348	807	2445	348	1750	3289	410	1750	3159	540

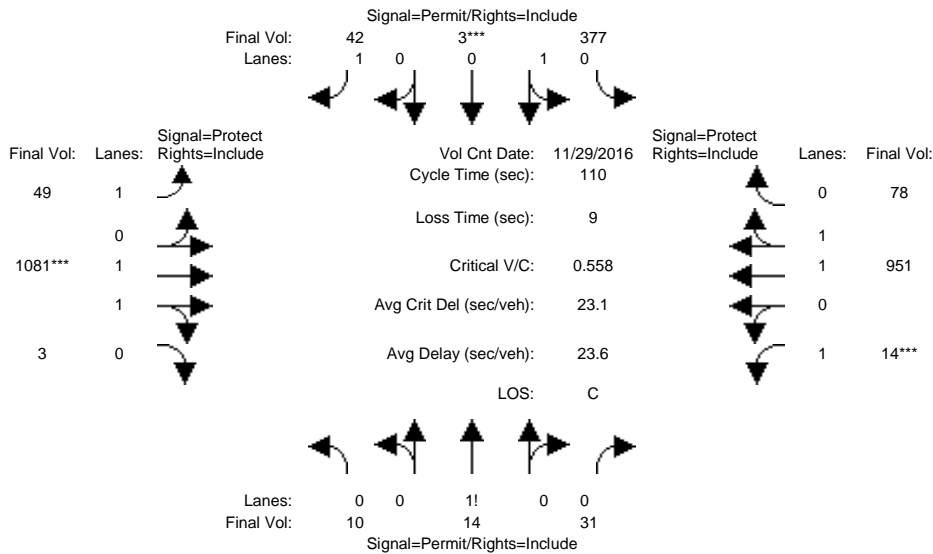
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.13	0.13	0.04	0.26	0.26	0.04	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	25.1	25.1	25.1	27.6	27.6	27.6	13.5	57.5	57.5	7.9	51.8	51.8
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.36	0.60	0.60	0.60	0.52	0.52
Delay/Veh:	49.2	49.2	49.2	47.5	47.5	47.5	55.5	28.1	28.1	68.4	30.0	30.0
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:	49.2	49.2	49.2	47.5	47.5	47.5	55.5	28.1	28.1	68.4	30.0	30.0
LOS by Move:	D	D	D	D	D	D	E+	C	C	E	C	C
HCM2k95thQ:	15	15	15	16	16	16	5	26	26	5	21	21

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	29 Nov 2016	<<	07:45:00 AM						
Base Vol:	10	14	31	377	3	42	49	1081	3	14	951	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	14	31	377	3	42	49	1081	3	14	951	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	14	31	377	3	42	49	1081	3	14	951	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	14	31	377	3	42	49	1081	3	14	951	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	14	31	377	3	42	49	1081	3	14	951	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	14	31	377	3	42	49	1081	3	14	951	78

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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.18	0.25	0.57	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.84	0.16
Final Sat.:	318	445	986	1786	14	1750	1750	3690	10	1750	3419	280

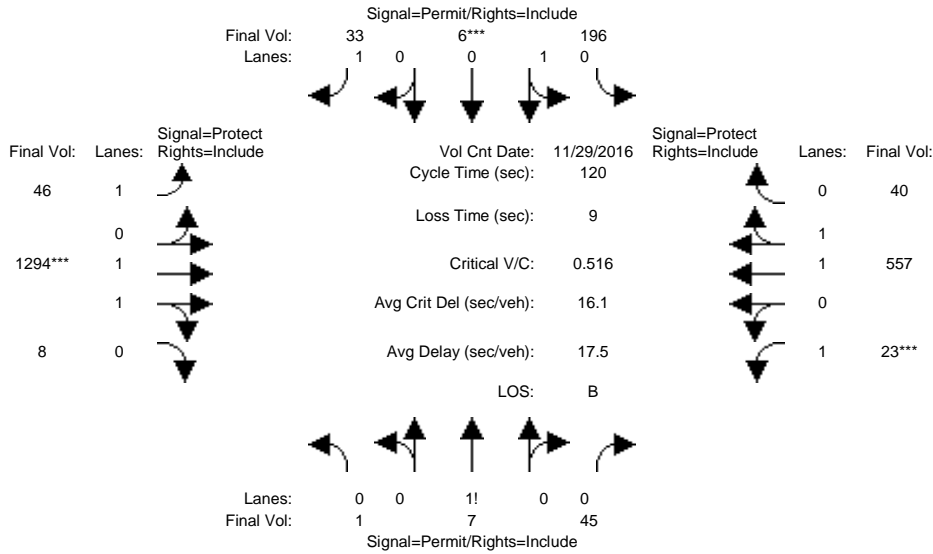
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.02	0.03	0.29	0.29	0.01	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	39.4	39.4	39.4	39.4	39.4	39.4	11.5	54.6	54.6	7.0	50.2	50.2
Volume/Cap:	0.09	0.09	0.09	0.59	0.59	0.07	0.27	0.59	0.59	0.13	0.61	0.61
Delay/Veh:	23.5	23.5	23.5	30.2	30.2	23.3	46.2	20.2	20.2	49.1	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	23.5	23.5	30.2	30.2	23.3	46.2	20.2	20.2	49.1	23.2	23.2
LOS by Move:	C	C	C	C	C	C	D	C+	C+	D	C	C
HCM2k95thQ:	3	3	3	21	21	2	3	23	23	1	24	24

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	29 Nov 2016	<<	05:00:00 PM						
Base Vol:	1	7	45	196	6	33	46	1294	8	23	557	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	45	196	6	33	46	1294	8	23	557	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	45	196	6	33	46	1294	8	23	557	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	45	196	6	33	46	1294	8	23	557	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	45	196	6	33	46	1294	8	23	557	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	7	45	196	6	33	46	1294	8	23	557	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.02	0.13	0.85	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.86	0.14
Final Sat.:	33	231	1486	1747	53	1750	1750	3677	23	1750	3452	248

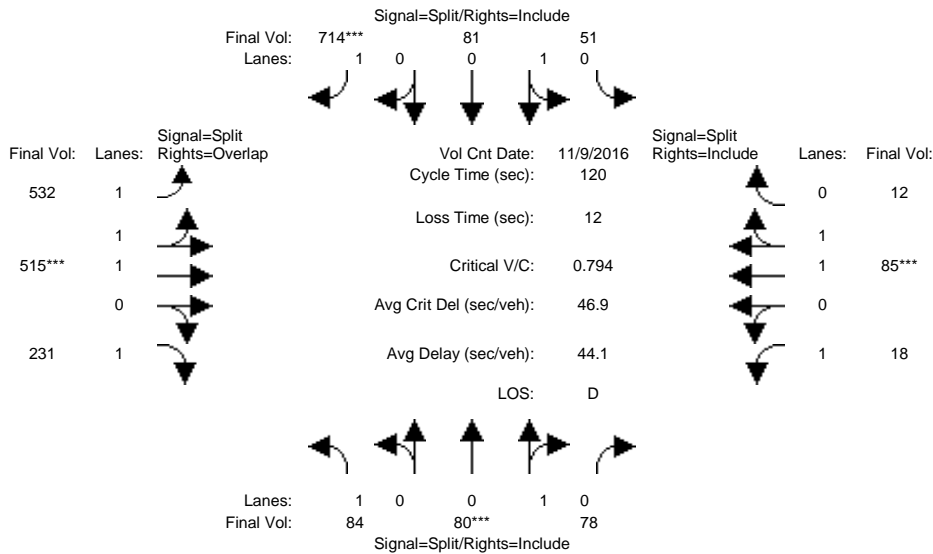
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.02	0.03	0.35	0.35	0.01	0.16	0.16
Crit Moves:					****			****			****	
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	22.8	78.9	78.9	7.0	63.1	63.1
Volume/Cap:	0.14	0.14	0.14	0.54	0.54	0.09	0.14	0.54	0.54	0.23	0.31	0.31
Delay/Veh:	38.8	38.8	38.8	43.7	43.7	38.3	40.6	11.1	11.1	55.0	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.8	43.7	43.7	38.3	40.6	11.1	11.1	55.0	16.2	16.2
LOS by Move:	D+	D+	D+	D	D	D+	D	B+	B+	E+	B	B
HCM2k95thQ:	4	4	4	14	14	2	3	23	23	2	12	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	9 Nov 2016	<<	07:45:00 AM						
Base Vol:	84	80	78	51	81	714	532	515	231	18	85	12
Growth Adj:	1.00	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	80	78	51	81	714	532	515	231	18	85	12
Added Vol:	0	0	0	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	80	78	51	81	714	532	515	231	18	85	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	80	78	51	81	714	532	515	231	18	85	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	80	78	51	81	714	532	515	231	18	85	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	80	78	51	81	714	532	515	231	18	85	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.51	0.49	0.39	0.61	1.00	1.57	1.43	1.00	1.00	1.75	0.25
Final Sat.:	1750	911	889	695	1105	1750	2767	2679	1750	1750	3242	458

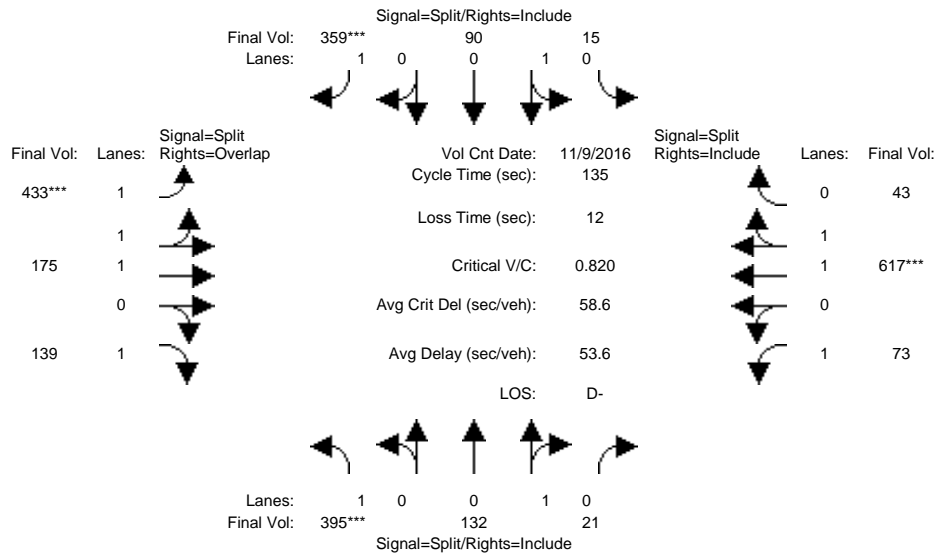
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.07	0.07	0.41	0.19	0.19	0.13	0.01	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.5	12.5	12.5	58.1	58.1	58.1	27.4	27.4	39.9	10.0	10.0	10.0
Volume/Cap:	0.46	0.84	0.84	0.15	0.15	0.84	0.84	0.84	0.40	0.12	0.31	0.31
Delay/Veh:	52.4	80.4	80.4	17.3	17.3	34.6	49.6	49.6	31.3	51.3	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	80.4	80.4	17.3	17.3	34.6	49.6	49.6	31.3	51.3	52.4	52.4
LOS by Move:	D-	F	F	B	B	C-	D	D	C	D-	D-	D-
HCM2k95thQ:	7	16	16	6	6	44	27	27	13	2	4	4

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	9 Nov 2016	<<	05:00:00 PM						
Base Vol:	395	132	21	15	90	359	433	175	139	73	617	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	132	21	15	90	359	433	175	139	73	617	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	132	21	15	90	359	433	175	139	73	617	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	132	21	15	90	359	433	175	139	73	617	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	132	21	15	90	359	433	175	139	73	617	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	395	132	21	15	90	359	433	175	139	73	617	43

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.86	0.14	0.14	0.86	1.00	2.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1553	247	257	1543	1750	3150	1900	1750	1750	3459	241

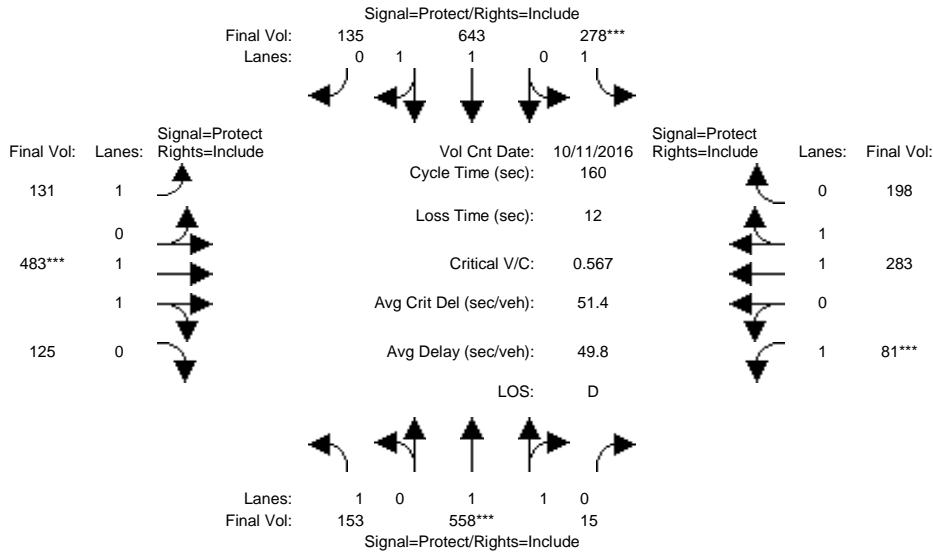
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.09	0.06	0.06	0.21	0.14	0.09	0.08	0.04	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	37.2	37.2	37.2	33.8	33.8	33.8	22.6	22.6	59.8	29.4	29.4	29.4
Volume/Cap:	0.82	0.31	0.31	0.23	0.23	0.82	0.82	0.55	0.18	0.19	0.82	0.82
Delay/Veh:	56.4	39.1	39.1	40.6	40.6	59.3	61.4	52.1	22.8	43.4	57.0	57.0
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:	56.4	39.1	39.1	40.6	40.6	59.3	61.4	52.1	22.8	43.4	57.0	57.0
LOS by Move:	E+	D	D	D	D	E+	E	D-	C+	D	E+	E+
HCM2k95thQ:	32	10	10	7	7	30	23	14	7	5	27	27

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	153	558	15	278	643	135	131	483	125	81	283	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	558	15	278	643	135	131	483	125	81	283	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	558	15	278	643	135	131	483	125	81	283	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	558	15	278	643	135	131	483	125	81	283	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	558	15	278	643	135	131	483	125	81	283	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	558	15	278	643	135	131	483	125	81	283	198

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.95	0.05	1.00	1.64	0.36	1.00	1.58	0.42	1.00	1.15	0.85
Final Sat.:	1750	3603	97	1750	3057	642	1750	2939	761	1750	2176	1522

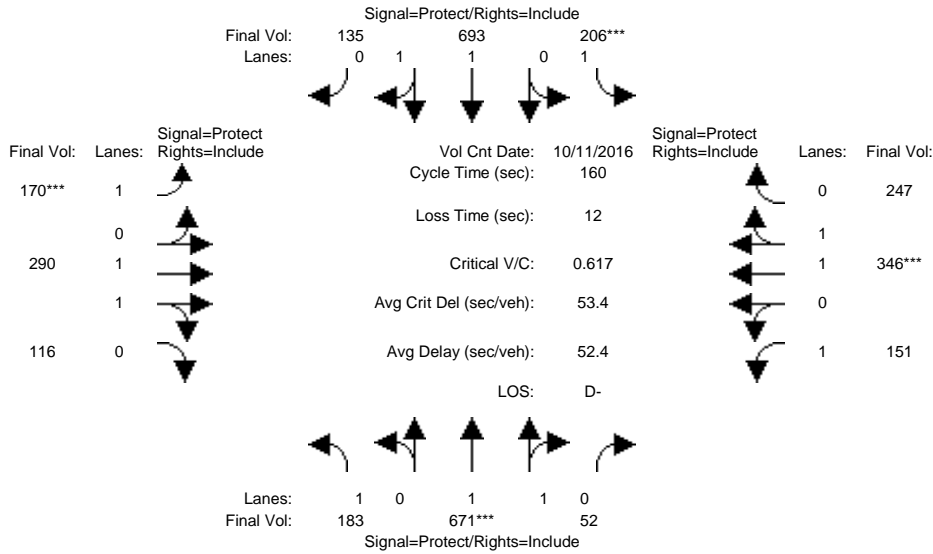
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.21	0.21	0.07	0.16	0.16	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	26.0	43.7	43.7	44.8	62.5	62.5	21.7	46.4	46.4	13.1	37.7	37.7
Volume/Cap:	0.54	0.57	0.57	0.57	0.54	0.54	0.55	0.57	0.57	0.57	0.55	0.55
Delay/Veh:	63.5	50.8	50.8	50.8	38.0	38.0	67.4	49.0	49.0	76.0	54.5	54.5
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:	63.5	50.8	50.8	50.8	38.0	38.0	67.4	49.0	49.0	76.0	54.5	54.5
LOS by Move:	E	D	D	D	D+	D+	E	D	D	E-	D-	D-
HCM2k95thQ:	15	22	22	23	26	26	12	22	22	8	19	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	11 Oct 2016	<<	05:00:00 PM						
Base Vol:	183	671	52	206	693	135	170	290	116	151	346	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	671	52	206	693	135	170	290	116	151	346	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	671	52	206	693	135	170	290	116	151	346	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	671	52	206	693	135	170	290	116	151	346	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	671	52	206	693	135	170	290	116	151	346	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	671	52	206	693	135	170	290	116	151	346	247

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.85	0.15	1.00	1.66	0.34	1.00	1.41	0.59	1.00	1.14	0.86
Final Sat.:	1750	3434	266	1750	3096	603	1750	2642	1057	1750	2158	1540

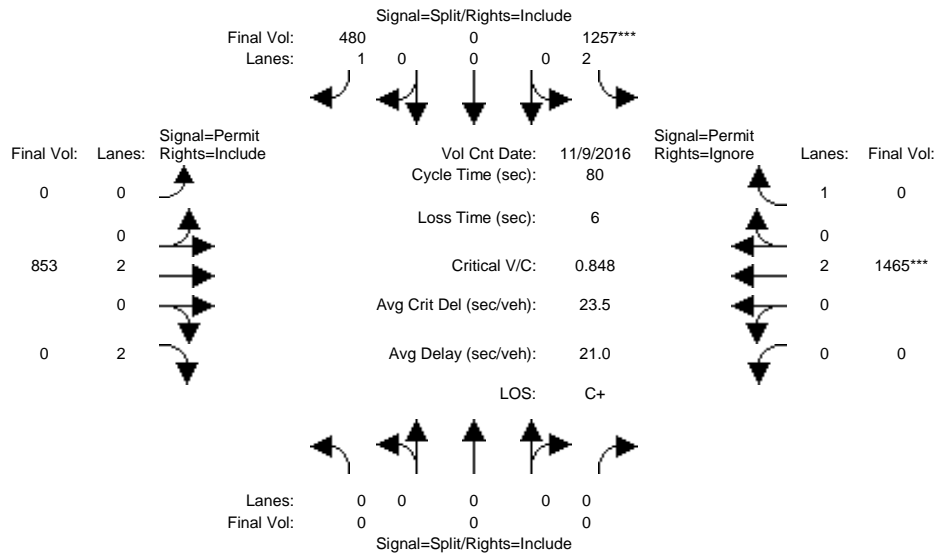
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.12	0.22	0.22	0.10	0.11	0.11	0.09	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	25.9	50.7	50.7	30.5	55.4	55.4	25.2	37.4	37.4	29.4	41.6	41.6
Volume/Cap:	0.65	0.62	0.62	0.62	0.65	0.65	0.62	0.47	0.47	0.47	0.62	0.62
Delay/Veh:	67.9	47.4	47.4	62.8	45.3	45.3	67.1	53.2	53.2	59.4	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	47.4	47.4	62.8	45.3	45.3	67.1	53.2	53.2	59.4	53.4	53.4
LOS by Move:	E	D	D	E	D	D	E	D-	D-	E+	D-	D-
HCM2k95thQ:	18	27	27	19	30	30	15	16	16	13	23	23

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	9 Nov 2016	<<	07:45:00 AM						
Base Vol:	0	0	0	1257	0	480	0	853	0	0	1465	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1257	0	480	0	853	0	0	1465	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1257	0	480	0	853	0	0	1465	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1257	0	480	0	853	0	0	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1257	0	480	0	853	0	0	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1257	0	480	0	853	0	0	1465	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

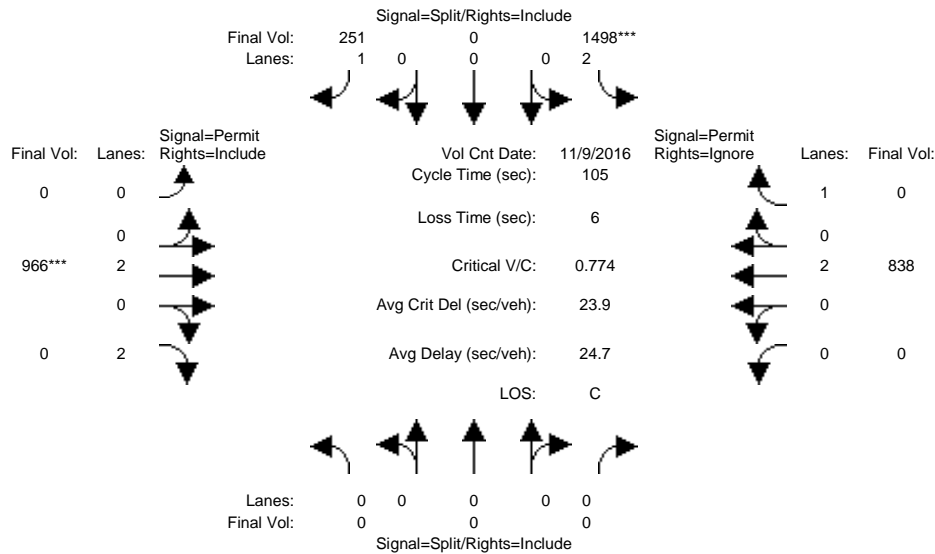
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.27	0.00	0.22	0.00	0.00	0.39	0.00	
Crit Moves:				****							****		
Green Time:	0.0	0.0	0.0	37.6	0.0	37.6	0.0	36.4	0.0	0.0	36.4	0.0	
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.58	0.00	0.49	0.00	0.00	0.85	0.00	
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	16.5	0.0	15.6	0.0	0.0	23.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	16.5	0.0	15.6	0.0	0.0	23.5	0.0	
LOS by Move:	A	A	A	C	A	B	A	B	A	A	C	A	
HCM2k95thQ:	0	0	0	33	0	18	0	14	0	0	30	0	

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	9 Nov 2016	<<	05:00:00	PM					
Base Vol:	0	0	0	1498	0	251	0	966	0	0	838	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1498	0	251	0	966	0	0	838	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1498	0	251	0	966	0	0	838	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1498	0	251	0	966	0	0	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1498	0	251	0	966	0	0	838	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1498	0	251	0	966	0	0	838	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

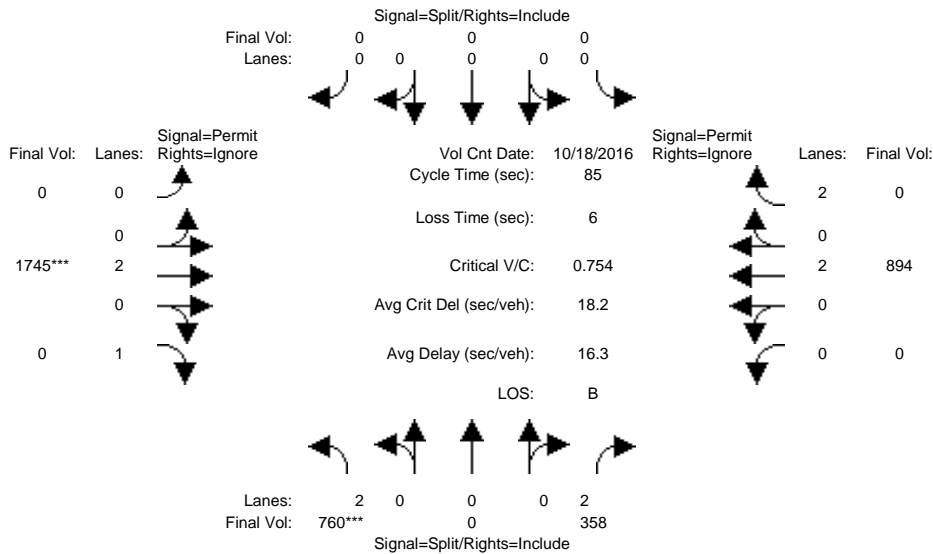
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	0.14	0.00	0.25	0.00	0.00	0.22	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	64.5	0.0	64.5	0.0	34.5	0.0	0.0	34.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.23	0.00	0.77	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	16.9	0.0	9.2	0.0	34.8	0.0	0.0	31.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.9	0.0	9.2	0.0	34.8	0.0	0.0	31.8	0.0
LOS by Move:	A	A	A	B	A	A	A	C-	A	A	C	A
HCM2k95thQ:	0	0	0	38	0	8	0	26	0	0	21	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	18 Oct 2016	<<	07:45:00 AM												
Base Vol:	760	0	358	0	0	0	0	1745	501	0	894	1744						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	760	0	358	0	0	0	0	1745	501	0	894	1744						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	760	0	358	0	0	0	0	1745	501	0	894	1744						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00						
PHF Volume:	760	0	358	0	0	0	0	1745	0	0	894	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	760	0	358	0	0	0	0	1745	0	0	894	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00						
Final Volume:	760	0	358	0	0	0	0	1745	0	0	894	0						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

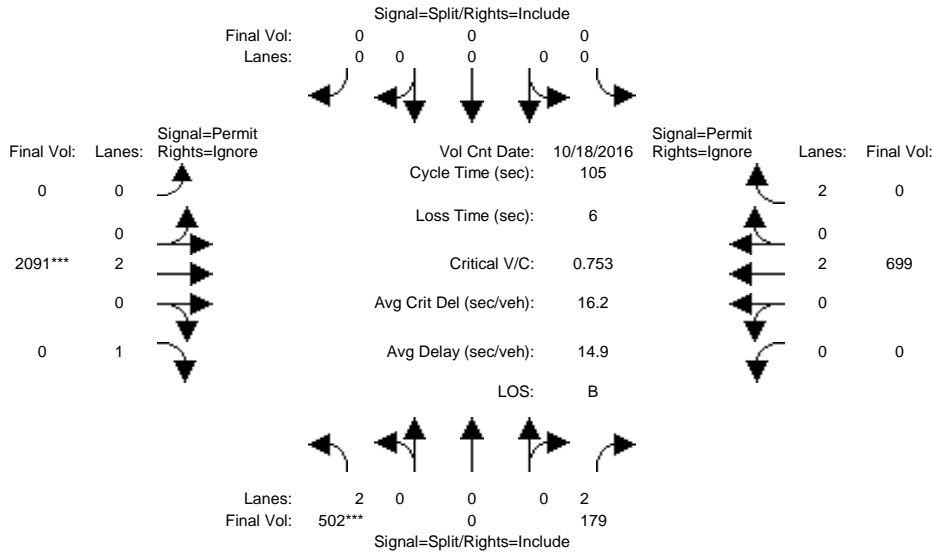
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.11	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.24	0.00
Crit Moves:	****							****				
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	51.8	0.0	0.0	51.8	0.0
Volume/Cap:	0.75	0.00	0.36	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.39	0.00
Delay/Veh:	29.2	0.0	22.4	0.0	0.0	0.0	0.0	13.4	0.0	0.0	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	0.0	22.4	0.0	0.0	0.0	0.0	13.4	0.0	0.0	8.6	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	22	0	9	0	0	0	0	29	0	0	12	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	502	0	179	0	0	0	0	2091	281	0	699	1037
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	0	179	0	0	0	0	2091	281	0	699	1037
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	0	179	0	0	0	0	2091	281	0	699	1037
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	502	0	179	0	0	0	0	2091	0	0	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	0	179	0	0	0	0	2091	0	0	699	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	502	0	179	0	0	0	0	2091	0	0	699	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

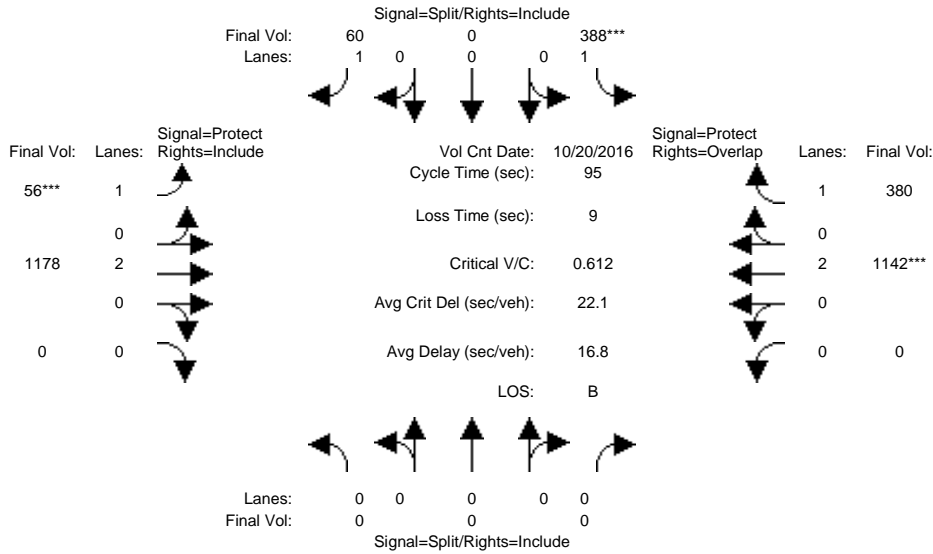
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.06	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.18	0.00
Crit Moves:	****							****				
Green Time:	22.2	0.0	22.2	0.0	0.0	0.0	0.0	76.8	0.0	0.0	76.8	0.0
Volume/Cap:	0.75	0.00	0.27	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00
Delay/Veh:	43.6	0.0	34.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	0.0	34.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	4.7	0.0
LOS by Move:	D	A	C-	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	20	0	6	0	0	0	0	34	0	0	7	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	0	0	388	0	60	56	1178	0	0	1142	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	388	0	60	56	1178	0	0	1142	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	388	0	60	56	1178	0	0	1142	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	388	0	60	56	1178	0	0	1142	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	388	0	60	56	1178	0	0	1142	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	388	0	60	56	1178	0	0	1142	380

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

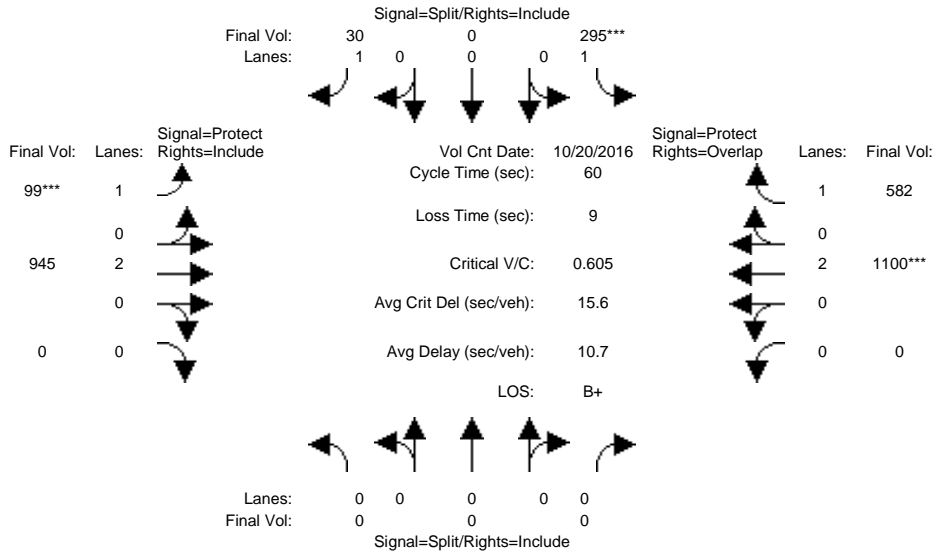
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.03	0.03	0.31	0.00	0.00	0.30	0.22	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	33.5	0.0	33.5	7.0	52.5	0.0	0.0	45.5	79.0	
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.10	0.43	0.56	0.00	0.00	0.63	0.26	
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	20.7	44.4	14.2	0.0	0.0	19.2	1.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	27.6	0.0	20.7	44.4	14.2	0.0	0.0	19.2	1.8	
LOS by Move:	A	A	A	C	A	C+	D	B	A	A	B-	A	
HCM2k95thQ:	0	0	0	20	0	3	3	20	0	0	22	5	

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM
Base Vol:	0	0	0	295	0	30	99 945 0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Initial Bse:	0	0	0	295	0	30	99 945 0
Added Vol:	0	0	0	0	0	0	0 0 0
PasserByVol:	0	0	0	0	0	0	0 0 0
Initial Fut:	0	0	0	295	0	30	99 945 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	0	0	0	295	0	30	99 945 0
Reduct Vol:	0	0	0	0	0	0	0 0 0
Reduced Vol:	0	0	0	295	0	30	99 945 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Final Volume:	0	0	0	295	0	30	99 945 0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

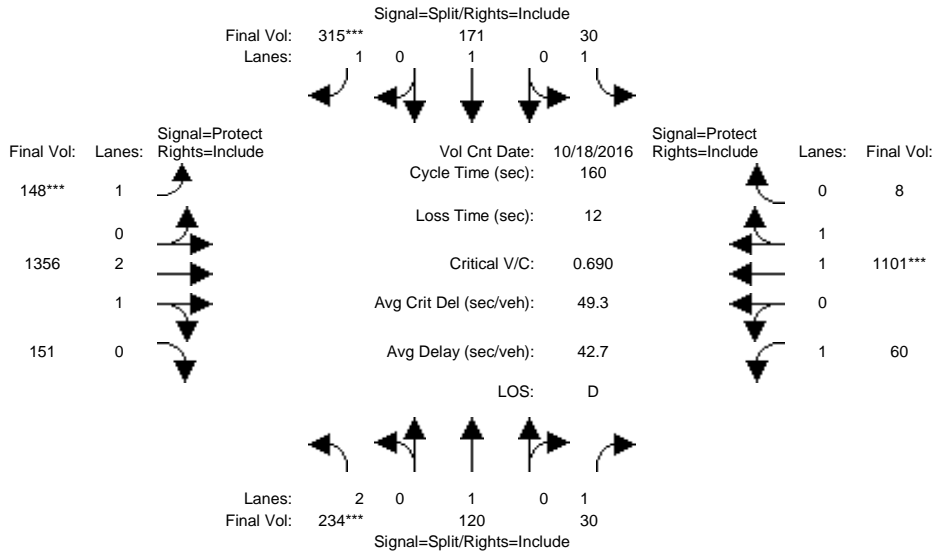
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.25	0.00	0.00	0.29	0.33	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	16.2	0.0	16.2	7.0	34.8	0.0	0.0	27.8	44.0	
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.06	0.48	0.43	0.00	0.00	0.62	0.45	
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	16.3	26.6	7.2	0.0	0.0	12.9	3.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	16.3	26.6	7.2	0.0	0.0	12.9	3.5	
LOS by Move:	A	A	A	C+	A	B	C	A	A	A	B	A	
HCM2k95thQ:	0	0	0	12	0	1	4	9	0	0	15	9	

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	234	120	30	30	171	315	148	1356	151	60	1101	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:	234	120	30	30	171	315	148	1356	151	60	1101	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:	234	120	30	30	171	315	148	1356	151	60	1101	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:	234	120	30	30	171	315	148	1356	151	60	1101	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	120	30	30	171	315	148	1356	151	60	1101	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	120	30	30	171	315	148	1356	151	60	1101	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.69	0.31	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5038	561	1750	3673	27

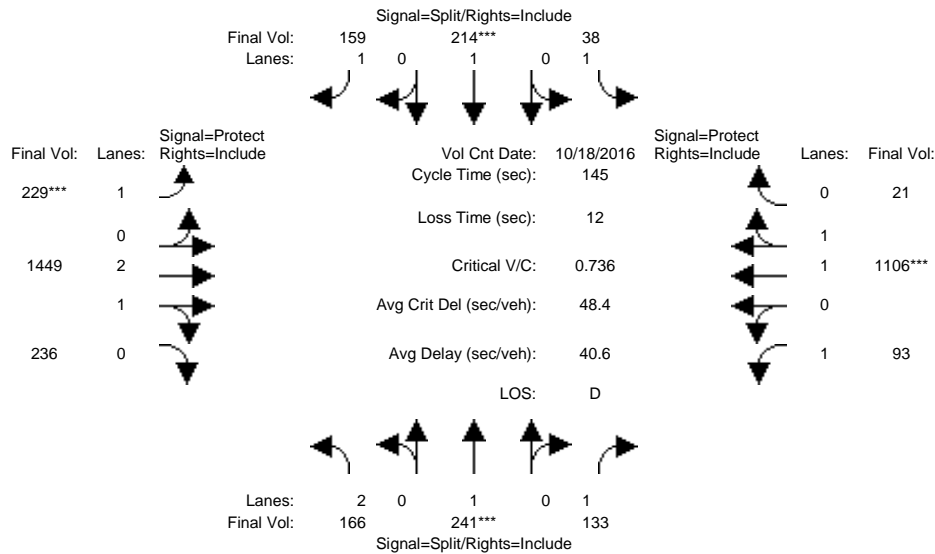
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.02	0.02	0.09	0.18	0.08	0.27	0.27	0.03	0.30	0.30
Crit Moves:	****					****	****				****	
Green Time:	17.2	17.2	17.2	41.7	41.7	41.7	19.6	76.6	76.6	12.5	69.5	69.5
Volume/Cap:	0.69	0.59	0.16	0.07	0.35	0.69	0.69	0.56	0.56	0.44	0.69	0.69
Delay/Veh:	74.8	72.4	65.2	44.5	48.5	57.8	76.5	30.0	30.0	72.7	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	72.4	65.2	44.5	48.5	57.8	76.5	30.0	30.0	72.7	37.9	37.9
LOS by Move:	E	E	E	D	D	E+	E-	C	C	E	D+	D+
HCM2k95thQ:	15	12	3	2	13	28	14	30	30	6	37	37

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	18 Oct 2016	<<	05:00:00 PM
Base Vol:	166 241 133		38 214 159		229 1449 236 93 1106 21
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	166 241 133		38 214 159		229 1449 236 93 1106 21
Added Vol:	0 0 0		0 0 0		0 0 0 0 0 0
PasserByVol:	0 0 0		0 0 0		0 0 0 0 0 0
Initial Fut:	166 241 133		38 214 159		229 1449 236 93 1106 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:	166 241 133		38 214 159		229 1449 236 93 1106 21
Reduct Vol:	0 0 0		0 0 0		0 0 0 0 0 0
Reduced Vol:	166 241 133		38 214 159		229 1449 236 93 1106 21
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	166 241 133		38 214 159		229 1449 236 93 1106 21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.56	0.44	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4815	784	1750	3631	69

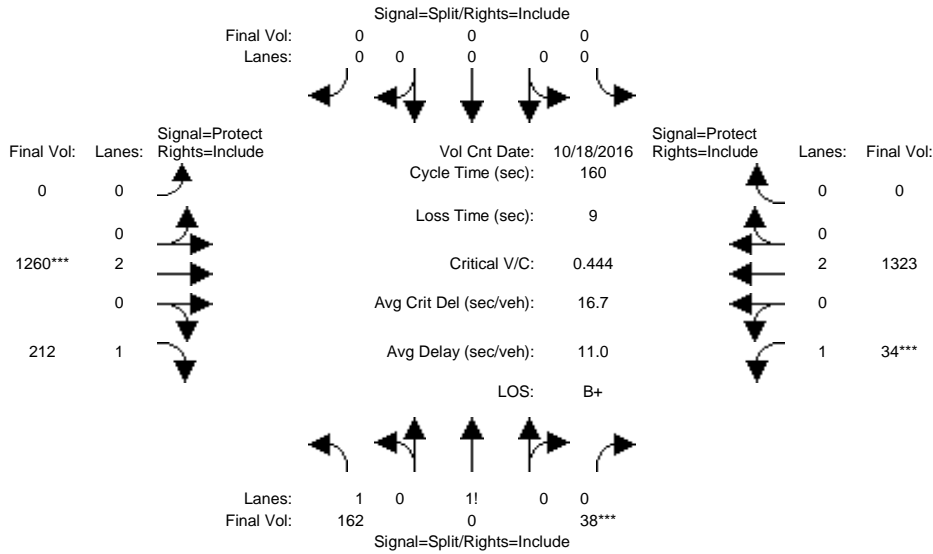
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.02	0.11	0.09	0.13	0.30	0.30	0.05	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	25.0	25.0	25.0	22.2	22.2	22.2	25.8	72.9	72.9	12.9	60.0	60.0
Volume/Cap:	0.31	0.74	0.44	0.14	0.74	0.59	0.74	0.60	0.60	0.60	0.74	0.74
Delay/Veh:	52.7	65.3	54.8	53.4	68.0	60.8	65.2	26.0	26.0	69.9	37.7	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:	52.7	65.3	54.8	53.4	68.0	60.8	65.2	26.0	26.0	69.9	37.7	37.7
LOS by Move:	D-	E	D-	D-	E	E	E	C	C	E	D+	D+
HCM2k95thQ:	8	21	12	3	19	15	19	30	30	9	36	36

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	162	0	38	0	0	0	0	1260	212	34	1323	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	0	38	0	0	0	0	1260	212	34	1323	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	38	0	0	0	0	1260	212	34	1323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	0	38	0	0	0	0	1260	212	34	1323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	38	0	0	0	0	1260	212	34	1323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	0	38	0	0	0	0	1260	212	34	1323	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.68	0.00	0.32	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2941	0	559	0	0	0	0	3800	1750	1750	3800	0

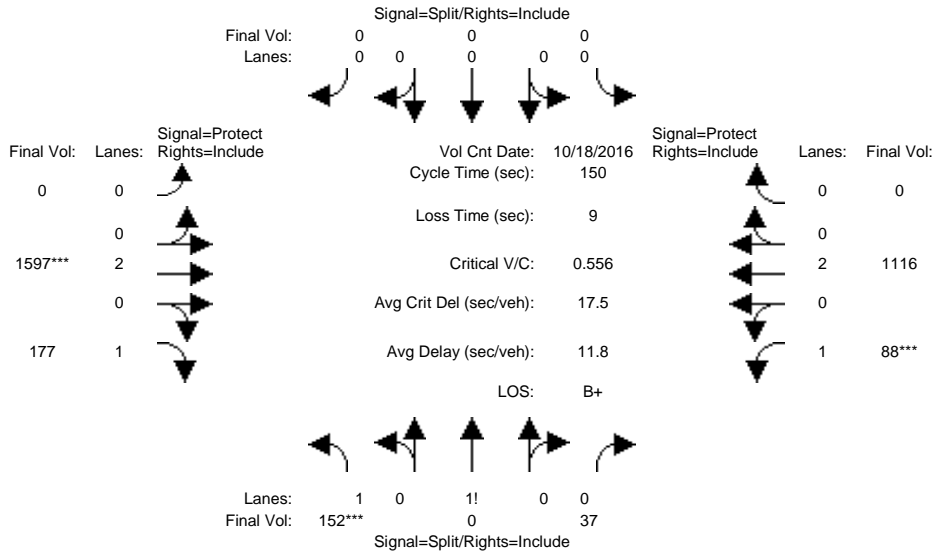
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.33	0.12	0.02	0.35	0.00
Crit Moves:	****						****			****		
Green Time:	24.5	0.0	24.5	0.0	0.0	0.0	0.0	119	119.5	7.0	126	0.0
Volume/Cap:	0.36	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.16	0.44	0.44	0.00
Delay/Veh:	61.1	0.0	62.3	0.0	0.0	0.0	0.0	7.8	5.9	78.7	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	0.0	62.3	0.0	0.0	0.0	0.0	7.8	5.9	78.7	5.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E-	A	A
HCM2k95thQ:	9	0	12	0	0	0	0	21	6	4	19	0

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

Stanford GUP EIR
 SJ15-1585
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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	152	0	37	0	0	0	0	1597	177	88	1116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	37	0	0	0	0	1597	177	88	1116	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	37	0	0	0	0	1597	177	88	1116	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	0	37	0	0	0	0	1597	177	88	1116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	0	37	0	0	0	0	1597	177	88	1116	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	0	37	0	0	0	0	1597	177	88	1116	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.67	0.00	0.33	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2927	0	573	0	0	0	0	3800	1750	1750	3800	0

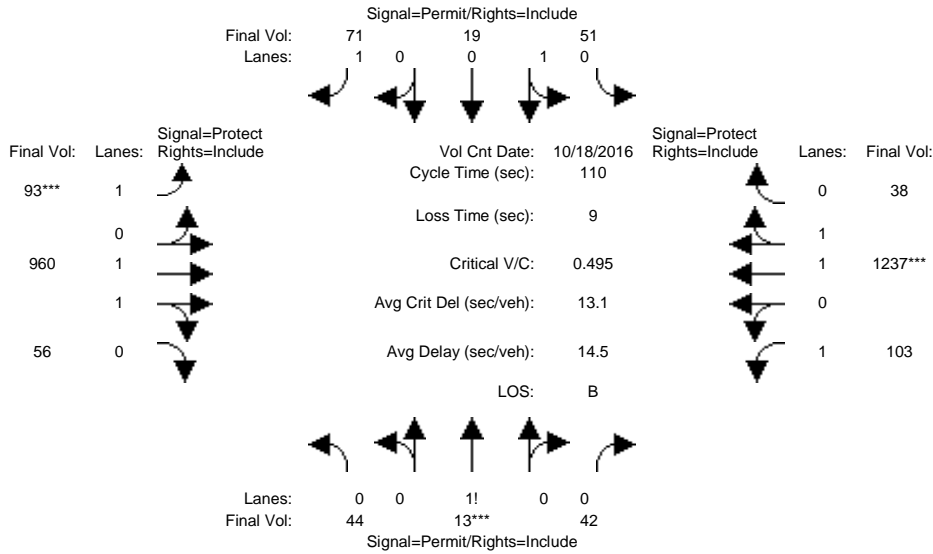
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.42	0.10	0.05	0.29	0.00
Crit Moves:	****						****			****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	111	110.7	13.2	124	0.0
Volume/Cap:	0.46	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.14	0.57	0.36	0.00
Delay/Veh:	63.0	0.0	65.4	0.0	0.0	0.0	0.0	9.1	5.8	70.6	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	0.0	65.4	0.0	0.0	0.0	0.0	9.1	5.8	70.6	3.3	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	9	0	12	0	0	0	0	28	5	8	12	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	44	13	42	51	19	71	93	960	56	103	1237	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	13	42	51	19	71	93	960	56	103	1237	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	13	42	51	19	71	93	960	56	103	1237	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	13	42	51	19	71	93	960	56	103	1237	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	13	42	51	19	71	93	960	56	103	1237	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	13	42	51	19	71	93	960	56	103	1237	38

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	0.98	0.95	0.92	0.97	0.95
Lanes:	0.45	0.13	0.42	0.73	0.27	1.00	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	778	230	742	1311	489	1750	1750	3496	204	1750	3590	110

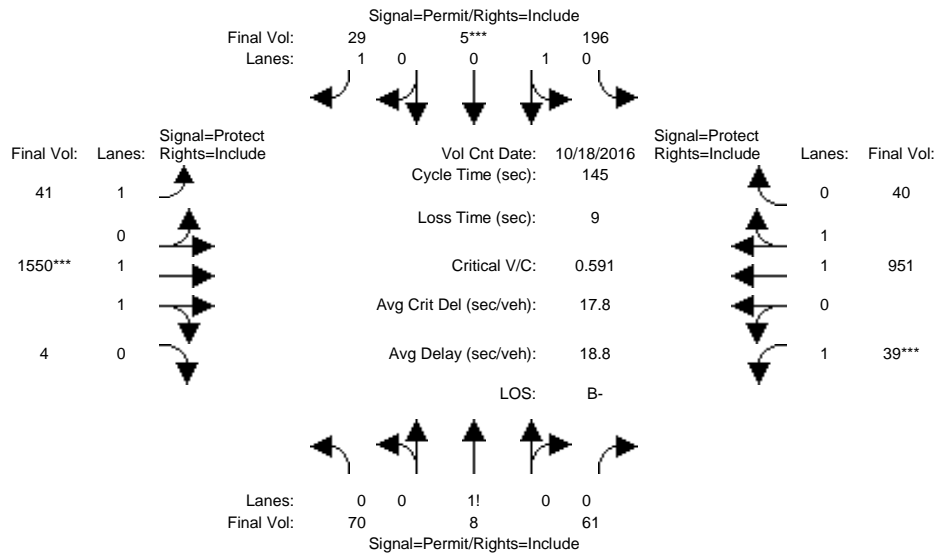
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.05	0.27	0.27	0.06	0.34	0.34
Crit Moves:	****						****			****		
Green Time:	12.6	12.6	12.6	12.6	12.6	12.6	11.8	71.8	71.8	16.6	76.6	76.6
Volume/Cap:	0.49	0.49	0.49	0.34	0.34	0.35	0.49	0.42	0.42	0.39	0.49	0.49
Delay/Veh:	47.7	47.7	47.7	45.9	45.9	46.1	48.3	9.3	9.3	43.1	7.9	7.9
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:	47.7	47.7	47.7	45.9	45.9	46.1	48.3	9.3	9.3	43.1	7.9	7.9
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	8	8	8	5	5	5	6	15	15	7	19	19

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	70	8	61	196	5	29	41	1550	4	39	951	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	8	61	196	5	29	41	1550	4	39	951	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	8	61	196	5	29	41	1550	4	39	951	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	8	61	196	5	29	41	1550	4	39	951	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	8	61	196	5	29	41	1550	4	39	951	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	8	61	196	5	29	41	1550	4	39	951	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.50	0.06	0.44	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	881	101	768	1755	45	1750	1750	3690	10	1750	3551	149

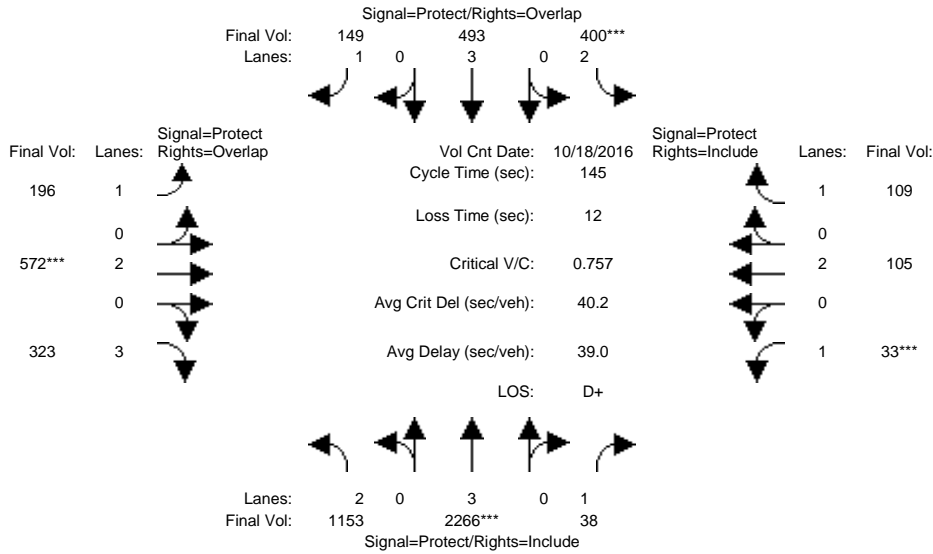
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.02	0.02	0.42	0.42	0.02	0.27	0.27
Crit Moves:					****			****			****	
Green Time:	27.1	27.1	27.1	27.1	27.1	27.1	16.6	102	101.9	7.0	92.3	92.3
Volume/Cap:	0.43	0.43	0.43	0.60	0.60	0.09	0.20	0.60	0.60	0.46	0.42	0.42
Delay/Veh:	53.0	53.0	53.0	56.9	56.9	48.9	58.7	11.4	11.4	71.1	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	56.9	56.9	48.9	58.7	11.4	11.4	71.1	13.2	13.2
LOS by Move:	D-	D-	D-	E+	E+	D	E+	B+	B+	E	B	B
HCM2k95thQ:	12	12	12	17	17	2	3	31	31	4	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	1153	2266	38	400	493	149	196	572	323	33	105	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:	1153	2266	38	400	493	149	196	572	323	33	105	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:	1153	2266	38	400	493	149	196	572	323	33	105	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:	1153	2266	38	400	493	149	196	572	323	33	105	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1153	2266	38	400	493	149	196	572	323	33	105	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
Final Volume:	1153	2266	38	400	493	149	196	572	323	33	105	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

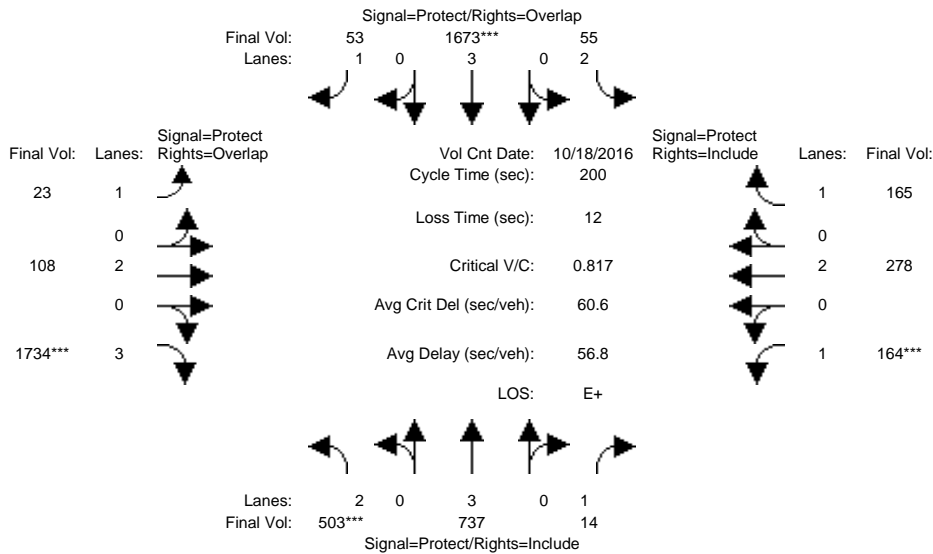
Capacity Analysis Module:												
Vol/Sat:	0.37	0.40	0.02	0.13	0.09	0.09	0.11	0.15	0.07	0.02	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	79.2	74.2	74.2	23.7	18.7	40.4	21.7	28.1	107.3	7.0	13.4	13.4
Volume/Cap:	0.67	0.78	0.04	0.78	0.67	0.31	0.75	0.78	0.10	0.39	0.30	0.68
Delay/Veh:	24.6	30.1	17.7	65.5	62.6	41.6	70.2	60.7	5.3	69.9	61.9	74.5
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:	24.6	30.1	17.7	65.5	62.6	41.6	70.2	60.7	5.3	69.9	61.9	74.5
LOS by Move:	C	C	B	E	E	D	E	E	A	E	E	E
HCM2k95thQ:	37	45	2	22	15	11	17	22	3	4	5	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	18 Oct 2016	<<	05:00:00 PM
Base Vol:	503 737 14	55 1673 53	23 108 1734	164 278 165	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	503 737 14	55 1673 53	23 108 1734	164 278 165	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	503 737 14	55 1673 53	23 108 1734	164 278 165	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	503 737 14	55 1673 53	23 108 1734	164 278 165	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	503 737 14	55 1673 53	23 108 1734	164 278 165	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	503 737 14	55 1673 53	23 108 1734	164 278 165	

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.80 0.92 1.00 0.92
Lanes:	2.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 3.00 1.00 2.00 1.00
Final Sat.:	3150 5700 1750 3150 5700 1750 1750 3800 4551 1750 3800 1750

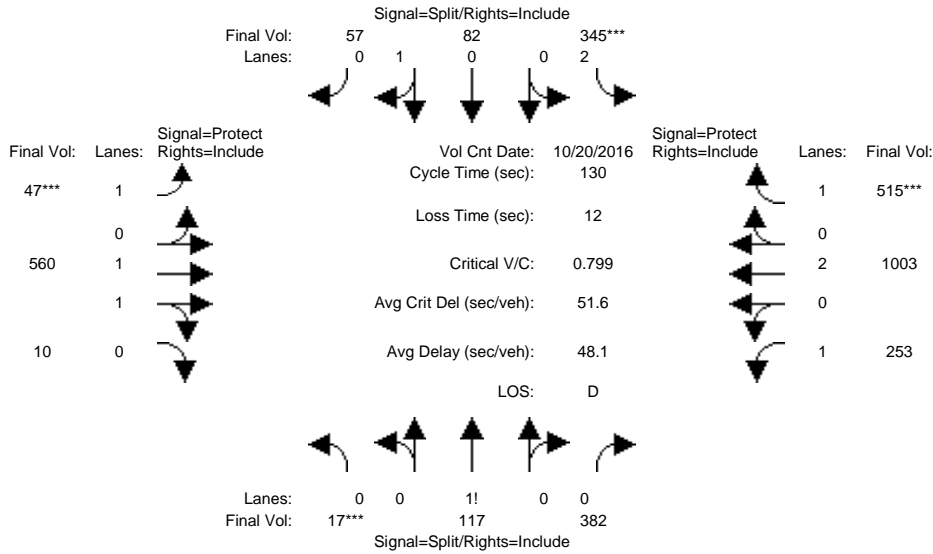
Capacity Analysis Module:	
Vol/Sat:	0.16 0.13 0.01 0.02 0.29 0.03 0.01 0.03 0.38 0.09 0.07 0.09
Crit Moves:	**** * 0.02 0.29 0.03 0.01 0.03 0.38 0.09 0.07 0.09
Green Time:	39.1 87.3 87.3 23.6 71.8 92.7 20.9 54.2 93.2 22.9 56.2 56.2
Volume/Cap:	0.82 0.30 0.02 0.15 0.82 0.07 0.13 0.10 0.82 0.82 0.26 0.34
Delay/Veh:	85.4 36.5 32.0 79.3 60.8 29.7 81.6 54.8 48.6 108.8 55.9 57.5
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:	85.4 36.5 32.0 79.3 60.8 29.7 81.6 54.8 48.6 108.8 55.9 57.5
LOS by Move:	F D+ C- E- E C F D- D F E+ E+
HCM2k95thQ:	31 17 1 4 51 4 3 5 59 23 12 16

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	17	117	382	345	82	57	47	560	10	253	1003	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	117	382	345	82	57	47	560	10	253	1003	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	117	382	345	82	57	47	560	10	253	1003	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	117	382	345	82	57	47	560	10	253	1003	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	117	382	345	82	57	47	560	10	253	1003	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	117	382	345	82	57	47	560	10	253	1003	515

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.23	0.74	2.00	0.59	0.41	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	58	397	1296	3150	1062	738	1750	3635	65	1750	3800	1750

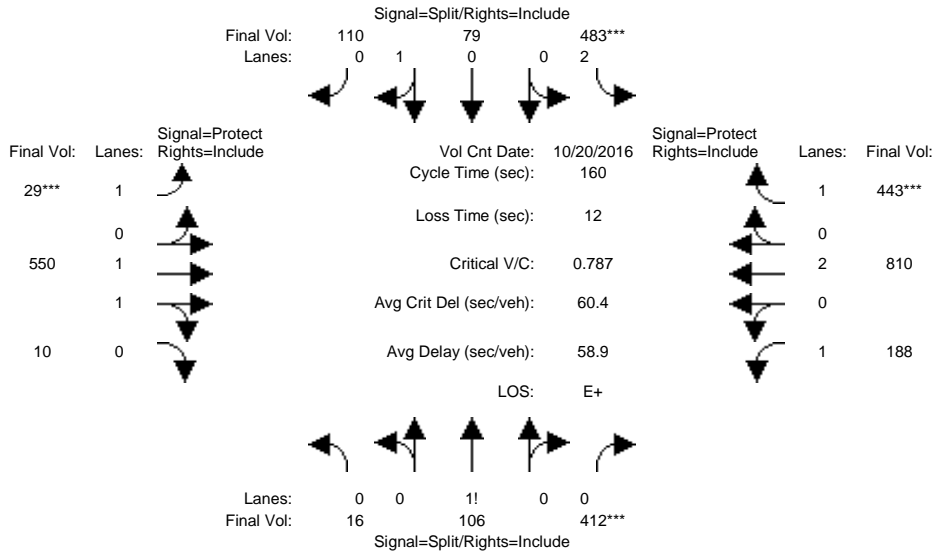
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.11	0.08	0.08	0.03	0.15	0.15	0.14	0.26	0.29
Crit Moves:	***			****			****					****
Green Time:	46.8	46.8	46.8	17.4	17.4	17.4	7.0	27.7	27.7	26.0	46.8	46.8
Volume/Cap:	0.82	0.82	0.82	0.82	0.58	0.58	0.50	0.72	0.72	0.72	0.73	0.82
Delay/Veh:	46.0	46.0	46.0	66.7	56.3	56.3	63.9	50.9	50.9	55.8	38.3	46.1
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:	46.0	46.0	46.0	66.7	56.3	56.3	63.9	50.9	50.9	55.8	38.3	46.1
LOS by Move:	D	D	D	E	E+	E+	E	D	D	E+	D+	D
HCM2k95thQ:	37	37	37	19	12	12	4	20	20	19	30	35

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	16	106	412	483	79	110	29	550	10	188	810	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	106	412	483	79	110	29	550	10	188	810	443
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	106	412	483	79	110	29	550	10	188	810	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	106	412	483	79	110	29	550	10	188	810	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	106	412	483	79	110	29	550	10	188	810	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	106	412	483	79	110	29	550	10	188	810	443

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.20	0.77	2.00	0.42	0.58	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	52	347	1350	3150	752	1048	1750	3634	66	1750	3800	1750

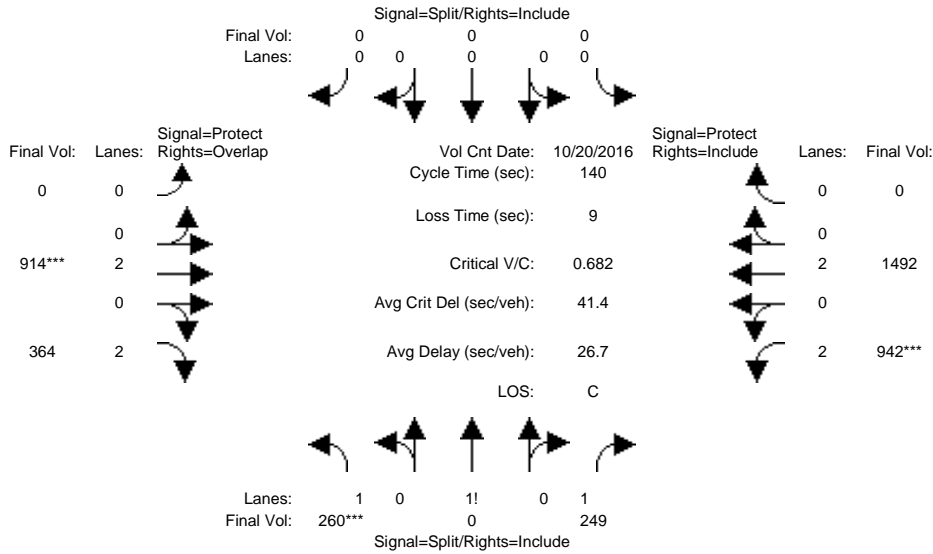
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.15	0.11	0.11	0.02	0.15	0.15	0.11	0.21	0.25
Crit Moves:	****			****			****					
Green Time:	60.5	60.5	60.5	30.4	30.4	30.4	7.0	33.4	33.4	23.7	50.2	50.2
Volume/Cap:	0.81	0.81	0.81	0.81	0.55	0.55	0.38	0.72	0.72	0.72	0.68	0.81
Delay/Veh:	51.8	51.8	51.8	70.0	60.6	60.6	77.5	62.4	62.4	74.7	49.5	59.1
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:	51.8	51.8	51.8	70.0	60.6	60.6	77.5	62.4	62.4	74.7	49.5	59.1
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E	D	E+
HCM2k95thQ:	43	43	43	27	17	17	3	23	23	18	29	37

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	260	0	249	0	0	0	0	914	364	942	1492	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	249	0	0	0	0	914	364	942	1492	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	0	249	0	0	0	0	914	364	942	1492	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	0	249	0	0	0	0	914	364	942	1492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	0	249	0	0	0	0	914	364	942	1492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	0	249	0	0	0	0	914	364	942	1492	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2644	0	2606	0	0	0	0	3800	3150	3150	3800	0

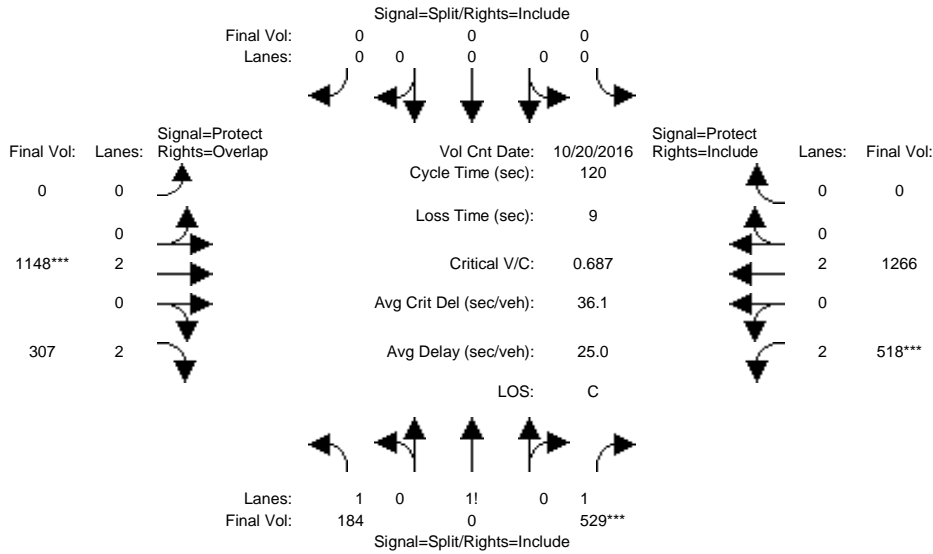
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.24	0.12	0.30	0.39	0.00
Crit Moves:	***						***			***		
Green Time:	20.2	0.0	20.2	0.0	0.0	0.0	0.0	49.4	69.6	61.4	111	0.0
Volume/Cap:	0.68	0.00	0.66	0.00	0.00	0.00	0.00	0.68	0.23	0.68	0.50	0.00
Delay/Veh:	59.4	0.0	58.9	0.0	0.0	0.0	0.0	40.1	20.1	32.9	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	0.0	58.9	0.0	0.0	0.0	0.0	40.1	20.1	32.9	5.1	0.0
LOS by Move:	E+	A	E+	A	A	A	A	D	C+	C-	A	A
HCM2k95thQ:	16	0	16	0	0	0	0	28	10	31	19	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	184	0	529	0	0	0	0	1148	307	518	1266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	0	529	0	0	0	0	1148	307	518	1266	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	0	529	0	0	0	0	1148	307	518	1266	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	0	529	0	0	0	0	1148	307	518	1266	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	529	0	0	0	0	1148	307	518	1266	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	0	529	0	0	0	0	1148	307	518	1266	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2211	0	3126	0	0	0	0	3800	3150	3150	3800	0

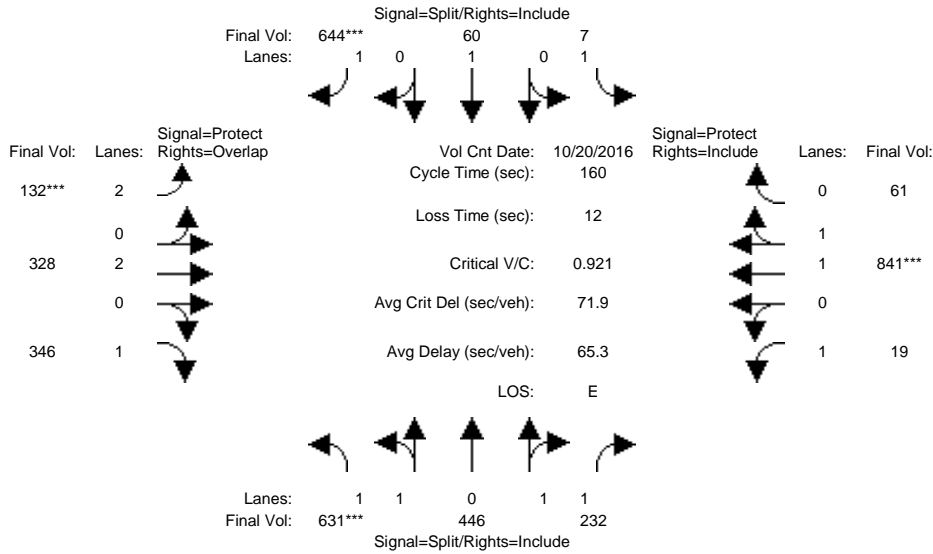
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.17	0.00	0.00	0.00	0.00	0.30	0.10	0.16	0.33	0.00
Crit Moves:	****						****			****		
Green Time:	29.5	0.0	29.5	0.0	0.0	0.0	0.0	52.7	82.3	28.7	81.5	0.0
Volume/Cap:	0.34	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.14	0.69	0.49	0.00
Delay/Veh:	37.3	0.0	43.0	0.0	0.0	0.0	0.0	28.2	6.6	44.2	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	0.0	43.0	0.0	0.0	0.0	0.0	28.2	6.6	44.2	9.4	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	A	A
HCM2k95thQ:	9	0	21	0	0	0	0	28	5	19	20	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	631	446	232	7	60	644	132	328	346	19	841	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	446	232	7	60	644	132	328	346	19	841	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	446	232	7	60	644	132	328	346	19	841	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	631	446	232	7	60	644	132	328	346	19	841	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	446	232	7	60	644	132	328	346	19	841	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	631	446	232	7	60	644	132	328	346	19	841	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.80	1.20	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3190	2255	1750	1750	1900	1750	3150	3800	1750	1750	3450	250

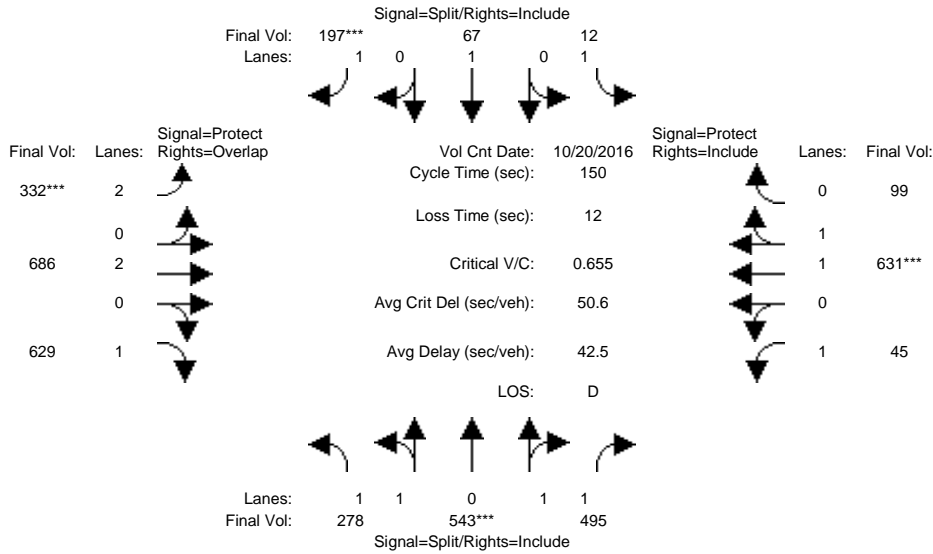
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.13	0.00	0.03	0.37	0.04	0.09	0.20	0.01	0.24	0.24
Crit Moves:	***					***	***				***	
Green Time:	34.4	34.4	34.4	64.0	64.0	64.0	7.3	33.0	67.3	16.7	42.4	42.4
Volume/Cap:	0.92	0.92	0.62	0.01	0.08	0.92	0.92	0.42	0.47	0.10	0.92	0.92
Delay/Veh:	71.5	71.5	57.4	28.9	29.8	63.1	127.9	55.6	33.9	65.1	70.7	70.7
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:	71.5	71.5	57.4	28.9	29.8	63.1	127.9	55.6	33.9	65.1	70.7	70.7
LOS by Move:	E	E	E+	C	C	E	F	E+	C-	E	E	E
HCM2k95thQ:	34	34	20	0	4	57	9	13	23	2	39	39

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	278	543	495	12	67	197	332	686	629	45	631	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	543	495	12	67	197	332	686	629	45	631	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	543	495	12	67	197	332	686	629	45	631	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	543	495	12	67	197	332	686	629	45	631	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	543	495	12	67	197	332	686	629	45	631	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	543	495	12	67	197	332	686	629	45	631	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.53	1.47	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2901	2645	1750	1900	1750	3150	3800	1750	1750	3198	502

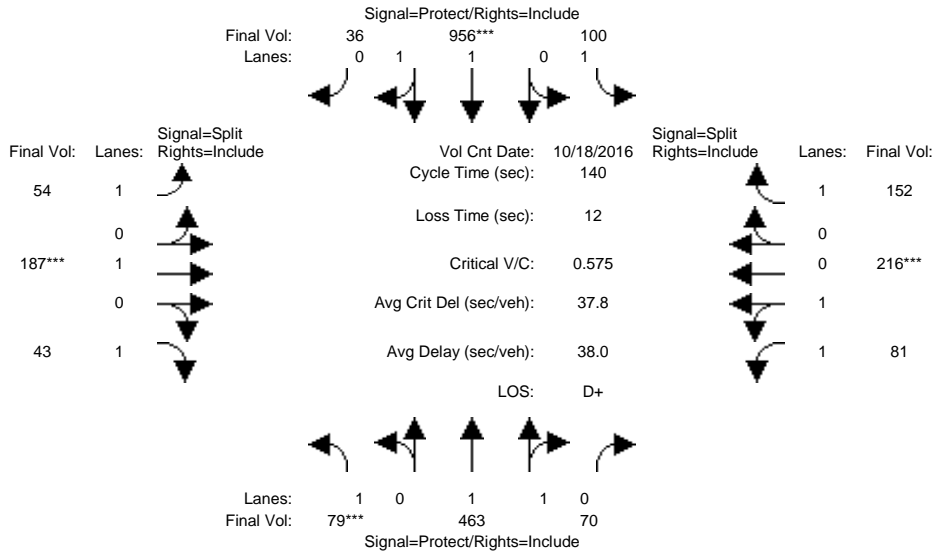
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.01	0.04	0.11	0.11	0.18	0.36	0.03	0.20	0.20
Crit Moves:	****					****	****			****		
Green Time:	42.9	42.9	42.9	25.8	25.8	25.8	24.1	56.3	99.1	13.1	45.2	45.2
Volume/Cap:	0.56	0.65	0.65	0.04	0.21	0.65	0.65	0.48	0.54	0.29	0.65	0.65
Delay/Veh:	45.8	47.9	47.9	51.8	53.6	63.1	62.1	36.0	14.0	65.2	47.0	47.0
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:	45.8	47.9	47.9	51.8	53.6	63.1	62.1	36.0	14.0	65.2	47.0	47.0
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2k95thQ:	21	25	25	1	5	18	16	21	28	4	26	26

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	18 Oct 2016	<< 07:45:00 AM
Base Vol:	79 463 70	100 956 36	54 187 43	81 216 152
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	79 463 70	100 956 36	54 187 43	81 216 152
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	79 463 70	100 956 36	54 187 43	81 216 152
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	79 463 70	100 956 36	54 187 43	81 216 152
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	79 463 70	100 956 36	54 187 43	81 216 152
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	79 463 70	100 956 36	54 187 43	81 216 152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3214	486	1750	3566	134	1750	1900	1750	1750	1900	1750

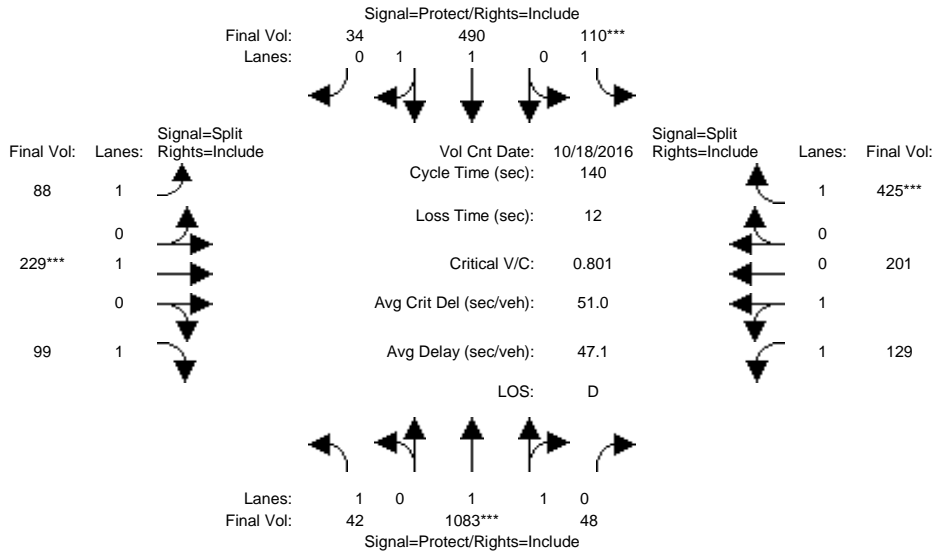
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.06	0.27	0.27	0.03	0.10	0.02	0.05	0.11	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	54.6	54.6	21.7	65.3	65.3	24.0	24.0	24.0	27.7	27.7	27.7
Volume/Cap:	0.57	0.37	0.37	0.37	0.57	0.57	0.18	0.57	0.14	0.23	0.57	0.44
Delay/Veh:	68.1	30.6	30.6	53.9	27.7	27.7	49.9	55.8	49.5	47.3	52.4	50.2
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:	68.1	30.6	30.6	53.9	27.7	27.7	49.9	55.8	49.5	47.3	52.4	50.2
LOS by Move:	E	C	C	D-	C	C	D	E+	D	D	D-	D
HCM2k95thQ:	7	15	15	8	27	27	4	15	3	6	17	12

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	18 Oct 2016	<<	05:00:00 PM						
Base Vol:	42	1083	48	110	490	34	88	229	99	129	201	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1083	48	110	490	34	88	229	99	129	201	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1083	48	110	490	34	88	229	99	129	201	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1083	48	110	490	34	88	229	99	129	201	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1083	48	110	490	34	88	229	99	129	201	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1083	48	110	490	34	88	229	99	129	201	425

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3543	157	1750	3460	240	1750	1900	1750	1750	1900	1750

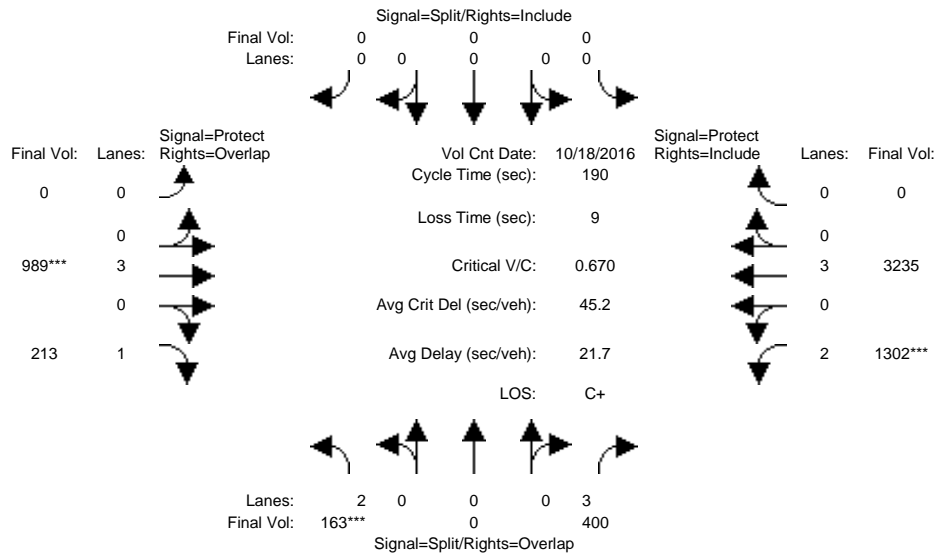
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.06	0.14	0.14	0.05	0.12	0.06	0.07	0.11	0.24
Crit Moves:	****			****			****			****		
Green Time:	16.8	53.5	53.5	11.0	47.6	47.6	21.1	21.1	21.1	42.5	42.5	42.5
Volume/Cap:	0.20	0.80	0.80	0.80	0.42	0.42	0.33	0.80	0.38	0.24	0.35	0.80
Delay/Veh:	56.0	41.9	41.9	90.8	35.7	35.7	53.9	72.2	54.4	36.8	38.2	53.3
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:	56.0	41.9	41.9	90.8	35.7	35.7	53.9	72.2	54.4	36.8	38.2	53.3
LOS by Move:	E+	D	D	F	D+	D+	D-	E	D-	D+	D+	D-
HCM2k95thQ:	3	37	37	11	16	16	8	21	9	9	13	34

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM						
Base Vol:	163	0	400	0	0	0	0	989	213	1302	3235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	0	400	0	0	0	0	989	213	1302	3235	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	0	400	0	0	0	0	989	213	1302	3235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	0	400	0	0	0	0	989	213	1302	3235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	0	400	0	0	0	0	989	213	1302	3235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	0	400	0	0	0	0	989	213	1302	3235	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

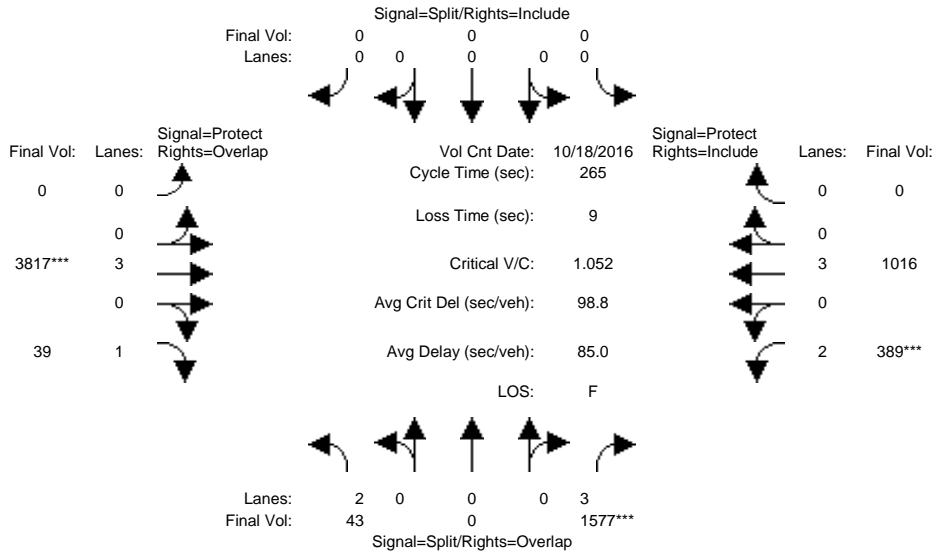
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.17	0.12	0.41	0.57	0.00
Crit Moves:	***							***		***		
Green Time:	14.7	0.0	131.8	0.0	0.0	0.0	0.0	49.2	63.8	117.2	166	0.0
Volume/Cap:	0.67	0.00	0.13	0.00	0.00	0.00	0.00	0.67	0.36	0.67	0.65	0.00
Delay/Veh:	92.4	0.0	9.8	0.0	0.0	0.0	0.0	64.4	48.1	24.7	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.4	0.0	9.8	0.0	0.0	0.0	0.0	64.4	48.1	24.7	3.7	0.0
LOS by Move:	F	A	A	A	A	A	A	E	D	C	A	A
HCM2k95thQ:	11	0	6	0	0	0	0	28	18	47	31	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	18 Oct 2016	<<	05:00:00 PM							
Base Vol:	43	0	1577	0	0	0	0	3817	39	389	1016	0
Growth Adj:	1.00	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	0	1577	0	0	0	0	3817	39	389	1016	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	1577	0	0	0	0	3817	39	389	1016	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	1577	0	0	0	0	3817	39	389	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	1577	0	0	0	0	3817	39	389	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	1577	0	0	0	0	3817	39	389	1016	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

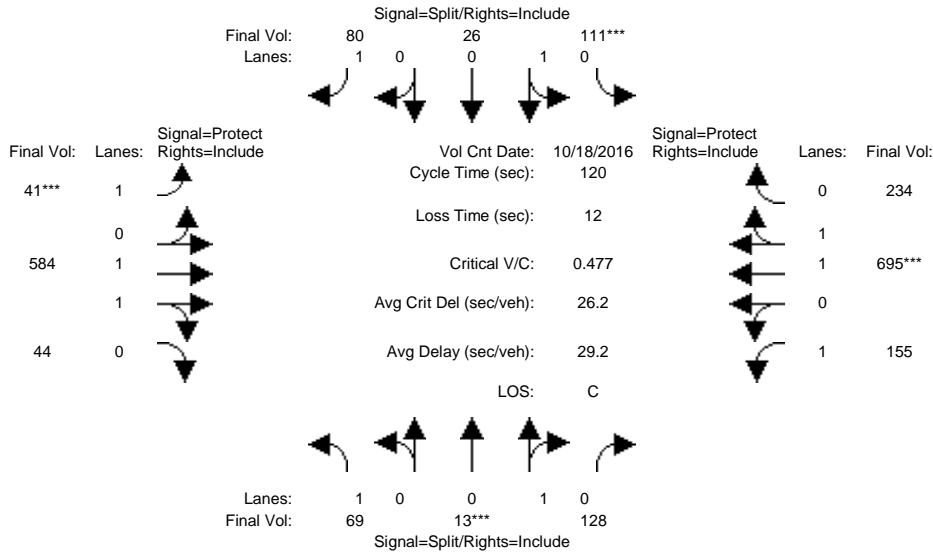
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.35	0.00	0.00	0.00	0.00	0.67	0.02	0.12	0.18	0.00
Crit Moves:	****									****		
Green Time:	56.2	0.0	87.3	0.0	0.0	0.0	0.0	169	224.9	31.1	200	0.0
Volume/Cap:	0.06	0.00	1.05	0.00	0.00	0.00	0.00	1.05	0.03	1.05	0.24	0.00
Delay/Veh:	83.4	0.0	127.1	0.0	0.0	0.0	0.0	79.1	3.1	178.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	0.0	127.1	0.0	0.0	0.0	0.0	79.1	3.1	178.0	9.8	0.0
LOS by Move:	F	A	F	A	A	A	A	E-	A	F	A	A
HCM2k95thQ:	3	0	89	0	0	0	0	170	1	39	15	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	07:45:00 AM												
Base Vol:	69	13	128	111	26	80	41	584	44	155	695	234						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	69	13	128	111	26	80	41	584	44	155	695	234						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	69	13	128	111	26	80	41	584	44	155	695	234						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	69	13	128	111	26	80	41	584	44	155	695	234						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	69	13	128	111	26	80	41	584	44	155	695	234						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	69	13	128	111	26	80	41	584	44	155	695	234						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.09	0.91	0.81	0.19	1.00	1.00	1.86	0.14	1.00	1.48	0.52
Final Sat.:	1750	166	1634	1458	342	1750	1750	3441	259	1750	2767	932

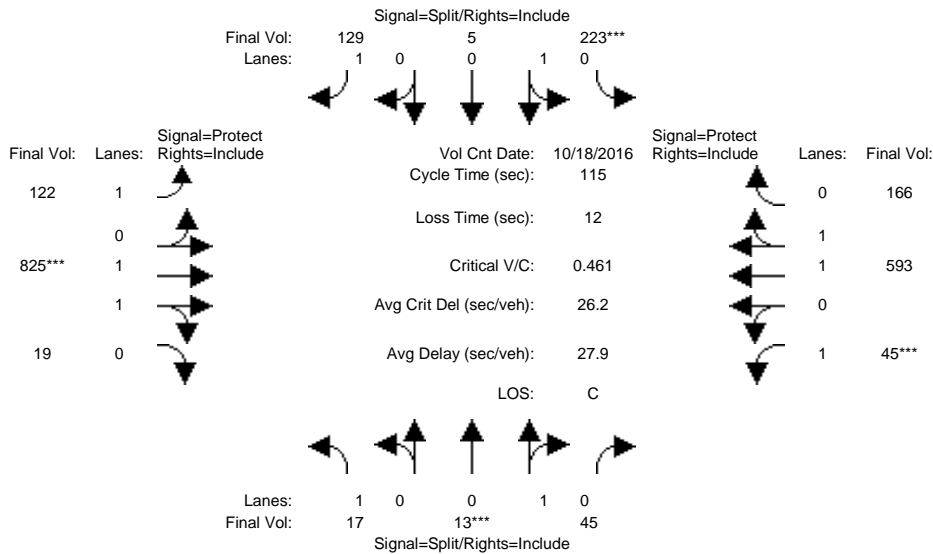
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.02	0.17	0.17	0.09	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.5	19.5	19.5	19.0	19.0	19.0	7.0	45.7	45.7	23.8	62.5	62.5
Volume/Cap:	0.24	0.48	0.48	0.48	0.48	0.29	0.40	0.45	0.45	0.45	0.48	0.48
Delay/Veh:	44.3	46.9	46.9	47.3	47.3	45.2	57.1	27.9	27.9	43.2	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	46.9	46.9	47.3	47.3	45.2	57.1	27.9	27.9	43.2	18.6	18.6
LOS by Move:	D	D	D	D	D	D	E+	C	C	D	B-	B-
HCM2k95thQ:	5	10	10	10	10	6	3	16	16	10	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Oct 2016	<<	05:00:00	PM					
Base Vol:	17	13	45	223	5	129	122	825	19	45	593	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	13	45	223	5	129	122	825	19	45	593	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	13	45	223	5	129	122	825	19	45	593	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	13	45	223	5	129	122	825	19	45	593	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	13	45	223	5	129	122	825	19	45	593	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	13	45	223	5	129	122	825	19	45	593	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.22	0.78	0.98	0.02	1.00	1.00	1.95	0.05	1.00	1.55	0.45
Final Sat.:	1750	403	1397	1761	39	1750	1750	3617	83	1750	2890	809

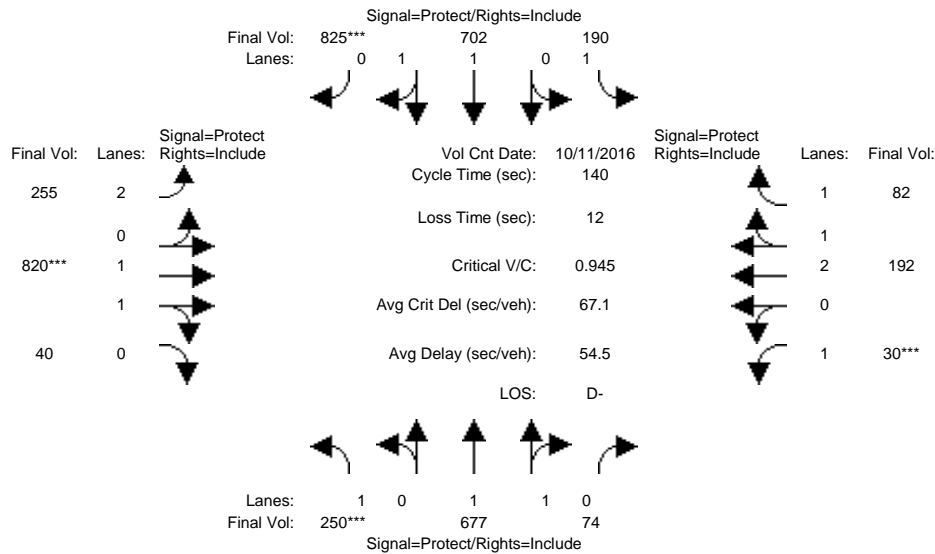
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.13	0.13	0.07	0.07	0.23	0.23	0.03	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	30.7	30.7	30.7	15.8	55.3	55.3	7.0	46.5	46.5
Volume/Cap:	0.11	0.37	0.37	0.47	0.47	0.28	0.51	0.47	0.47	0.42	0.51	0.51
Delay/Veh:	48.7	51.0	51.0	36.1	36.1	33.7	47.8	20.3	20.3	54.7	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:	48.7	51.0	51.0	36.1	36.1	33.7	47.8	20.3	20.3	54.7	26.0	26.0
LOS by Move:	D	D-	D-	D+	D+	C-	D	C+	C+	D-	C	C
HCM2k95thQ:	1	5	5	14	14	8	8	18	18	3	18	18

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	250	677	74	190	702	825	255	820	40	30	192	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	677	74	190	702	825	255	820	40	30	192	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	677	74	190	702	825	255	820	40	30	192	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	677	74	190	702	825	255	820	40	30	192	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	677	74	190	702	825	255	820	40	30	192	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	677	74	190	702	825	255	820	40	30	192	82

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	2.76	1.24
Final Sat.:	1750	3335	365	1750	1900	1750	3150	3528	172	1750	5229	2233

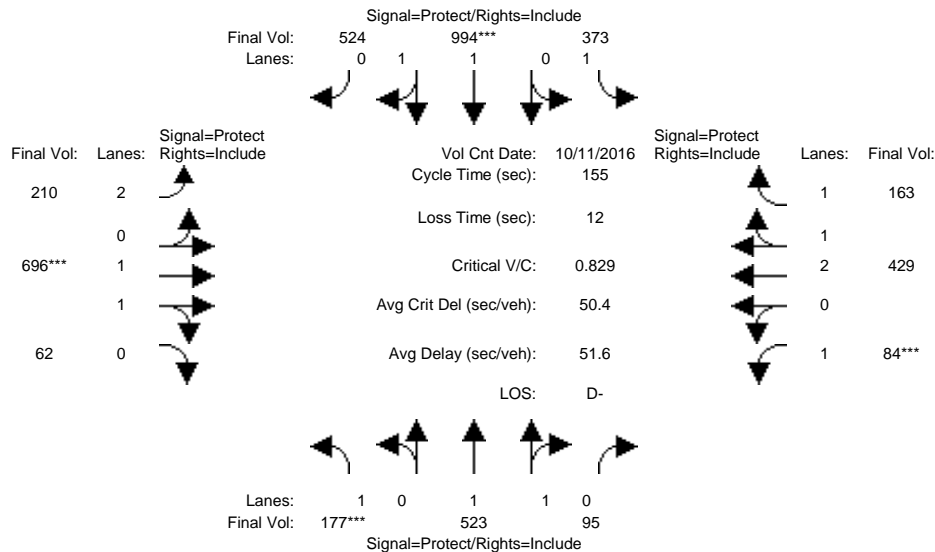
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.11	0.37	0.47	0.08	0.23	0.23	0.02	0.04	0.04
Crit Moves:	***					***	***			***		
Green Time:	20.4	57.2	57.2	30.6	67.4	67.4	21.4	33.2	33.2	7.0	18.9	18.9
Volume/Cap:	0.98	0.50	0.50	0.50	0.77	0.98	0.53	0.98	0.98	0.34	0.27	0.27
Delay/Veh:	110.1	31.0	31.0	49.0	31.7	53.7	55.8	78.4	78.4	66.6	54.6	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	31.0	31.0	49.0	31.7	53.7	55.8	78.4	78.4	66.6	54.6	54.6
LOS by Move:	F	C	C	D	C	D-	E+	E-	E-	E	D-	D-
HCM2k95thQ:	28	22	22	15	42	68	11	36	36	4	6	6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	177	523	95	373	994	524	210	696	62	84	429	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:	177	523	95	373	994	524	210	696	62	84	429	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:	177	523	95	373	994	524	210	696	62	84	429	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:	177	523	95	373	994	524	210	696	62	84	429	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	523	95	373	994	524	210	696	62	84	429	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
Final Volume:	177	523	95	373	994	524	210	696	62	84	429	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.68	0.32	1.00	1.29	0.71	2.00	1.83	0.17	1.00	2.86	1.14
Final Sat.:	1750	3131	569	1750	2422	1277	3150	3397	303	1750	5408	2055

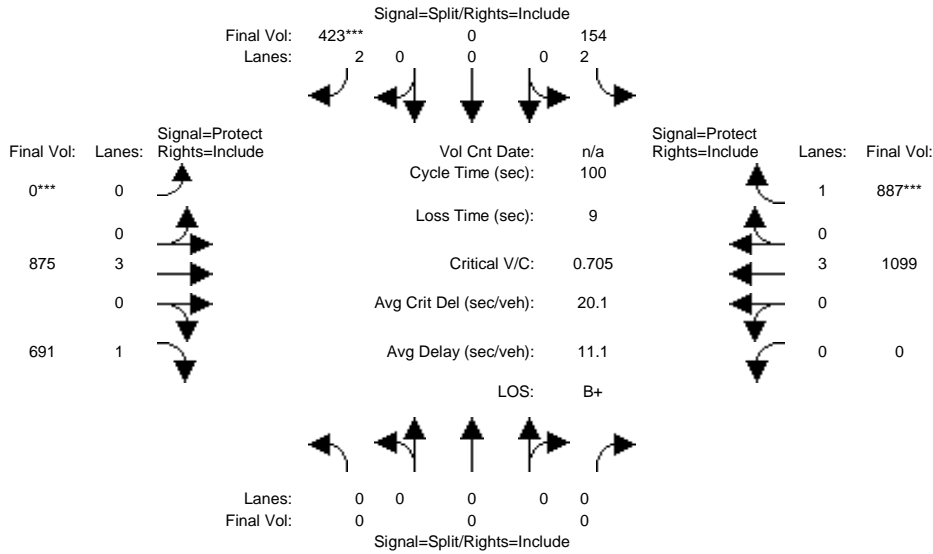
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.21	0.41	0.41	0.07	0.20	0.20	0.05	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	18.9	42.0	42.0	53.6	76.8	76.8	21.6	38.3	38.3	9.0	25.7	25.7
Volume/Cap:	0.83	0.62	0.62	0.62	0.83	0.83	0.48	0.83	0.83	0.83	0.48	0.48
Delay/Veh:	89.3	50.6	50.6	44.0	36.8	36.8	62.3	61.6	61.6	113.0	58.9	58.9
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:	89.3	50.6	50.6	44.0	36.8	36.8	62.3	61.6	61.6	113.0	58.9	58.9
LOS by Move:	F	D	D	D	D+	D+	E	E	E	F	E+	E+
HCM2k95thQ:	20	24	24	28	52	52	10	31	31	12	13	13

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	154	0	423	0	875	691	0	1099	887
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	423	0	875	691	0	1099	887
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	154	0	423	0	875	691	0	1099	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	154	0	423	0	875	691	0	1099	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	423	0	875	691	0	1099	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	154	0	423	0	875	691	0	1099	887

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

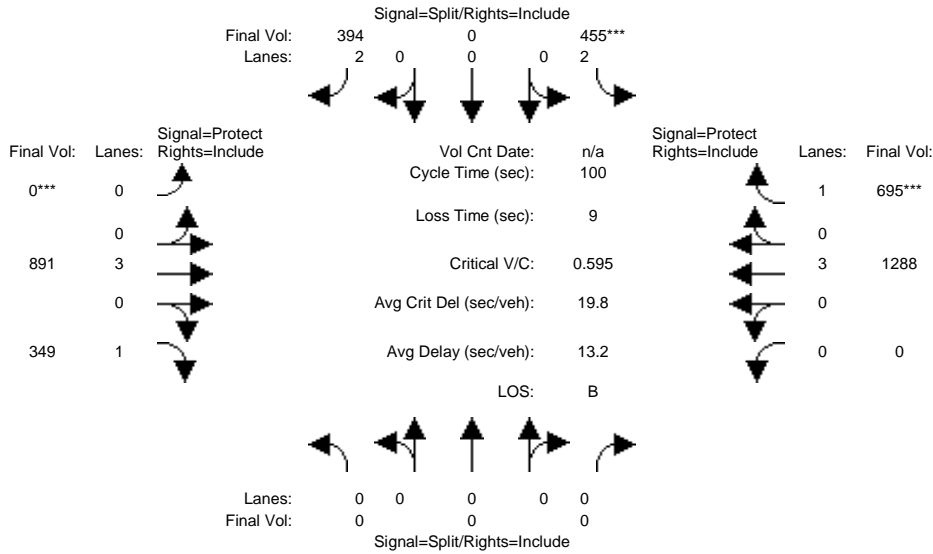
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.13	0.00	0.15	0.39	0.00	0.19	0.51
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	19.1	0.0	19.1	0.0	71.9	71.9	0.0	71.9	71.9
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.70	0.00	0.21	0.55	0.00	0.27	0.70
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	41.6	0.0	4.7	7.0	0.0	4.9	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	41.6	0.0	4.7	7.0	0.0	4.9	9.8
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	16	0	6	19	0	8	30

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	455	0	394	0	891	349	0	1288	695
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	455	0	394	0	891	349	0	1288	695
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	394	0	891	349	0	1288	695
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	455	0	394	0	891	349	0	1288	695
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	0	394	0	891	349	0	1288	695
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	455	0	394	0	891	349	0	1288	695

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

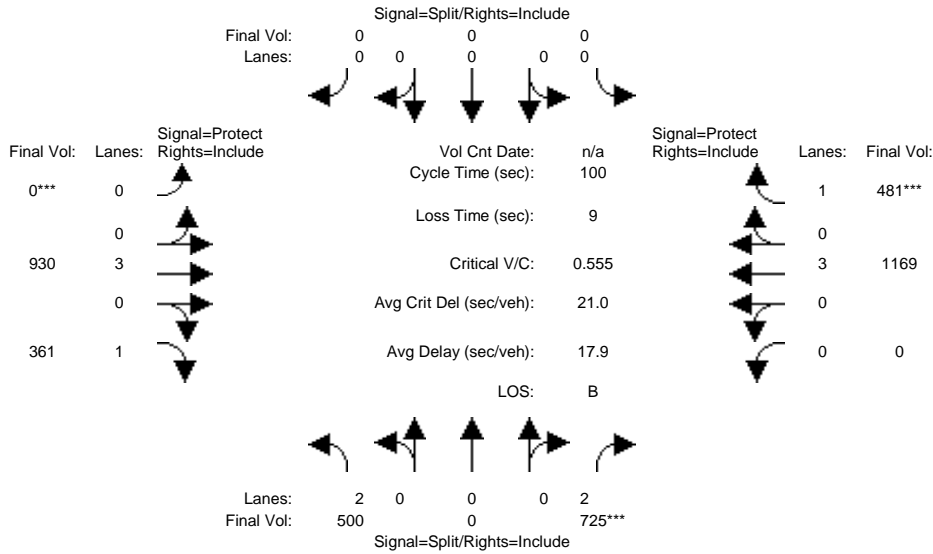
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.13	0.00	0.16	0.20	0.00	0.23	0.40
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	24.3	0.0	24.3	0.0	66.7	66.7	0.0	66.7	66.7
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.52	0.00	0.23	0.30	0.00	0.34	0.60
Delay/Veh:	0.0	0.0	0.0	34.8	0.0	33.4	0.0	6.6	7.1	0.0	7.2	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.8	0.0	33.4	0.0	6.6	7.1	0.0	7.2	10.0
LOS by Move:	A	A	A	C-	A	C-	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	15	0	13	0	7	9	0	11	22

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	500	0	725	0	0	0	0	930	361	0	1169	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	725	0	0	0	0	930	361	0	1169	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	725	0	0	0	0	930	361	0	1169	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	725	0	0	0	0	930	361	0	1169	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	725	0	0	0	0	930	361	0	1169	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	0	725	0	0	0	0	930	361	0	1169	481

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

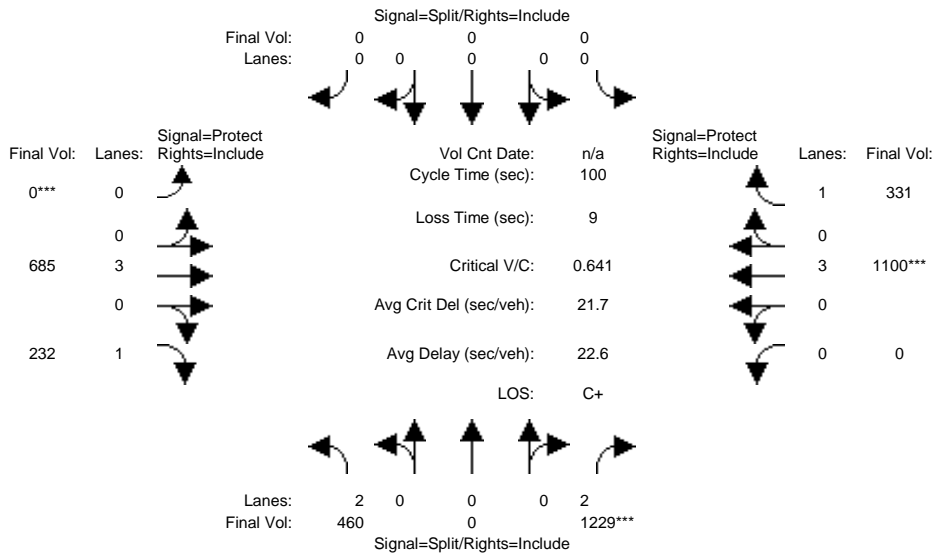
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.00	0.23	0.00	0.00	0.00	0.00	0.16	0.21	0.00	0.21	0.27
Crit Moves:	****			****			****			****		
Green Time:	41.5	0.0	41.5	0.0	0.0	0.0	0.0	49.5	49.5	0.0	49.5	49.5
Volume/Cap:	0.38	0.00	0.55	0.00	0.00	0.00	0.00	0.33	0.42	0.00	0.41	0.55
Delay/Veh:	20.5	0.0	22.8	0.0	0.0	0.0	0.0	15.3	16.4	0.0	16.1	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	22.8	0.0	0.0	0.0	0.0	15.3	16.4	0.0	16.1	18.4
LOS by Move:	C+	A	C+	A	A	A	A	B	B	A	B	B-
HCM2k95thQ:	12	0	19	0	0	0	0	11	14	0	14	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	460	0	1229	0	0	0	0	685	232	0	1100	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	1229	0	0	0	0	685	232	0	1100	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	1229	0	0	0	0	685	232	0	1100	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	0	1229	0	0	0	0	685	232	0	1100	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	1229	0	0	0	0	685	232	0	1100	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	460	0	1229	0	0	0	0	685	232	0	1100	331

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

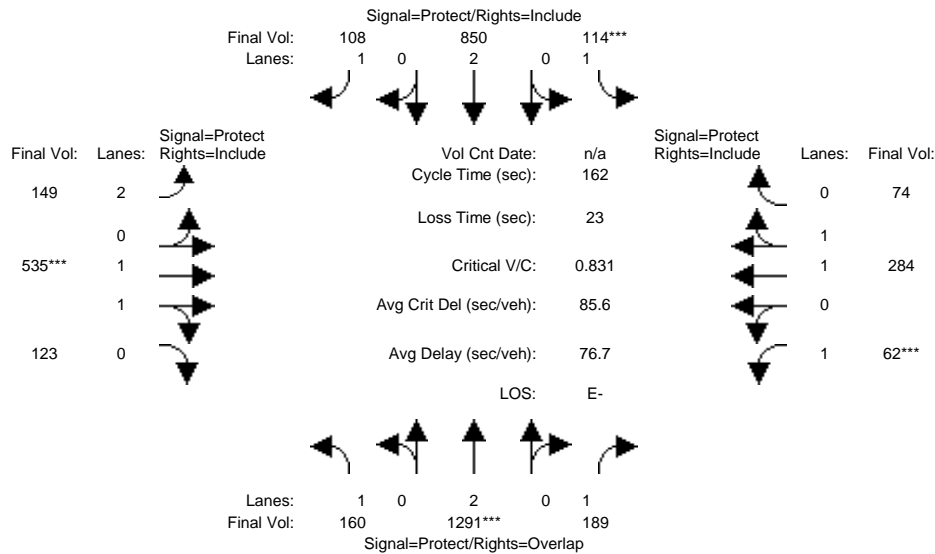
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.39	0.00	0.00	0.00	0.00	0.12	0.13	0.00	0.19	0.19
Crit Moves:			****				****				****	
Green Time:	60.9	0.0	60.9	0.0	0.0	0.0	0.0	30.1	30.1	0.0	30.1	30.1
Volume/Cap:	0.24	0.00	0.64	0.00	0.00	0.00	0.00	0.40	0.44	0.00	0.64	0.63
Delay/Veh:	9.0	0.0	13.3	0.0	0.0	0.0	0.0	27.9	28.7	0.0	31.1	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	0.0	13.3	0.0	0.0	0.0	0.0	27.9	28.7	0.0	31.1	32.5
LOS by Move:	A	A	B	A	A	A	A	C	C	A	C	C-
HCM2k95thQ:	8	0	26	0	0	0	0	10	12	0	17	17

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	160	1291	189	114	850	108	149	535	123	62	284	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1291	189	114	850	108	149	535	123	62	284	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1291	189	114	850	108	149	535	123	62	284	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:	160	1291	189	114	850	108	149	535	123	62	284	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1291	189	114	850	108	149	535	123	62	284	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1291	189	114	850	108	149	535	123	62	284	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.62	0.38	1.00	1.58	0.42
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2557	588	1488	2494	650

Capacity Analysis Module:

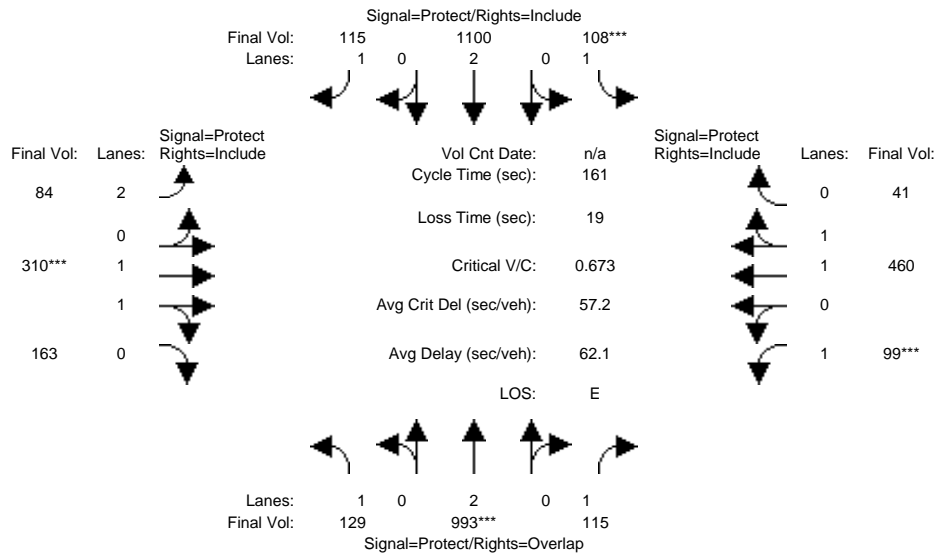
Vol/Sat:	0.11	0.40	0.13	0.08	0.26	0.07	0.06	0.21	0.21	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	37.3	51.7	51.7	12.3	26.6	26.6
Volume/Cap:	0.59	1.06	0.28	0.75	0.89	0.24	0.24	0.66	0.66	0.55	0.69	0.69
Delay/Veh:	72.3	99.5	31.8	98.7	71.9	49.5	58.3	55.9	55.9	88.2	76.9	76.9
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:	72.3	99.5	31.8	98.7	71.9	49.5	58.3	55.9	55.9	88.2	76.9	76.9
LOS by Move:	E	F	C	F	E	D	E+	E+	E+	F	E-	E-
HCM2k95thQ:	17	67	18	14	41	11	9	32	32	9	20	20

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	129	993	115	108	1100	115	84	310	163	99	460	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:	129	993	115	108	1100	115	84	310	163	99	460	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:	129	993	115	108	1100	115	84	310	163	99	460	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:	129	993	115	108	1100	115	84	310	163	99	460	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	993	115	108	1100	115	84	310	163	99	460	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
Final Volume:	129	993	115	108	1100	115	84	310	163	99	460	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.29	0.71	1.00	1.83	0.17
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2060	1083	1488	2887	257

Capacity Analysis Module:

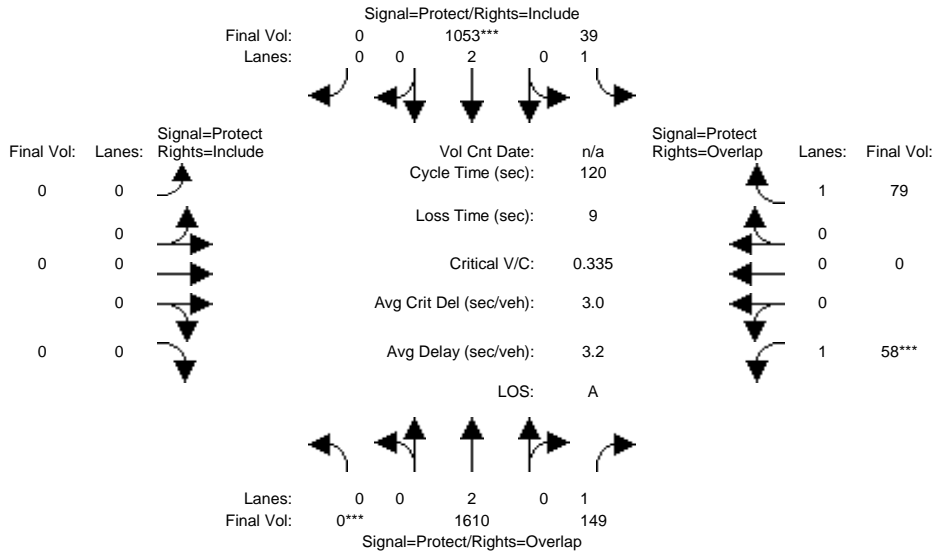
Vol/Sat:	0.09	0.31	0.08	0.07	0.34	0.08	0.03	0.15	0.15	0.07	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.4	49.8	49.8	15.3	35.7	35.7
Volume/Cap:	0.66	0.86	0.17	0.58	0.97	0.22	0.17	0.49	0.49	0.70	0.72	0.72
Delay/Veh:	77.7	56.9	27.4	73.9	73.4	38.5	58.1	47.5	47.5	88.0	64.1	64.1
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:	77.7	56.9	27.4	73.9	73.4	38.5	58.1	47.5	47.5	88.0	64.1	64.1
LOS by Move:	E-	E+	C	E	E	D+	E+	D	D	F	E	E
HCM2k95thQ:	13	42	10	11	49	11	5	21	21	13	25	25

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	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	1610	149	39	1053	0	0	0	0	58	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1610	149	39	1053	0	0	0	0	58	0	79
Added Vol:	0	0	0	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	1610	149	39	1053	0	0	0	0	58	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1610	149	39	1053	0	0	0	0	58	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1610	149	39	1053	0	0	0	0	58	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1610	149	39	1053	0	0	0	0	58	0	79

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

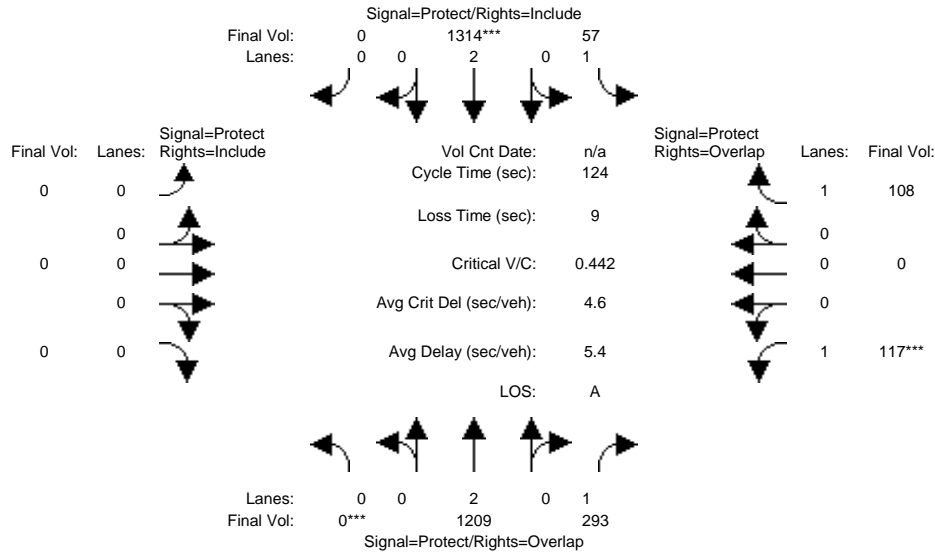
Vol/Sat:	0.00	0.42	0.09	0.02	0.28	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	***			****						****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.54	0.10	0.29	0.32	0.00	0.00	0.00	0.00	0.50	0.00	0.31
Delay/Veh:	0.0	0.2	0.0	53.3	0.1	0.0	0.0	0.0	0.0	57.4	0.0	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	53.3	0.1	0.0	0.0	0.0	0.0	57.4	0.0	46.7
LOS by Move:	A	A	A	D-	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	2	0	3	0	0	0	0	0	6	0	6

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	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	1209	293	57	1314	0	0	0	0	117	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1209	293	57	1314	0	0	0	0	117	0	108
Added Vol:	0	0	0	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	1209	293	57	1314	0	0	0	0	117	0	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1209	293	57	1314	0	0	0	0	117	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1209	293	57	1314	0	0	0	0	117	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1209	293	57	1314	0	0	0	0	117	0	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

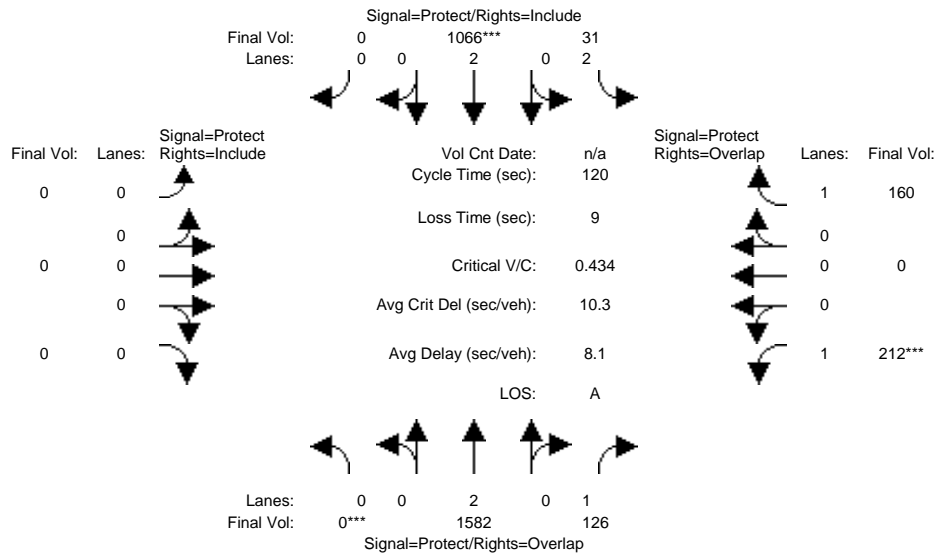
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.03	0.35	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.44	0.20	0.39	0.43	0.00	0.00	0.00	0.00	0.50	0.00	0.28
Delay/Veh:	0.0	1.6	0.1	60.0	0.1	0.0	0.0	0.0	0.0	55.5	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	60.0	0.1	0.0	0.0	0.0	0.0	55.5	0.0	44.2
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	5	1	4	0	0	0	0	0	10	0	8

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
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	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	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	1582	126	31	1066	0	0	0	0	212	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1582	126	31	1066	0	0	0	0	212	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1582	126	31	1066	0	0	0	0	212	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1582	126	31	1066	0	0	0	0	212	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1582	126	31	1066	0	0	0	0	212	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1582	126	31	1066	0	0	0	0	212	0	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

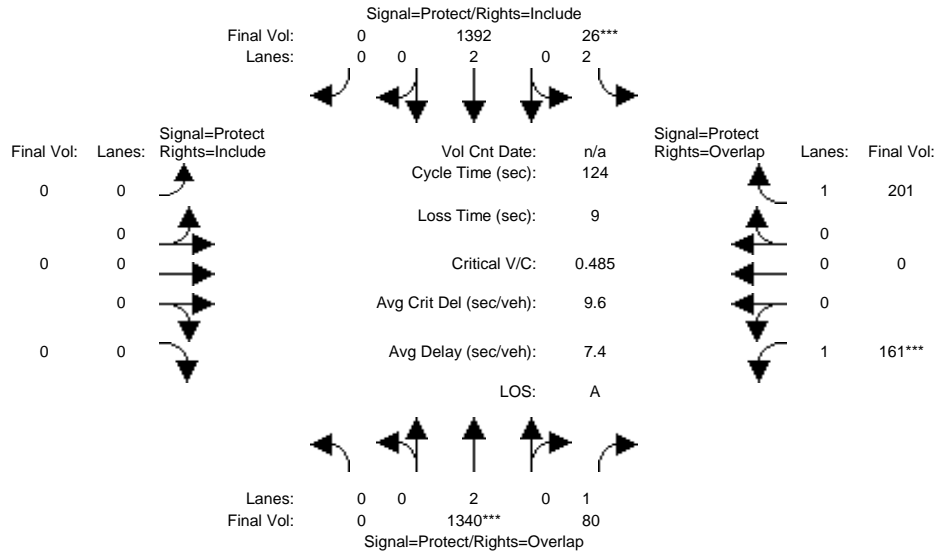
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.07	0.01	0.28	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.60	0.08	0.14	0.36	0.00	0.00	0.00	0.00	0.77	0.00	0.40
Delay/Veh:	0.0	2.8	0.0	53.3	0.1	0.0	0.0	0.0	0.0	61.5	0.0	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.8	0.0	53.3	0.1	0.0	0.0	0.0	0.0	61.5	0.0	40.6
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2k95thQ:	0	8	0	1	1	0	0	0	0	18	0	11

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	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	1340	80	26	1392	0	0	0	0	161	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	80	26	1392	0	0	0	0	161	0	201
Added Vol:	0	0	0	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	1340	80	26	1392	0	0	0	0	161	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1340	80	26	1392	0	0	0	0	161	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1340	80	26	1392	0	0	0	0	161	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1340	80	26	1392	0	0	0	0	161	0	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

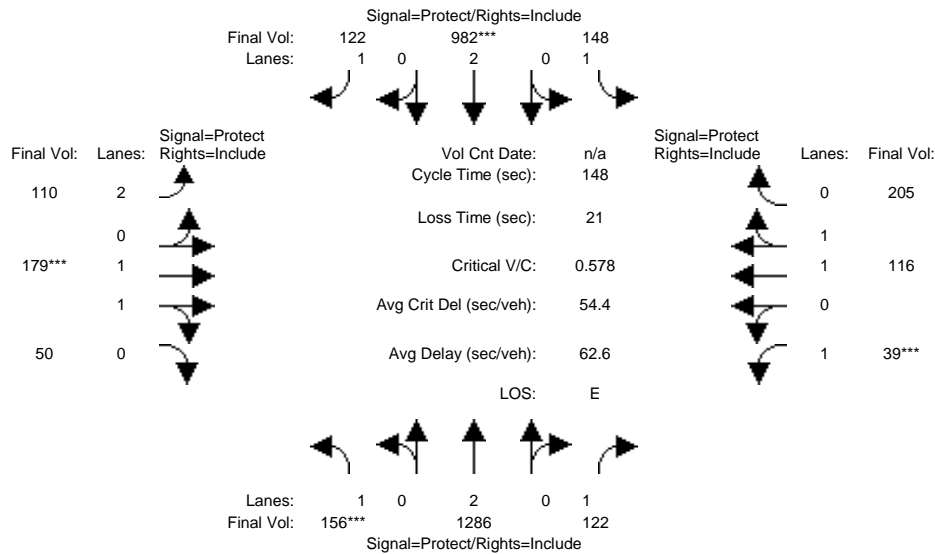
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.05	0.01	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.51	0.05	0.10	0.48	0.00	0.00	0.00	0.00	0.56	0.00	0.47
Delay/Veh:	0.0	3.3	0.0	57.1	0.1	0.0	0.0	0.0	0.0	54.0	0.0	43.8
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	3.3	0.0	57.1	0.1	0.0	0.0	0.0	0.0	54.0	0.0	43.8
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	8	0	1	2	0	0	0	0	14	0	15

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	156	1286	122	148	982	122	110	179	50	39	116	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1286	122	148	982	122	110	179	50	39	116	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1286	122	148	982	122	110	179	50	39	116	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1286	122	148	982	122	110	179	50	39	116	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1286	122	148	982	122	110	179	50	39	116	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	1286	122	148	982	122	110	179	50	39	116	205

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.55	0.45	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2458	687	1488	1615	1488

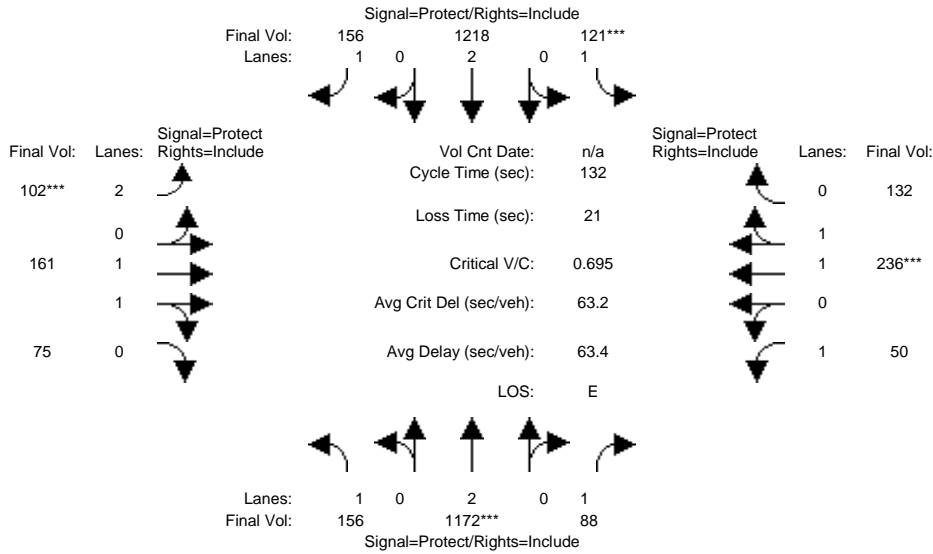
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.08	0.10	0.30	0.08	0.04	0.07	0.07	0.03	0.07	0.14
Crit Moves:	***			****			****			****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	27.8	37.4	37.4	11.9	21.5	21.5
Volume/Cap:	0.65	0.96	0.20	0.75	0.79	0.21	0.22	0.29	0.29	0.33	0.49	0.95
Delay/Veh:	74.7	66.1	32.7	87.8	50.8	36.0	60.0	52.6	52.6	77.1	69.1	109.1
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:	74.7	66.1	32.7	87.8	50.8	36.0	60.0	52.6	52.6	77.1	69.1	109.1
LOS by Move:	E	E	C-	F	D	D+	E	D-	D-	E-	E	F
HCM2k95thQ:	18	60	11	16	42	11	7	11	11	5	12	27

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	156	1172	88	121	1218	156	102	161	75	50	236	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1172	88	121	1218	156	102	161	75	50	236	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1172	88	121	1218	156	102	161	75	50	236	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1172	88	121	1218	156	102	161	75	50	236	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1172	88	121	1218	156	102	161	75	50	236	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	1172	88	121	1218	156	102	161	75	50	236	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.26	0.74
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2145	999	1488	2016	1128

Capacity Analysis Module:

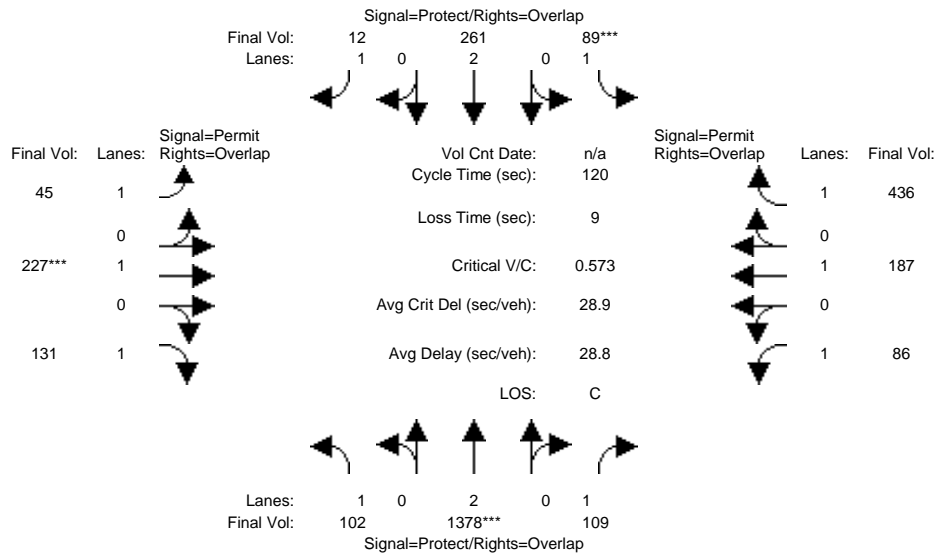
Vol/Sat:	0.10	0.36	0.06	0.08	0.38	0.10	0.04	0.08	0.08	0.03	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	14.7	50.0	50.0	15.5	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	0.94	0.96	0.16	0.69	0.98	0.27	0.19	0.25	0.25	0.51	0.69	0.69
Delay/Veh:	121.0	62.8	31.5	76.1	66.6	32.5	51.6	40.6	40.6	73.8	63.5	63.5
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:	121.0	62.8	31.5	76.1	66.6	32.5	51.6	40.6	40.6	73.8	63.5	63.5
LOS by Move:	F	E	C	E-	E	C-	D-	D	D	E	E	E
HCM2k95thQ:	20	51	8	12	51	13	5	10	10	6	18	18

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	102	1378	109	89	261	12	45	227	131	86	187	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1378	109	89	261	12	45	227	131	86	187	436
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1378	109	89	261	12	45	227	131	86	187	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1378	109	89	261	12	45	227	131	86	187	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1378	109	89	261	12	45	227	131	86	187	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	1378	109	89	261	12	45	227	131	86	187	436

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

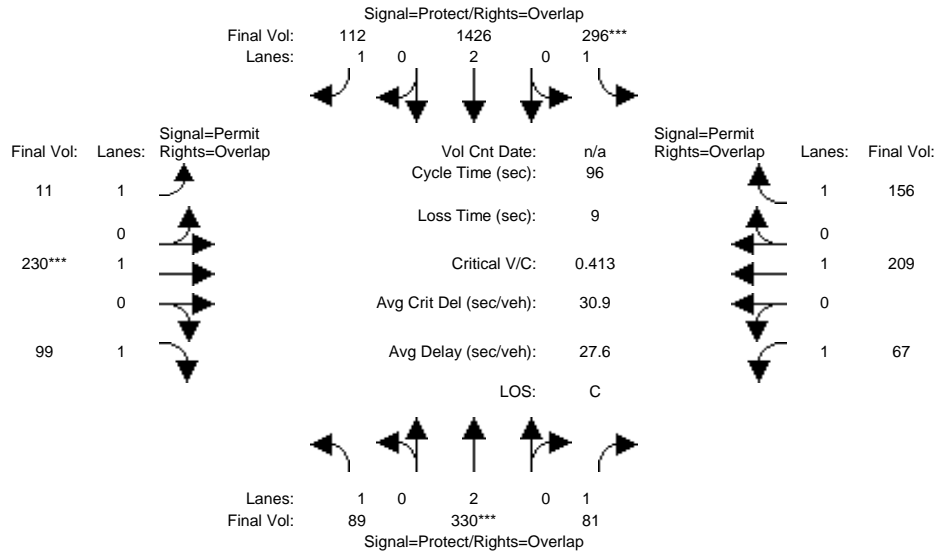
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.36	0.06	0.05	0.07	0.01	0.03	0.12	0.07	0.05	0.10	0.25
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.42	0.71	0.12	0.41	0.14	0.01	0.09	0.40	0.17	0.16	0.33	0.59
Delay/Veh:	52.2	26.0	16.9	54.0	18.1	17.0	32.8	36.6	22.1	33.6	35.7	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	26.0	16.9	54.0	18.1	17.0	32.8	36.6	22.1	33.6	35.7	30.1
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2k95thQ:	8	35	5	7	5	1	3	14	7	5	11	26

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	89	330	81	296	1426	112	11	230	99	67	209	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	330	81	296	1426	112	11	230	99	67	209	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	330	81	296	1426	112	11	230	99	67	209	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	330	81	296	1426	112	11	230	99	67	209	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	330	81	296	1426	112	11	230	99	67	209	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	330	81	296	1426	112	11	230	99	67	209	156

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

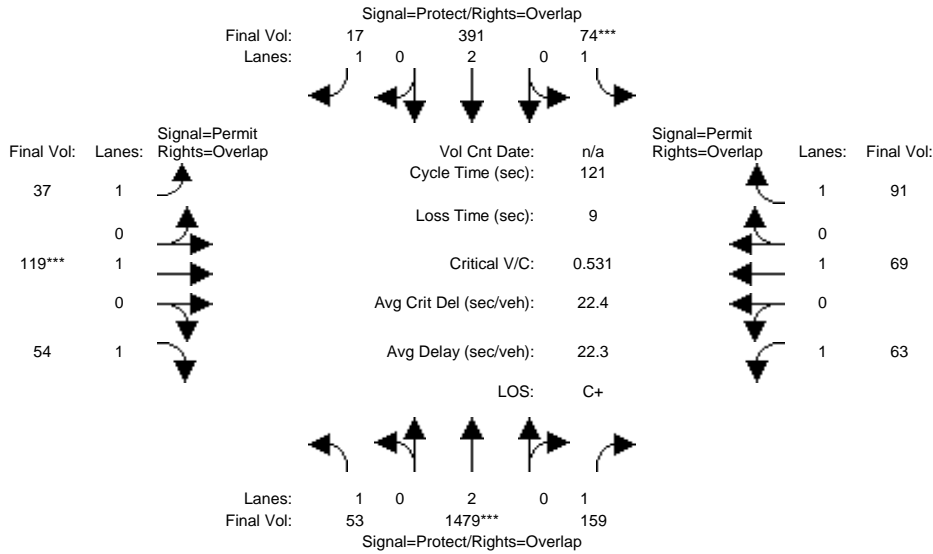
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.09	0.05	0.17	0.38	0.06	0.01	0.12	0.06	0.04	0.11	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.33	0.24	0.13	0.70	0.83	0.14	0.02	0.39	0.12	0.12	0.36	0.16
Delay/Veh:	40.0	23.0	22.0	41.4	28.6	16.8	25.1	28.8	16.0	26.0	28.4	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	23.0	22.0	41.4	28.6	16.8	25.1	28.8	16.0	26.0	28.4	11.7
LOS by Move:	D	C	C+	D	C	B	C	C	B	C	C	B+
HCM2k95thQ:	5	7	4	16	32	4	1	11	4	3	10	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	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:	53	1479	159	74	391	17	37	119	54	63	69	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1479	159	74	391	17	37	119	54	63	69	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1479	159	74	391	17	37	119	54	63	69	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1479	159	74	391	17	37	119	54	63	69	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1479	159	74	391	17	37	119	54	63	69	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1479	159	74	391	17	37	119	54	63	69	91

Saturation 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	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

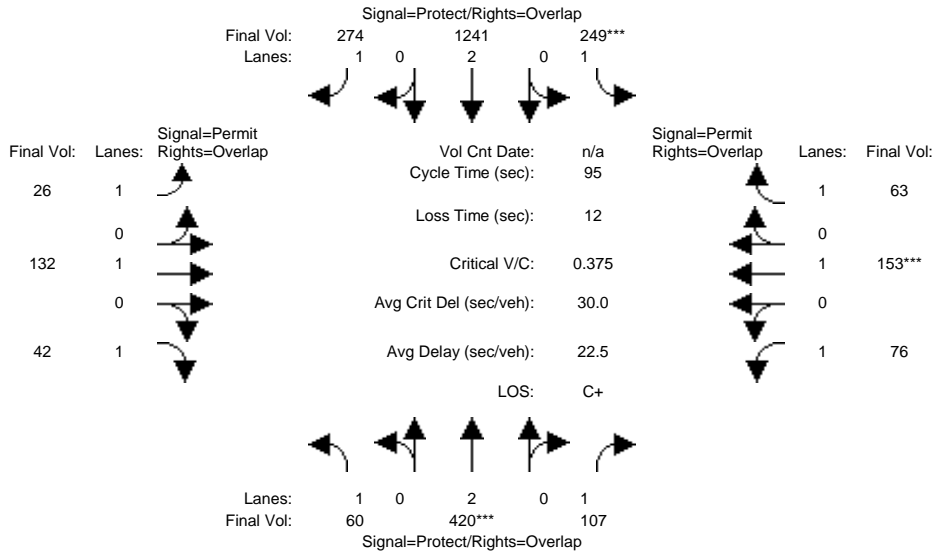
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.09	0.04	0.10	0.01	0.03	0.06	0.03	0.05	0.04	0.05
Crit Moves:	****		****				****					
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.30	0.67	0.16	0.39	0.17	0.02	0.14	0.26	0.09	0.20	0.15	0.15
Delay/Veh:	54.7	19.3	12.5	54.8	12.2	11.0	38.8	40.0	29.0	39.4	38.8	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	19.3	12.5	54.8	12.2	11.0	38.8	40.0	29.0	39.4	38.8	29.0
LOS by Move:	D-	B-	B	D-	B	B+	D+	D	C	D	D+	C
HCM2k95thQ:	4	33	6	6	7	1	3	8	3	4	4	5

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						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:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	60	420	107	249	1241	274	26	132	42	76	153	63

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

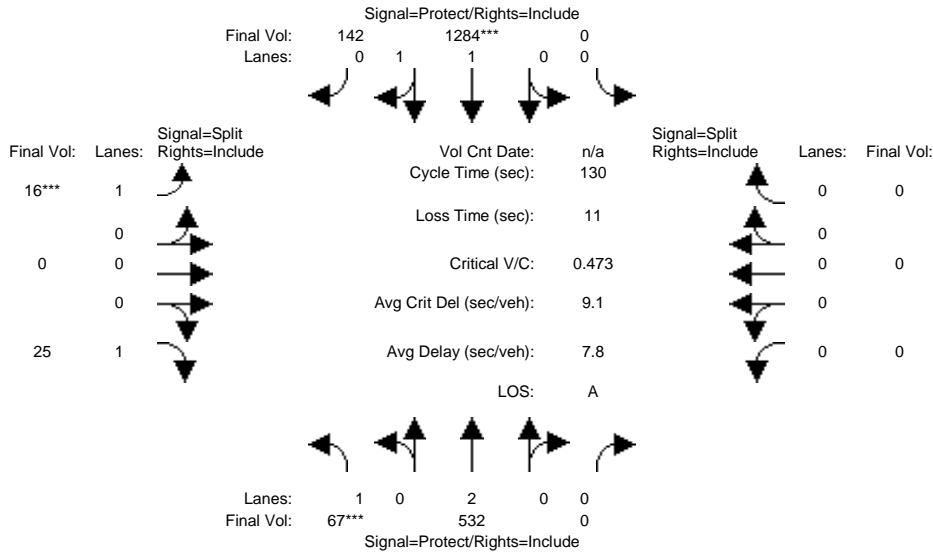
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.11	0.06	0.14	0.33	0.16	0.02	0.07	0.02	0.06	0.08	0.04
Crit Moves:	****			****						****		
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.41	0.26	0.15	0.69	0.60	0.29	0.09	0.27	0.07	0.22	0.31	0.08
Delay/Veh:	48.3	20.3	19.2	45.1	17.2	13.5	30.0	31.6	23.5	31.3	32.1	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	20.3	19.2	45.1	17.2	13.5	30.0	31.6	23.5	31.3	32.1	15.8
LOS by Move:	D	C+	B-	D	B	B	C	C	C	C	C-	B
HCM2k95thQ:	4	8	5	15	23	10	2	7	2	4	8	2

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	67	532	0	0	1284	142	16	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	532	0	0	1284	142	16	0	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	532	0	0	1284	142	16	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	532	0	0	1284	142	16	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	532	0	0	1284	142	16	0	25	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	532	0	0	1284	142	16	0	25	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3331	368	1750	0	1750	0	0	0

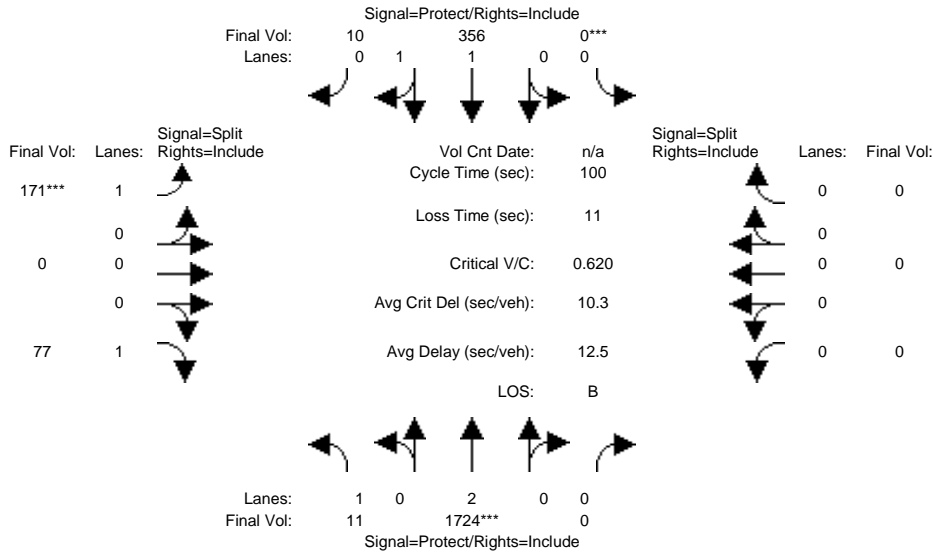
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.00	0.39	0.39	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	9.8	109	0.0	0.0	99.2	99.2	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.51	0.17	0.00	0.00	0.51	0.51	0.12	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	60.9	2.0	0.0	0.0	6.1	6.1	56.3	0.0	56.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	2.0	0.0	0.0	6.1	6.1	56.3	0.0	56.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	6	4	0	0	21	21	1	0	2	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	1724	0	0	356	10	171	0	77	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1724	0	0	356	10	171	0	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1724	0	0	356	10	171	0	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1724	0	0	356	10	171	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1724	0	0	356	10	171	0	77	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1724	0	0	356	10	171	0	77	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3599	101	1750	0	1750	0	0	0

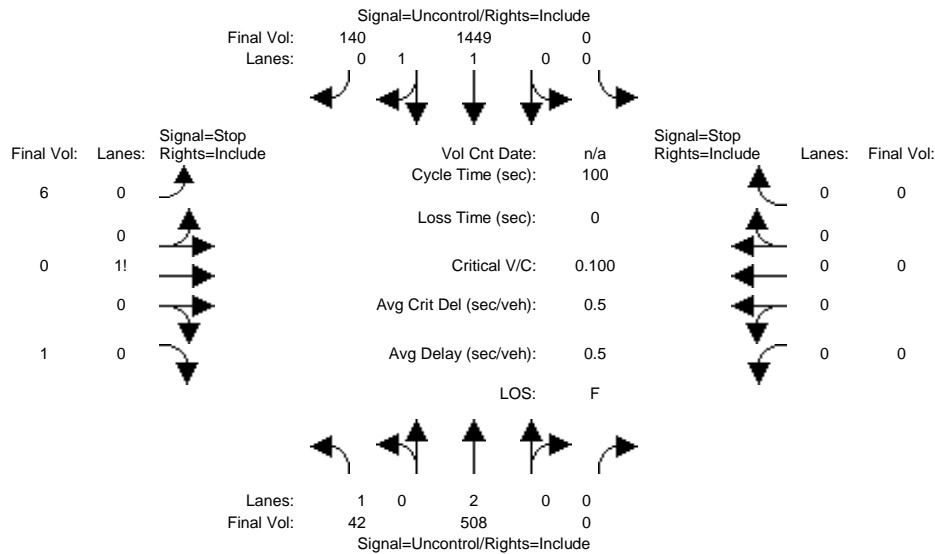
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.45	0.00	0.00	0.10	0.10	0.10	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	30.2	73.2	0.0	0.0	43.1	43.1	15.8	0.0	15.8	0.0	0.0	0.0
Volume/Cap:	0.02	0.62	0.00	0.00	0.23	0.23	0.62	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	24.6	7.0	0.0	0.0	18.1	18.1	43.6	0.0	37.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	7.0	0.0	0.0	18.1	18.1	43.6	0.0	37.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B-	B-	D	A	D+	A	A	A
HCM2k95thQ:	0	22	0	0	7	7	12	0	5	0	0	0

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

Stanford GUP EIR
SJ15-1585
Existing Conditions

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

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	42	508	0	0	1449	140	6	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	508	0	0	1449	140	6	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	508	0	0	1449	140	6	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	508	0	0	1449	140	6	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	508	0	0	1449	140	6	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1589	xxxx	xxxxx	xxxx	xxxx	xxxxx	1857	2111	795	xxxx	xxxx	xxxxx
Potent Cap.:	419	xxxx	xxxxx	xxxx	xxxx	xxxxx	67	52	335	xxxx	xxxx	xxxxx
Move Cap.:	419	xxxx	xxxxx	xxxx	xxxx	xxxxx	61	46	335	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

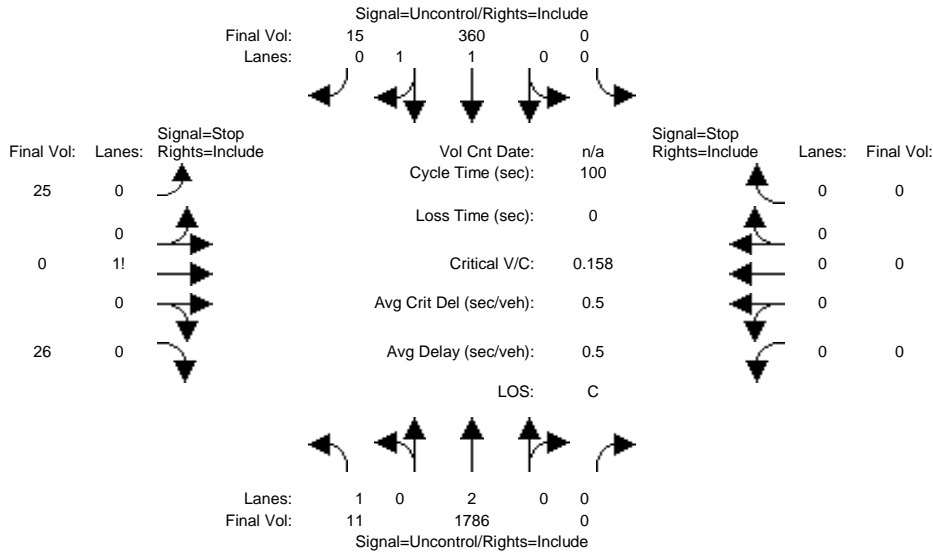
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	70	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				62.4		xxxxxxx		
ApproachLOS:	*			*				F		*		*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	11	1786	0	0	360	15	25	0	26	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1786	0	0	360	15	25	0	26	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1786	0	0	360	15	25	0	26	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1786	0	0	360	15	25	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1786	0	0	360	15	25	0	26	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	375	xxxx	xxxxx	xxxx	xxxx	xxxxx	1283	2176	188	xxxx	xxxx	xxxxx
Potent Cap.:	1195	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	47	829	xxxx	xxxx	xxxxx
Move Cap.:	1195	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	47	829	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

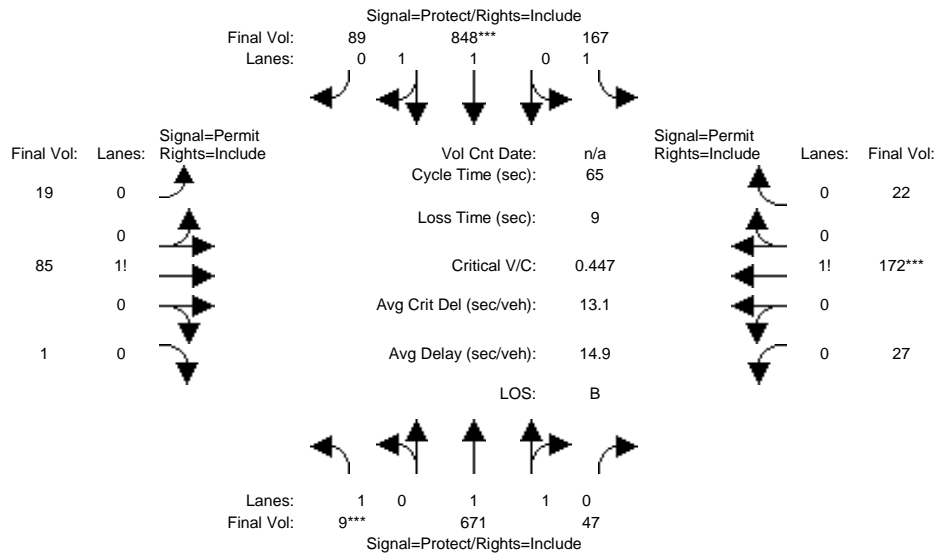
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	270	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				21.4		xxxxxxx		
ApproachLOS:	*			*				C		*		*

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	9	671	47	167	848	89	19	85	1	27	172	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	671	47	167	848	89	19	85	1	27	172	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	671	47	167	848	89	19	85	1	27	172	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	671	47	167	848	89	19	85	1	27	172	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	671	47	167	848	89	19	85	1	27	172	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	671	47	167	848	89	19	85	1	27	172	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.80	0.20	0.18	0.81	0.01	0.12	0.78	0.10
Final Sat.:	1750	3458	242	1750	3348	351	317	1417	17	214	1362	174

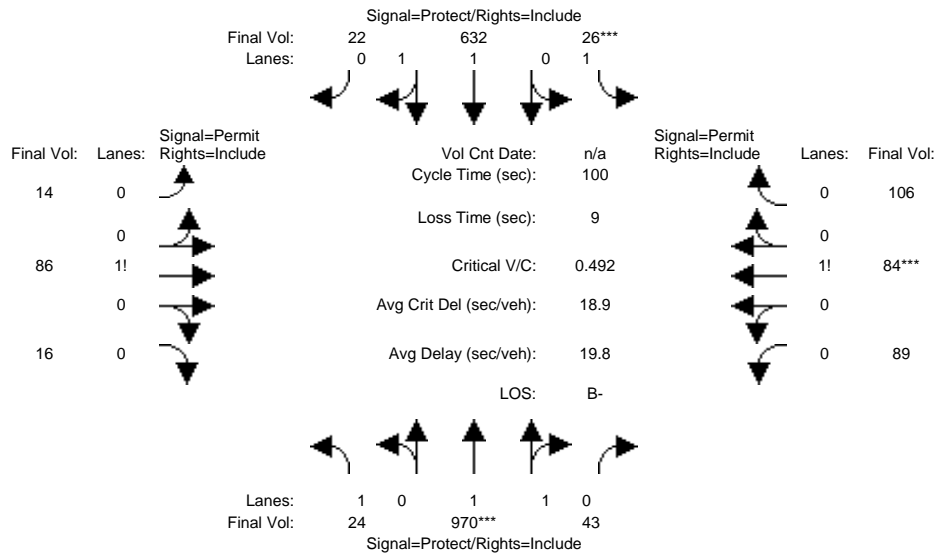
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.10	0.25	0.25	0.06	0.06	0.06	0.13	0.13	0.13
Crit Moves:	***				****						****	
Green Time:	7.0	25.5	25.5	14.2	32.7	32.7	16.3	16.3	16.3	16.3	16.3	16.3
Volume/Cap:	0.05	0.49	0.49	0.44	0.50	0.50	0.24	0.24	0.24	0.50	0.50	0.50
Delay/Veh:	26.1	15.1	15.1	22.8	11.0	11.0	19.7	19.7	19.7	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.1	15.1	22.8	11.0	11.0	19.7	19.7	19.7	21.8	21.8	21.8
LOS by Move:	C	B	B	C+	B+	B+	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	0	11	11	6	12	12	4	4	4	9	9	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	24	970	43	26	632	22	14	86	16	89	84	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	970	43	26	632	22	14	86	16	89	84	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	970	43	26	632	22	14	86	16	89	84	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	970	43	26	632	22	14	86	16	89	84	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	970	43	26	632	22	14	86	16	89	84	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	970	43	26	632	22	14	86	16	89	84	106

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	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.93	0.07	0.12	0.74	0.14	0.32	0.30	0.38
Final Sat.:	1750	3543	157	1750	3575	124	211	1297	241	558	527	665

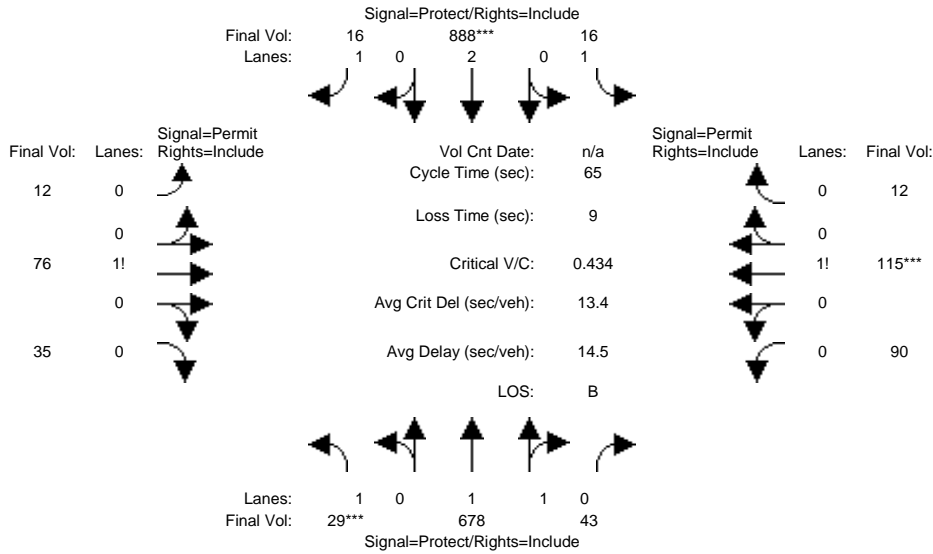
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.01	0.18	0.18	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green Time:	17.0	53.1	53.1	7.0	43.0	43.0	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.08	0.52	0.52	0.21	0.41	0.41	0.21	0.21	0.21	0.52	0.52	0.52
Delay/Veh:	35.0	15.4	15.4	44.8	19.9	19.9	25.8	25.8	25.8	29.3	29.3	29.3
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:	35.0	15.4	15.4	44.8	19.9	19.9	25.8	25.8	25.8	29.3	29.3	29.3
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2k95thQ:	1	18	18	2	13	13	6	6	6	15	15	15

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	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:	29	678	43	16	888	16	12	76	35	90	115	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	678	43	16	888	16	12	76	35	90	115	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	678	43	16	888	16	12	76	35	90	115	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	678	43	16	888	16	12	76	35	90	115	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	678	43	16	888	16	12	76	35	90	115	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	678	43	16	888	16	12	76	35	90	115	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.10	0.62	0.28	0.41	0.53	0.06
Final Sat.:	1750	3479	221	1750	3800	1750	171	1081	498	726	927	97

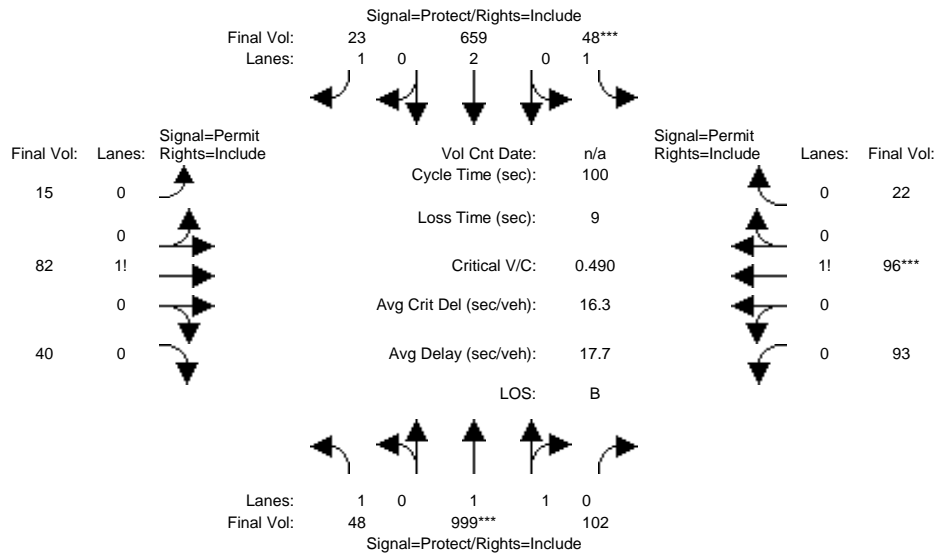
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.01	0.23	0.01	0.07	0.07	0.07	0.12	0.12	0.12
Crit Moves:	***			****						****		
Green Time:	7.0	25.1	25.1	13.9	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.15	0.50	0.50	0.04	0.47	0.02	0.27	0.27	0.27	0.47	0.47	0.47
Delay/Veh:	26.7	15.5	15.5	20.3	11.1	8.5	19.4	19.4	19.4	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.5	15.5	20.3	11.1	8.5	19.4	19.4	19.4	21.0	21.0	21.0
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	1	10	10	1	11	0	5	5	5	9	9	9

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

Stanford GUP EIR
 SJ15-1585
 Existing Conditions

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

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	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:	48	999	102	48	659	23	15	82	40	93	96	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	999	102	48	659	23	15	82	40	93	96	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	999	102	48	659	23	15	82	40	93	96	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	999	102	48	659	23	15	82	40	93	96	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	999	102	48	659	23	15	82	40	93	96	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	999	102	48	659	23	15	82	40	93	96	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	0.11	0.60	0.29	0.44	0.46	0.10
Final Sat.:	1750	3357	343	1750	3800	1750	192	1047	511	771	796	182

Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.17	0.01	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	19.2	59.8	59.8	7.0	47.6	47.6	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.14	0.50	0.50	0.39	0.36	0.03	0.32	0.32	0.32	0.50	0.50	0.50
Delay/Veh:	33.8	11.7	11.7	46.5	16.7	13.9	31.6	31.6	31.6	33.6	33.6	33.6
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:	33.8	11.7	11.7	46.5	16.7	13.9	31.6	31.6	31.6	33.6	33.6	33.6
LOS by Move:	C-	B+	B+	D	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	3	18	18	3	12	1	8	8	8	12	12	12

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

2018 CONDITIONS

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2018 AM				2018 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.4	0.427	9.4	B+	10.2	0.443	+ 0.015	9.2	- 0.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	119.6	1.069	128.3	F	137.4	1.107	+ 0.038	147.2	+ 18.9
#3	Sand Hill Rd / Addison Wesley (MP)	C-	32.4	0.786	41.2	D	42.4	0.823	+ 0.037	56.9	+ 15.7
#4	Sand Hill Rd / Saga Ln (MP)	B	15.0	0.636	11.2	B	15.3	0.672	+ 0.036	11.8	+ 0.6
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.7	0.643	14.4	B	16.8	0.678	+ 0.036	14.7	+ 0.4
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.1	0.672	23.0	B	16.0	0.672	+ 0.000	23.0	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.9	0.793	52.3	D	49.8	0.823	+ 0.031	53.7	+ 1.4
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.6	0.634	11.5	B+	10.5	0.659	+ 0.025	11.5	- 0.0
#9	Sand Hill Rd / Stock Farm Dr	C	23.3	0.642	26.1	C	24.3	0.670	+ 0.028	27.7	+ 1.6
#10	Pastuer Drive / Sand Hill Road	C+	20.9	0.554	22.6	C+	20.9	0.562	+ 0.009	22.9	+ 0.3
#11	Arboretum Road / Sand Hill Road	B-	18.5	0.565	22.5	B-	19.3	0.579	+ 0.013	23.8	+ 1.3
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.0	0.558	36.4	D+	38.9	0.570	+ 0.012	36.3	- 0.1
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	151.7	1.537	151.7	F	153.3	1.544	+ 0.007	153.3	+ 1.6
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	E	3.0	0.595	3.0	E	3.0	0.603	+ 0.008	3.0	+ 0.1
#15	Deer Creek Road / Page Mill Road (SCC)	B	14.5	0.761	18.7	B	15.4	0.787	+ 0.026	20.1	+ 1.4
#16	Coyote Hill Road / Page Mill Road (SCC)	A	7.5	0.322	2.5	A	8.0	0.336	+ 0.014	2.5	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.2	1.068	123.8	F	101.5	1.097	+ 0.029	131.1	+ 7.2
#18	Page Mill Rd / Peter Couetts (SCC)	C+	20.9	0.611	18.1	C+	21.3	0.632	+ 0.020	18.7	+ 0.6
#19	Hanover St / Page Mill Rd (SC CMP)	E	63.0	0.582	62.6	E	65.7	0.594	+ 0.013	63.2	+ 0.6
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	61.2	0.879	66.6	E	66.1	0.926	+ 0.047	73.0	+ 6.5
#21	Middlefield Road / Oregon Expressway (SC CMP)	E	63.6	0.743	71.6	E	64.2	0.752	+ 0.009	72.6	+ 1.0
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.7	0.673	29.0	C+	20.7	0.676	+ 0.003	29.0	+ 0.1
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.3	0.830	10.3	E	10.4	0.835	+ 0.005	10.4	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	27.2	0.756	27.2	D	28.5	0.770	+ 0.014	28.5	+ 1.2
#25	Junipero Serra / Alpine Road (MP)	D	43.8	0.775	48.9	D	46.2	0.824	+ 0.049	51.8	+ 3.0
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	28.7	0.683	26.1	C	30.5	0.692	+ 0.009	27.2	+ 1.2

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2018 AM				2018 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.1	0.522	23.9	B	14.5	0.543	+ 0.020	24.7	+ 0.8
#28	Stanford Ave / Junipero Serra Blvd (SCC)	B-	19.6	0.559	28.7	C+	21.0	0.620	+ 0.061	30.4	+ 1.8
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	35.0	0.341	36.5	D+	35.7	0.347	+ 0.006	36.3	- 0.3
#30	Foothill Expressway / Arastradero Road (SCC)	E	71.8	0.745	71.9	E	74.7	0.761	+ 0.016	76.5	+ 4.6
#31	Foothill Expressway / San Antonio Road (SC CMP)	B-	18.7	0.701	23.1	B-	19.2	0.716	+ 0.016	23.7	+ 0.6
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	74.6	0.850	86.9	E-	79.0	0.864	+ 0.014	96.4	+ 9.5
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	62.6	0.810	66.3	E	64.0	0.825	+ 0.015	68.2	+ 1.9
#34	Bowdoin Street / Stanford Avenue	B	14.4	0.701	14.4	C	18.4	0.808	+ 0.107	18.4	+ 4.0
#35	Arboretum Road / Quarry Road	D	43.6	0.469	44.3	D	44.1	0.509	+ 0.040	45.6	+ 1.2
#36	Arboretum Road / Palm Drive	C	29.9	0.681	33.4	C	31.9	0.767	+ 0.085	36.7	+ 3.3
#37	El Camino Real / Encinal Avenue (MP)	B	17.2	0.482	11.5	B	17.0	0.494	+ 0.011	11.4	- 0.1
#38	El Camino Real / Valpariso Avenue (MP)	D	42.5	0.775	49.5	D	42.4	0.793	+ 0.017	49.9	+ 0.4
#39	El Camino Real / Oak Grove Avenue (MP)	C	31.3	0.606	28.4	C	31.0	0.624	+ 0.018	28.1	- 0.3
#40	El Camino Real / Santa Cruz Avenue (MP)	B	14.0	0.498	13.0	B	13.8	0.516	+ 0.018	12.7	- 0.3
#41	El Camino Real / Ravenswood Avenue (MP)	D	43.7	0.766	47.8	D	43.9	0.788	+ 0.022	48.4	+ 0.6
#42	El Camino Real / Roble Avenue (MP)	B	14.4	0.474	14.3	B	14.1	0.489	+ 0.014	13.9	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.2	0.655	34.1	C	27.0	0.669	+ 0.014	33.8	- 0.3
#44	El Camino Real / Cambridge Avenue (MP)	B	13.6	0.522	15.1	B	13.4	0.537	+ 0.014	14.9	- 0.3
#45	El Camino Real / Quarry Road	B	14.3	0.492	17.8	B	15.8	0.521	+ 0.029	19.4	+ 1.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.1	0.418	16.6	C+	20.7	0.446	+ 0.028	16.4	- 0.2
#47	El Camino Real (NB) / University Avenue (SC CMP)	B-	19.5	0.565	21.7	B-	20.0	0.595	+ 0.030	22.1	+ 0.4
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D	45.9	0.707	50.1	D	47.5	0.753	+ 0.047	52.0	+ 2.0
#49	El Camino Real / Churchill Avenue	C	24.7	0.580	30.3	C	24.4	0.597	+ 0.017	30.1	- 0.1
#50	El Camino Real / Serra Street	C	24.5	0.485	32.7	C	27.8	0.566	+ 0.082	38.1	+ 5.4
#51	El Camino Real / Stanford Avenue	C-	33.0	0.528	28.1	C-	33.8	0.588	+ 0.060	39.6	+ 11.5
#52	El Camino Real / California Avenue	C	24.0	0.479	20.6	C+	22.8	0.508	+ 0.029	19.6	- 0.9

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Intersection		2018 AM				2018 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	D	47.8	0.689	46.9	D	48.3	0.709	+ 0.020	47.8	+ 0.9
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.4	0.721	53.2	D-	53.4	0.729	+ 0.008	53.2	- 0.0
#55	Alma Street / Lytton Avenue	C+	20.8	0.742	25.3	C+	21.8	0.759	+ 0.016	26.8	+ 1.5
#56	Alma Street / Hamilton Avenue	A	6.9	0.610	8.0	A	7.1	0.618	+ 0.008	8.2	+ 0.2
#57	Alma Street / Churchill Avenue	C	28.2	0.570	22.8	C	28.3	0.575	+ 0.005	22.9	+ 0.1
#58	Alma Street / Charleston Road	E+	55.2	0.769	55.8	E+	55.7	0.779	+ 0.010	56.3	+ 0.5
#59	Middlefield Road / Marsh Road	C	29.2	0.862	39.0	C	30.1	0.874	+ 0.012	40.4	+ 1.4
#60	Middlefield Road / Ravenswood Avenue (MP)	C-	34.3	0.696	44.9	C-	35.0	0.707	+ 0.012	45.7	+ 0.8
#61	Middlefield Road / Ringwood Avenue (MP)	D+	38.0	0.431	43.0	D+	38.1	0.435	+ 0.004	43.3	+ 0.2
#62	Middlefield Road / Willow Road (MP)	D	47.9	0.536	47.2	D	48.0	0.543	+ 0.007	52.5	+ 5.3
#63	Middlefield Road / Lytton Avenue	D+	38.0	0.663	38.6	D+	38.3	0.681	+ 0.018	39.0	+ 0.4
#64	Middlefield Road / University Avenue	C	30.0	0.481	30.9	C	30.3	0.500	+ 0.019	31.2	+ 0.3
#65	Middlefield Road / Hamilton Avenue	B+	11.5	0.352	11.6	B+	11.5	0.361	+ 0.009	11.6	+ 0.0
#66	Middlefield Road / Embarcadero Road	C-	33.7	0.564	35.5	C-	34.1	0.595	+ 0.030	36.2	+ 0.7
#67	Saint Francis Drive / Embarcadero Road	C	23.6	0.620	24.0	C	23.4	0.635	+ 0.015	24.0	- 0.0
#68	East Bayshore Road / Embarcadero Road	D-	51.3	0.865	55.7	D-	51.6	0.872	+ 0.007	56.1	+ 0.4
#69	Middlefield Road / Charleston Road	D	50.5	0.586	52.1	D	50.6	0.590	+ 0.004	52.1	+ 0.0
#70	US 101 SB Ramps / Marsh Road (MP)	C-	32.6	0.984	39.8	C-	32.6	0.984	+ 0.000	39.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	B-	18.2	0.803	20.8	B-	18.2	0.803	+ 0.000	20.8	+ 0.0
#72	Bay Road / Willow Road (MP)	B-	18.8	0.659	24.0	B-	18.8	0.667	+ 0.008	24.1	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	43.5	0.726	50.5	D	43.4	0.731	+ 0.005	50.5	- 0.0
#74	O'Brien Drive / Willow Road (MP)	B+	12.0	0.629	17.6	B+	11.9	0.632	+ 0.003	17.6	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.961	52.8	D	41.5	0.967	+ 0.005	53.8	+ 1.0
#76	Bayfront Expressway / Willow Road (SM CMP)	D	40.3	0.805	42.0	D	40.3	0.805	+ 0.000	42.0	+ 0.0
#77	Woodland Drive / University Avenue	D-	54.5	0.865	59.5	D-	54.8	0.865	+ 0.000	59.5	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	29.4	0.761	44.9	C	29.4	0.764	+ 0.003	45.0	+ 0.1

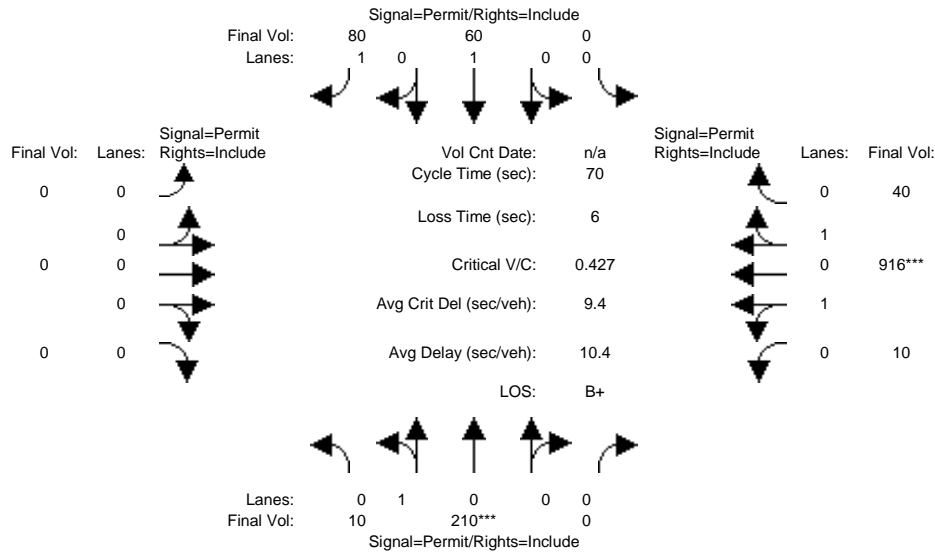
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Intersection		2018 AM				2018 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E	72.4	0.986	84.1	E	73.2	0.991	+ 0.005	85.4	+ 1.3
#80	University Avenue / Bay Road	D	48.6	0.781	51.4	D	48.7	0.786	+ 0.005	51.6	+ 0.2
#81	University Ave / Bayfront Expy (SM CMP)	C	23.6	0.733	48.2	C	23.7	0.741	+ 0.008	48.5	+ 0.2
#82	Town & Country Driveway / Embarcadero Road	C	28.9	0.540	26.4	C	28.1	0.572	+ 0.031	25.8	- 0.6
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	61.6	0.985	76.4	E	61.8	0.986	+ 0.001	76.7	+ 0.3
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.4	0.729	20.7	B+	11.5	0.731	+ 0.002	20.9	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C+	21.1	0.674	22.2	C+	21.2	0.674	+ 0.000	22.2	+ 0.0
#86	Central Expy / Rengstorff Ave (SC CMP)	F	175.3	1.204	250.9	F	177.4	1.214	+ 0.010	253.9	+ 3.1
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	3.6	0.355	3.8	A	3.6	0.358	+ 0.003	3.8	- 0.0
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	12.0	0.484	19.6	B+	11.9	0.487	+ 0.003	19.4	- 0.1
#89	Central Expy / Moffett Blvd (SC CMP)	F	122.6	0.991	175.0	F	125.1	0.997	+ 0.007	179.0	+ 4.1
#90	Foothill Expy / Edith Ave (SCC)	C	28.9	0.568	28.6	C	29.2	0.584	+ 0.016	29.1	+ 0.6
#91	Foothill Expy / Main St (SC CMP)	C+	23.0	0.553	23.0	C	23.2	0.569	+ 0.016	23.5	+ 0.5
#92	University Ave / O'Brien Dr	A	9.2	0.463	10.7	A	9.2	0.468	+ 0.005	10.6	- 0.0
#93	University Ave / Adams Dr	F	1.4	0.350	1.4	F	1.4	0.362	+ 0.012	1.4	+ 0.0
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.471	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0

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Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	916	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	916	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	916	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	916	40

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	37	3414	149

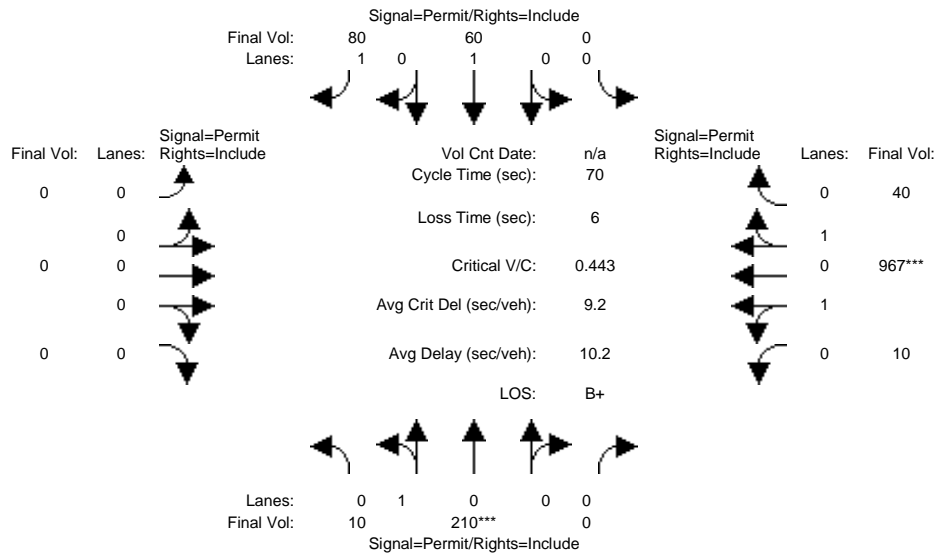
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****						****					
Green Time:	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	44.0	44.0	44.0
Volume/Cap:	0.43	0.43	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.43	0.43	0.43
Delay/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2k95thQ:	8	8	0	0	2	3	0	0	0	11	11	11

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

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Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	967	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	967	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	967	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	210	0	0	60	80	0	0	0	10	967	40

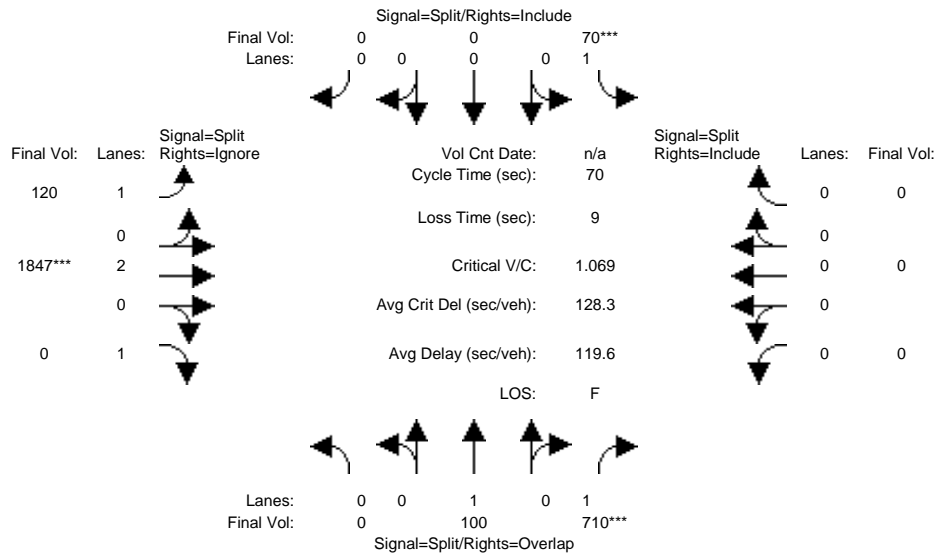
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	35	3423	142

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****									****		
Green Time:	19.3	19.3	0.0	0.0	19.3	19.3	0.0	0.0	0.0	44.7	44.7	44.7
Volume/Cap:	0.44	0.44	0.00	0.00	0.11	0.17	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	21.5	21.5	0.0	0.0	19.0	19.4	0.0	0.0	0.0	6.5	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:	21.5	21.5	0.0	0.0	19.0	19.4	0.0	0.0	0.0	6.5	6.5	6.5
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2k95thQ:	8	8	0	0	2	3	0	0	0	11	11	11

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

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
	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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	47	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	710	70	0	0	120	1847	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	710	70	0	0	120	1847	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	710	70	0	0	120	1847	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	100	710	70	0	0	120	1847	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

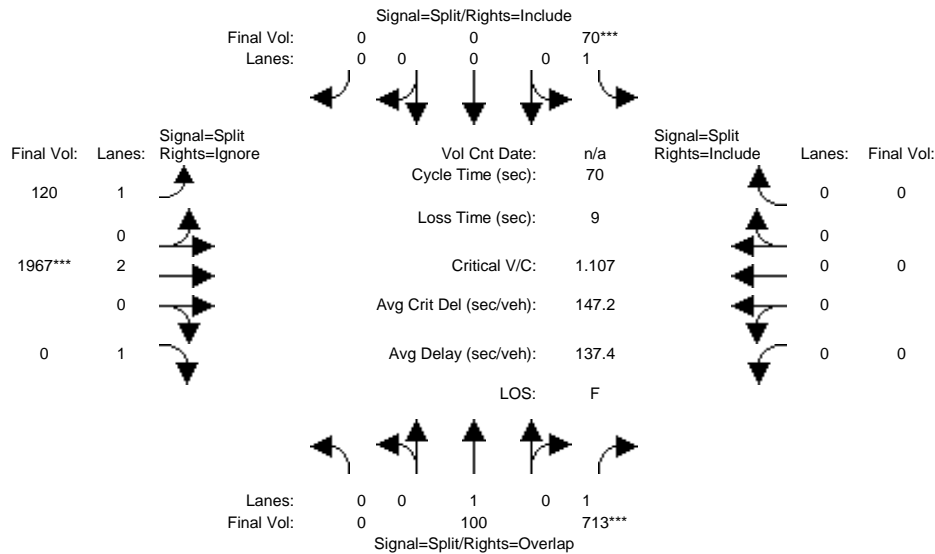
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.49	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	23.2	23.2	10.0	0.0	0.0	27.8	27.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.22	0.28	0.00	0.00	0.17	1.22	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2k95thQ:	0	3	58	3	0	0	4	68	0	0	0	0

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

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	3	0	0	0	0	167	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	713	70	0	0	120	1967	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	713	70	0	0	120	1967	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	713	70	0	0	120	1967	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	100	713	70	0	0	120	1967	0	0	0	0

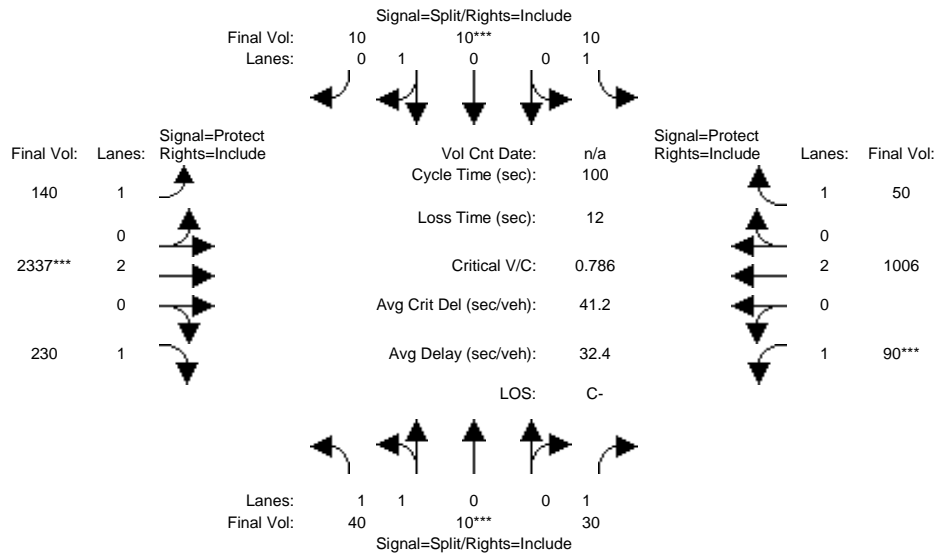
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.52	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.5	22.5	10.0	0.0	0.0	28.5	28.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.27	0.28	0.00	0.00	0.17	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	158.7	27.4	0.0	0.0	13.3	147	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	158.7	27.4	0.0	0.0	13.3	147	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2k95thQ:	0	3	62	3	0	0	4	76	0	0	0	0

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

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Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2337	230	90	1006	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2337	230	90	1006	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2337	230	90	1006	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	10	30	10	10	10	140	2337	230	90	1006	50

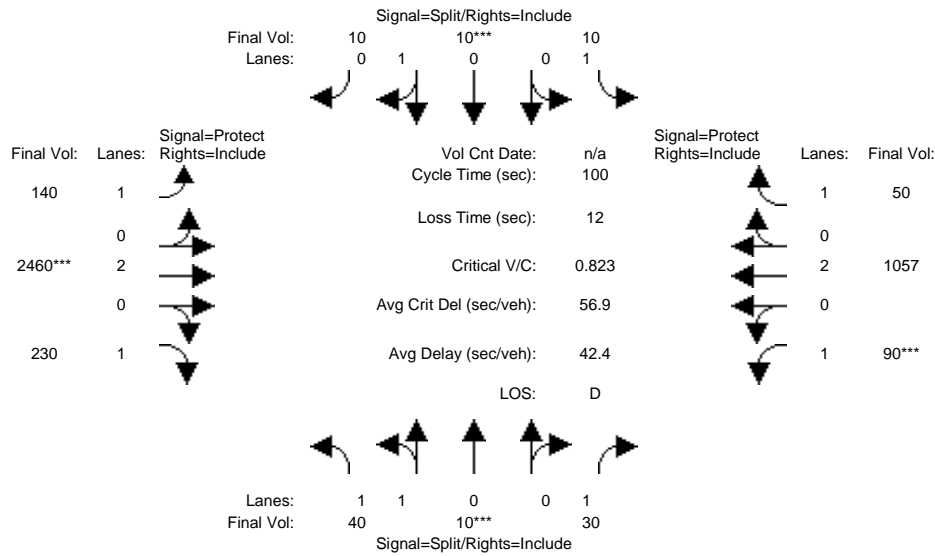
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.62	0.13	0.05	0.26	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.8	61.0	61.0	7.0	52.2	52.2
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.01	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2k95thQ:	2	2	2	1	1	1	8	57	6	6	18	2

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

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Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	170	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2460	230	90	1057	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2460	230	90	1057	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2460	230	90	1057	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	10	30	10	10	10	140	2460	230	90	1057	50

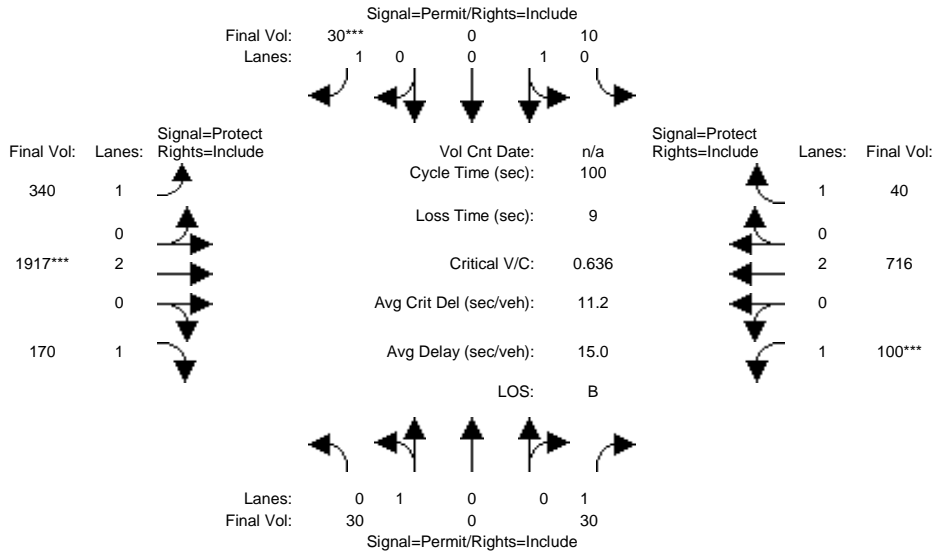
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.65	0.13	0.05	0.28	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.2	61.0	61.0	7.0	52.8	52.8
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.53	1.06	0.22	0.73	0.53	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.1	57.0	8.9	66.0	15.7	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.1	57.0	8.9	66.0	15.7	11.5
LOS by Move:	D	D	D	D	D	D	D	E+	A	E	B	B+
HCM2k95thQ:	2	2	2	1	1	1	8	69	6	6	19	2

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	1917	170	100	716	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	1917	170	100	716	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	1917	170	100	716	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	0	30	10	0	30	340	1917	170	100	716	40

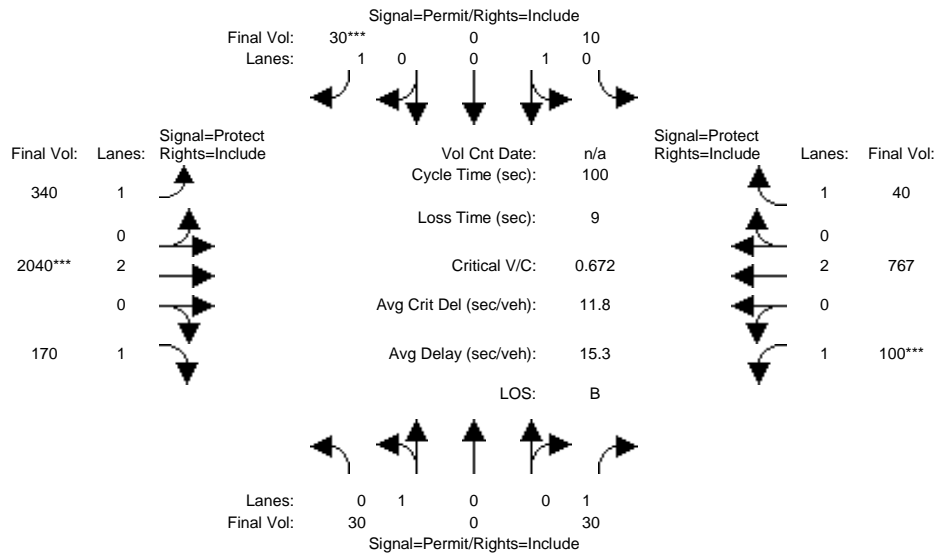
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.50	0.10	0.06	0.19	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	41.1	72.8	72.8	8.2	39.9	39.9
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.47	0.69	0.13	0.69	0.47	0.06
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
LOS by Move:	D	A	D	D	A	D	C+	A	A	E+	C+	B-
HCM2k95thQ:	2	0	2	1	0	2	14	26	3	7	15	2

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	170	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	2040	170	100	767	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	2040	170	100	767	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	2040	170	100	767	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	0	30	10	0	30	340	2040	170	100	767	40

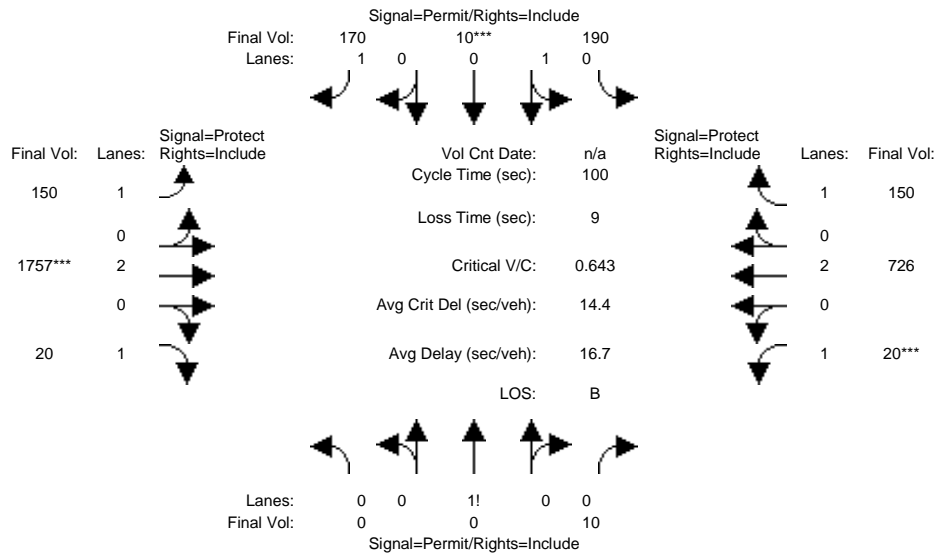
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.54	0.10	0.06	0.20	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	39.7	73.2	73.2	7.8	41.3	41.3
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.49	0.73	0.13	0.73	0.49	0.06
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	23.1	8.8	4.0	63.5	21.8	17.7
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:	41.6	0.0	41.7	40.9	0.0	41.7	23.1	8.8	4.0	63.5	21.8	17.7
LOS by Move:	D	A	D	D	A	D	C	A	A	E	C+	B
HCM2k95thQ:	2	0	2	1	0	2	15	29	3	7	16	2

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

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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1757	20	20	726	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1757	20	20	726	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1757	20	20	726	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	10	190	10	170	150	1757	20	20	726	150

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750

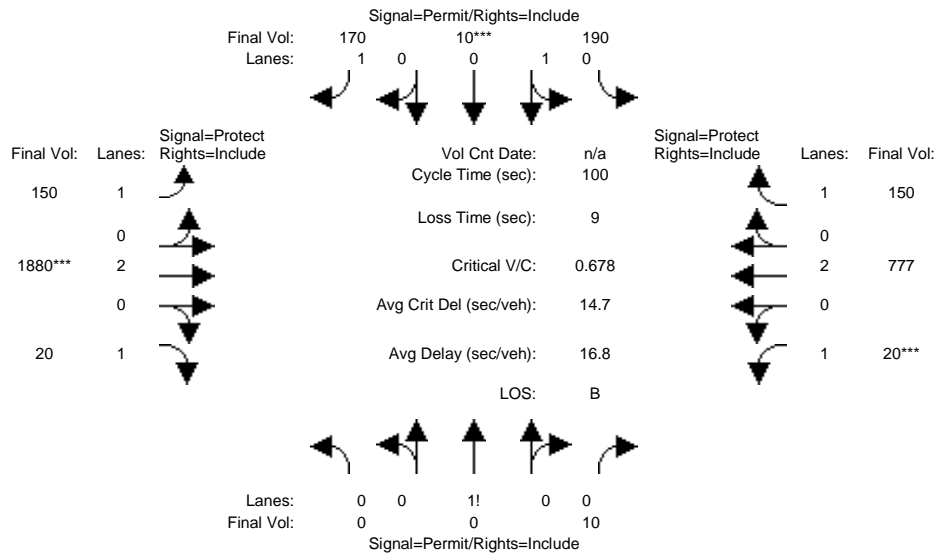
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.46	0.01	0.01	0.19	0.09
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	16.3	16.3	16.3	16.3	23.1	67.7	67.7	7.0	51.6	51.6
Volume/Cap:	0.00	0.00	0.04	0.68	0.68	0.60	0.37	0.68	0.02	0.16	0.37	0.17
Delay/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B
HCM2k95thQ:	0	0	1	14	14	12	8	29	0	1	12	5

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

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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	170	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1880	20	20	777	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1880	20	20	777	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1880	20	20	777	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	10	190	10	170	150	1880	20	20	777	150

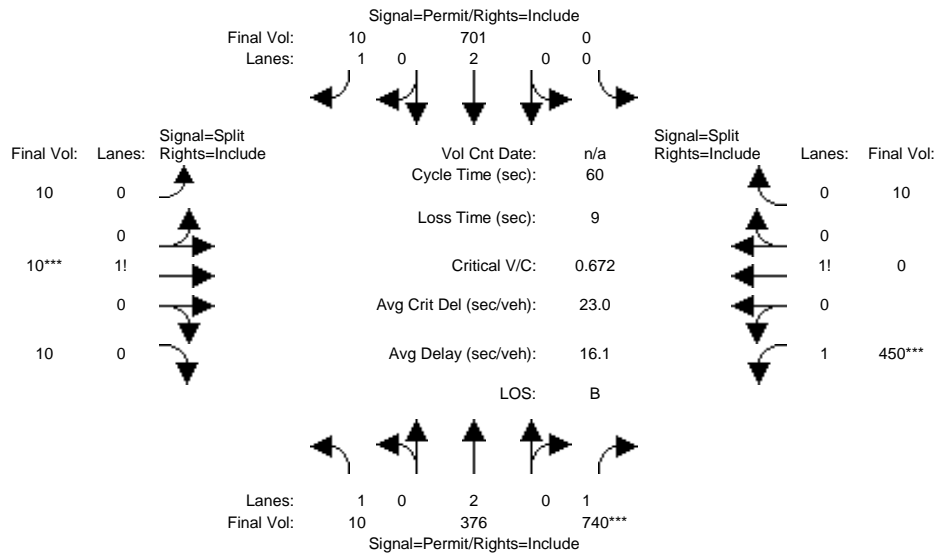
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.49	0.01	0.01	0.20	0.09
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	15.4	15.4	15.4	15.4	22.3	68.6	68.6	7.0	53.3	53.3
Volume/Cap:	0.00	0.00	0.04	0.72	0.72	0.63	0.38	0.72	0.02	0.16	0.38	0.16
Delay/Veh:	0.0	0.0	36.0	49.2	49.2	44.4	33.6	10.8	5.0	44.4	13.8	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	36.0	49.2	49.2	44.4	33.6	10.8	5.0	44.4	13.8	12.0
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B
HCM2k95thQ:	0	0	1	15	15	12	8	32	0	1	13	5

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	6	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	376	740	0	701	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	376	740	0	701	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	376	740	0	701	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	376	740	0	701	10	10	10	10	450	0	10

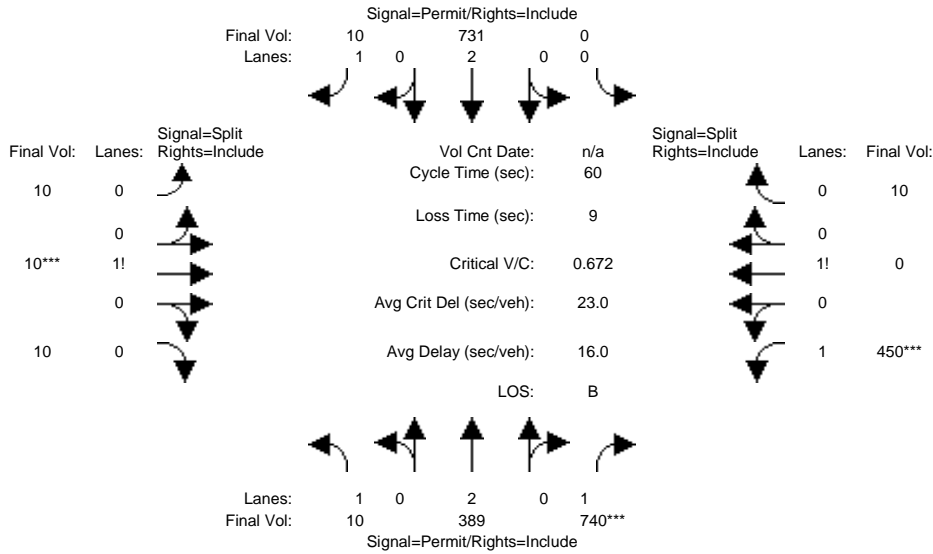
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74

Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.18	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.19	0.82	0.00	0.36	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2k95thQ:	0	4	23	0	8	0	1	1	1	13	0	13

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	19	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	389	740	0	731	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	389	740	0	731	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	389	740	0	731	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	389	740	0	731	10	10	10	10	450	0	10

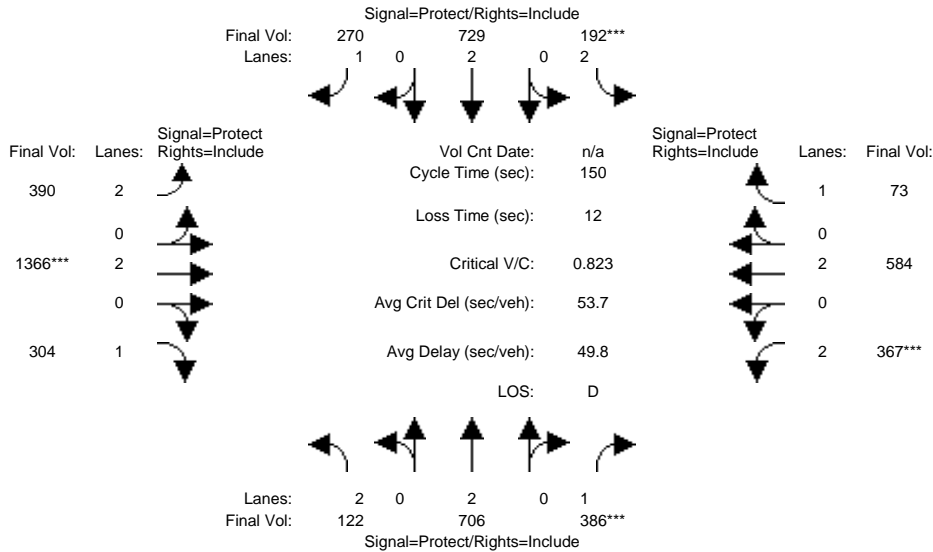
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74

Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.19	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.20	0.82	0.00	0.37	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2k95thQ:	0	4	23	0	8	0	1	1	1	13	0	13

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

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Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	100	690	380	190	690	270	390	1250	250	360	530	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:	100	690	380	190	690	270	390	1250	250	360	530	70
Added Vol:	22	16	6	2	39	0	0	116	54	7	54	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	706	386	192	729	270	390	1366	304	367	584	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:	122	706	386	192	729	270	390	1366	304	367	584	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	706	386	192	729	270	390	1366	304	367	584	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	706	386	192	729	270	390	1366	304	367	584	73

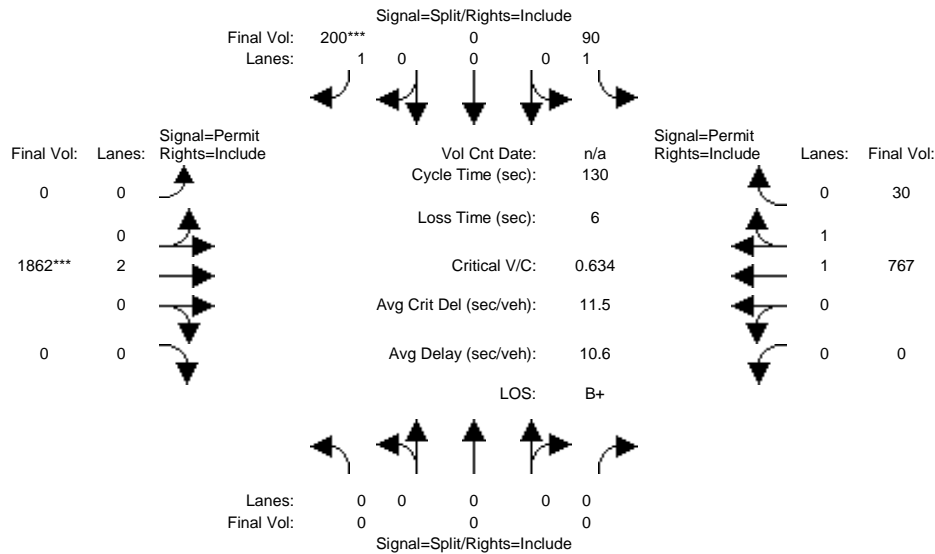
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.22	0.06	0.19	0.15	0.12	0.36	0.17	0.12	0.15	0.04
Crit Moves:			****	****				****		****		
Green Time:	10.0	40.2	40.2	11.1	41.3	41.3	38.7	65.5	65.5	21.2	48.0	48.0
Volume/Cap:	0.58	0.69	0.82	0.82	0.70	0.56	0.48	0.82	0.40	0.82	0.48	0.13
Delay/Veh:	71.9	51.5	62.8	89.0	50.9	48.1	47.6	40.6	29.2	74.3	41.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	51.5	62.8	89.0	50.9	48.1	47.6	40.6	29.2	74.3	41.3	36.3
LOS by Move:	E	D-	E	F	D	D	D	D	C	E	D	D+
HCM2k95thQ:	7	26	32	11	26	20	16	44	18	19	19	5

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1862	0	0	767	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1862	0	0	767	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1862	0	0	767	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	90	0	200	0	1862	0	0	767	30

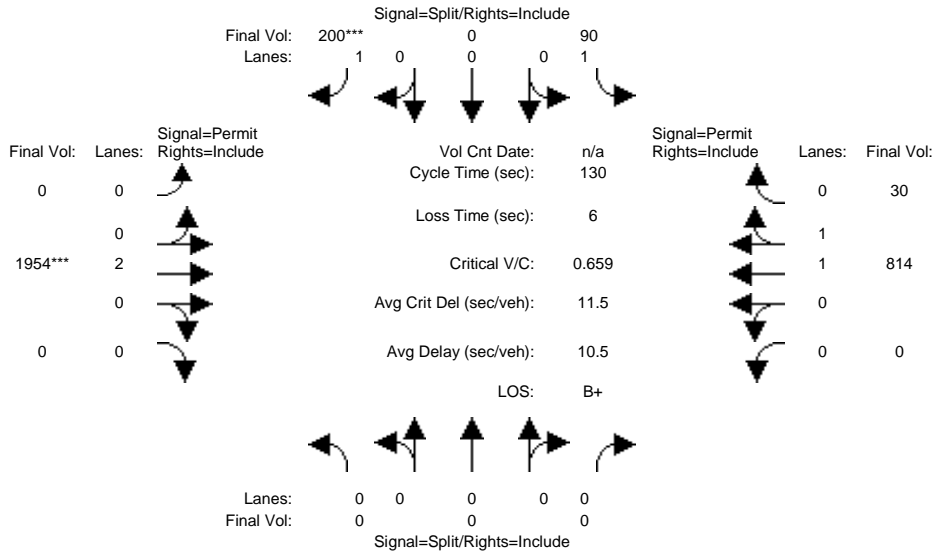
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3561	139

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.49	0.00	0.00	0.22	0.22
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	23.5	0.0	23.5	0.0	101	0.0	0.0	101	100.5
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.63	0.00	0.63	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	7	0	16	0	28	0	0	9	9

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	124	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1954	0	0	814	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1954	0	0	814	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1954	0	0	814	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	90	0	200	0	1954	0	0	814	30

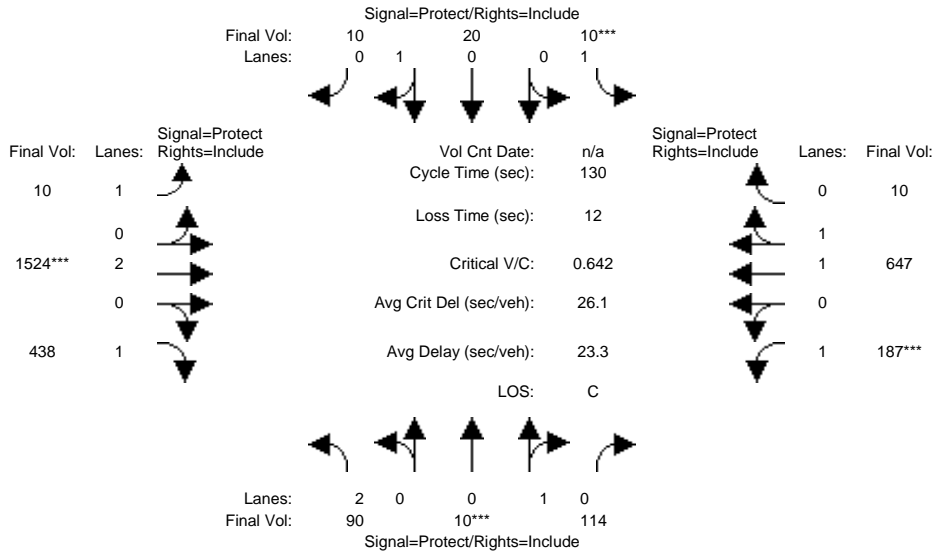
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3568	132

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.51	0.00	0.00	0.23	0.23
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.5	0.0	22.5	0.0	101	0.0	0.0	101	101.5
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.66	0.00	0.66	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	47.4	0.0	55.4	0.0	7.0	0.0	0.0	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	0.0	55.4	0.0	7.0	0.0	0.0	4.1	4.1
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	7	0	17	0	29	0	0	10	10

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	10	0	4	0	0	0	0	14	18	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	114	10	20	10	10	1524	438	187	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	10	114	10	20	10	10	1524	438	187	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	114	10	20	10	10	1524	438	187	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	10	114	10	20	10	10	1524	438	187	647	10

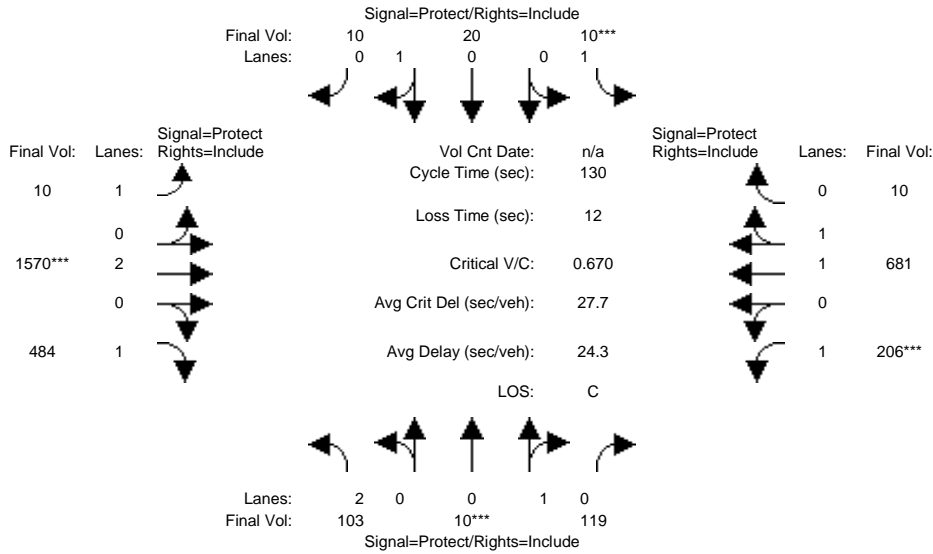
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	145	1655	1750	1200	600	1750	3800	1750	1750	3644	56

Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.40	0.25	0.11	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	8.3	13.3	13.3	7.0	11.9	11.9	22.7	77.2	77.2	20.6	75.0	75.0
Volume/Cap:	0.45	0.68	0.68	0.11	0.18	0.18	0.03	0.68	0.42	0.68	0.31	0.31
Delay/Veh:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
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:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
LOS by Move:	E	E	E	E+	E+	E+	D	B-	B	E+	B	B
HCM2k95thQ:	5	12	12	1	3	3	1	34	18	15	13	13

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	23	0	9	0	0	0	0	60	64	26	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	10	119	10	20	10	10	1570	484	206	681	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	10	119	10	20	10	10	1570	484	206	681	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	10	119	10	20	10	10	1570	484	206	681	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	10	119	10	20	10	10	1570	484	206	681	10

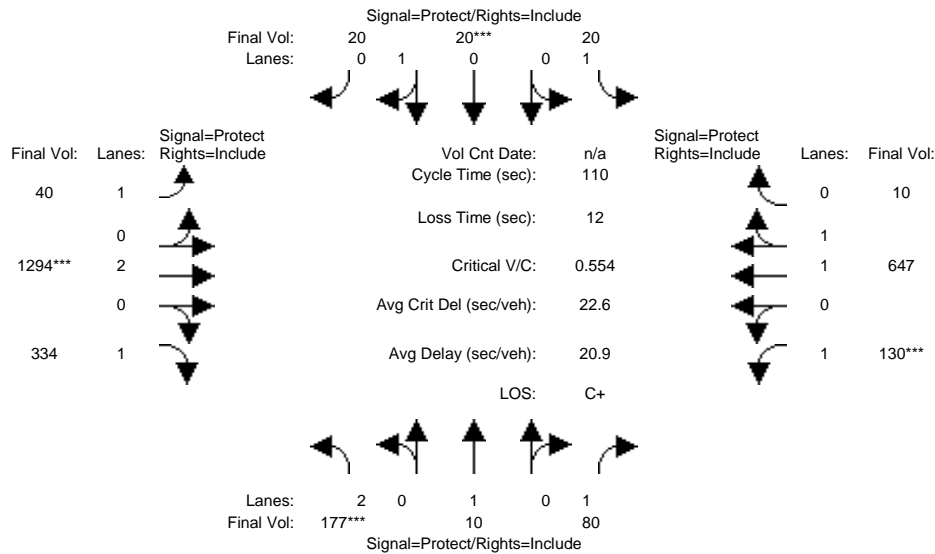
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	140	1660	1750	1200	600	1750	3800	1750	1750	3646	54

Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.41	0.28	0.12	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	8.3	13.2	13.2	7.0	11.9	11.9	21.9	76.1	76.1	21.7	75.9	75.9
Volume/Cap:	0.51	0.71	0.71	0.11	0.18	0.18	0.03	0.71	0.47	0.71	0.32	0.32
Delay/Veh:	61.1	68.4	68.4	59.0	55.1	55.1	45.3	20.1	15.8	58.8	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	68.4	68.4	59.0	55.1	55.1	45.3	20.1	15.8	58.8	13.9	13.9
LOS by Move:	E	E	E	E+	E+	E+	D	C+	B	E+	B	B
HCM2k95thQ:	6	13	13	1	3	3	1	36	21	16	13	13

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	7	0	0	0	0	0	0	4	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	10	80	20	20	20	40	1294	334	130	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	10	80	20	20	20	40	1294	334	130	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	10	80	20	20	20	40	1294	334	130	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	10	80	20	20	20	40	1294	334	130	647	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3644	56

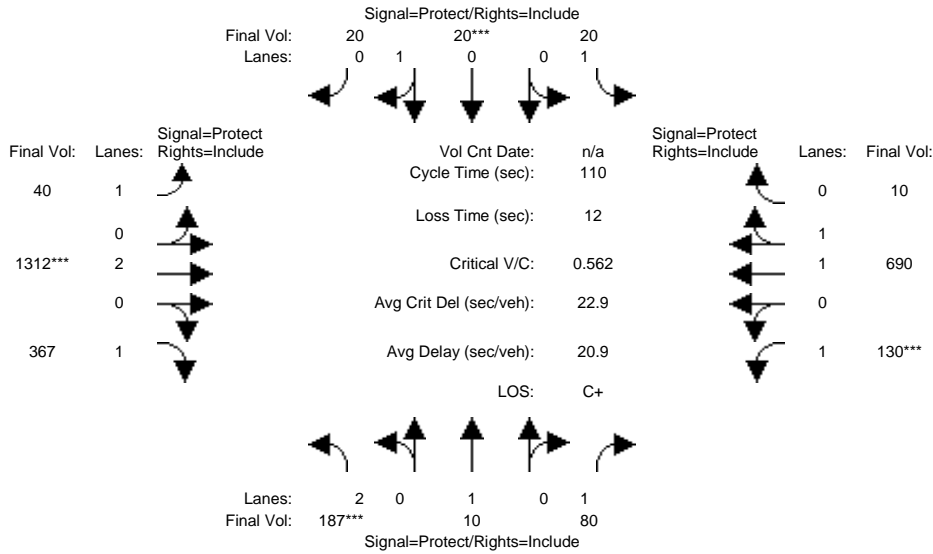
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.34	0.19	0.07	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	10.5	12.1	12.1	8.4	10.0	10.0	20.4	63.6	63.6	13.9	57.1	57.1
Volume/Cap:	0.59	0.05	0.42	0.15	0.24	0.24	0.12	0.59	0.33	0.59	0.34	0.34
Delay/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
LOS by Move:	D	D	D	D	D	D	D+	B	B	D	B	B
HCM2k95thQ:	9	1	6	2	3	3	2	24	12	9	12	12

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	17	0	0	0	0	0	0	22	47	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	10	80	20	20	20	40	1312	367	130	690	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	10	80	20	20	20	40	1312	367	130	690	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	10	80	20	20	20	40	1312	367	130	690	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	10	80	20	20	20	40	1312	367	130	690	10

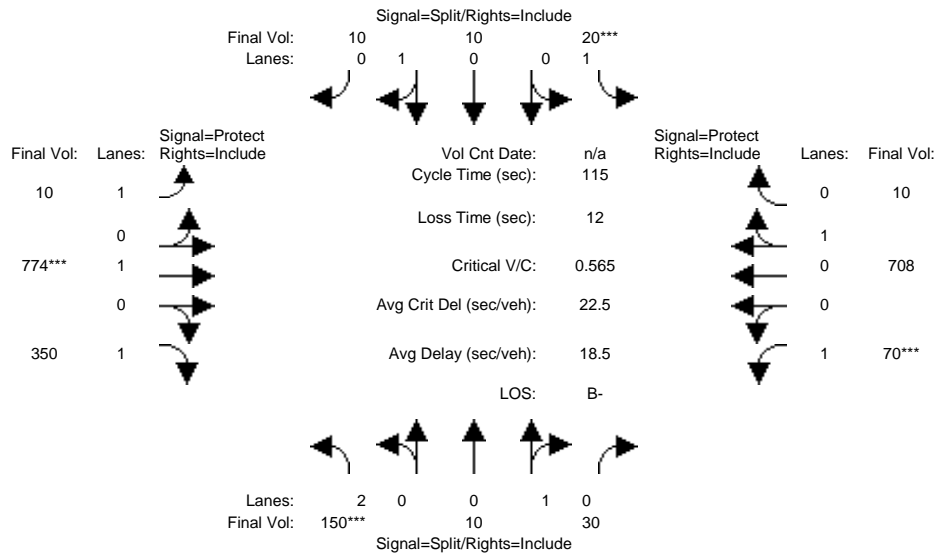
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3647	53

Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.35	0.21	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	10.9	12.3	12.3	8.6	10.0	10.0	19.4	63.4	63.4	13.6	57.7	57.7
Volume/Cap:	0.60	0.05	0.41	0.15	0.24	0.24	0.13	0.60	0.36	0.60	0.36	0.36
Delay/Veh:	50.6	43.7	46.9	47.8	47.3	47.3	38.4	15.5	12.7	50.1	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	43.7	46.9	47.8	47.3	47.3	38.4	15.5	12.7	50.1	15.5	15.5
LOS by Move:	D	D	D	D	D	D	D+	B	B	D	B	B
HCM2k95thQ:	9	1	6	2	3	3	2	24	13	9	13	13

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

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Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	30	20	10	10	10	774	350	70	708	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	30	20	10	10	10	774	350	70	708	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	30	20	10	10	10	774	350	70	708	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	10	30	20	10	10	10	774	350	70	708	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.25	0.75	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	450	1350	1750	900	900	1750	1900	1750	1750	1775	25

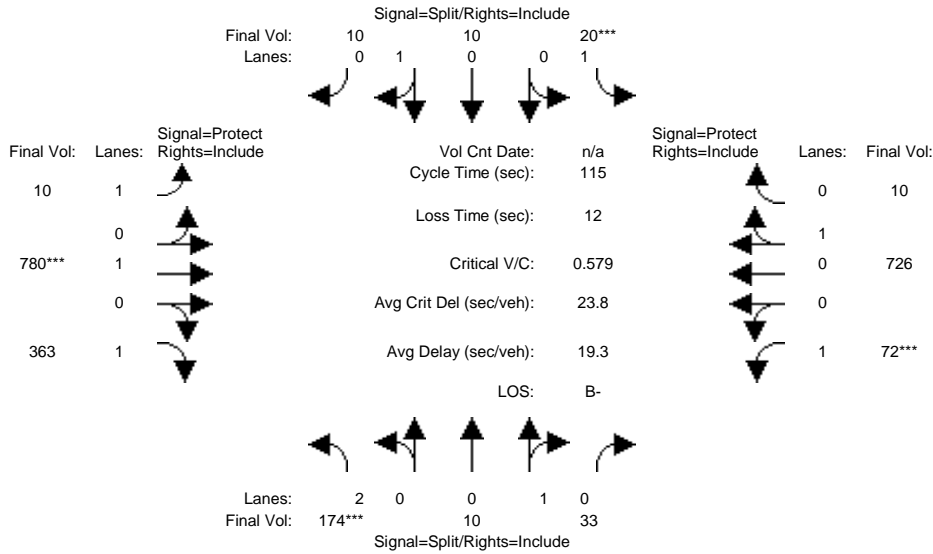
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.01	0.41	0.20	0.04	0.40	0.40
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.0	75.6	75.6	7.4	72.0	72.0
Volume/Cap:	0.55	0.26	0.26	0.13	0.13	0.13	0.06	0.62	0.30	0.62	0.64	0.64
Delay/Veh:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	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:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	14.6	14.6
LOS by Move:	D-	D	D	D	D	D	D	B	A	E	B	B
HCM2k95thQ:	6	3	3	2	2	2	1	27	11	5	29	29

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2018 with Project AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	24	0	3	0	0	0	0	10	13	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	10	33	20	10	10	10	780	363	72	726	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	10	33	20	10	10	10	780	363	72	726	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	10	33	20	10	10	10	780	363	72	726	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	10	33	20	10	10	10	780	363	72	726	10

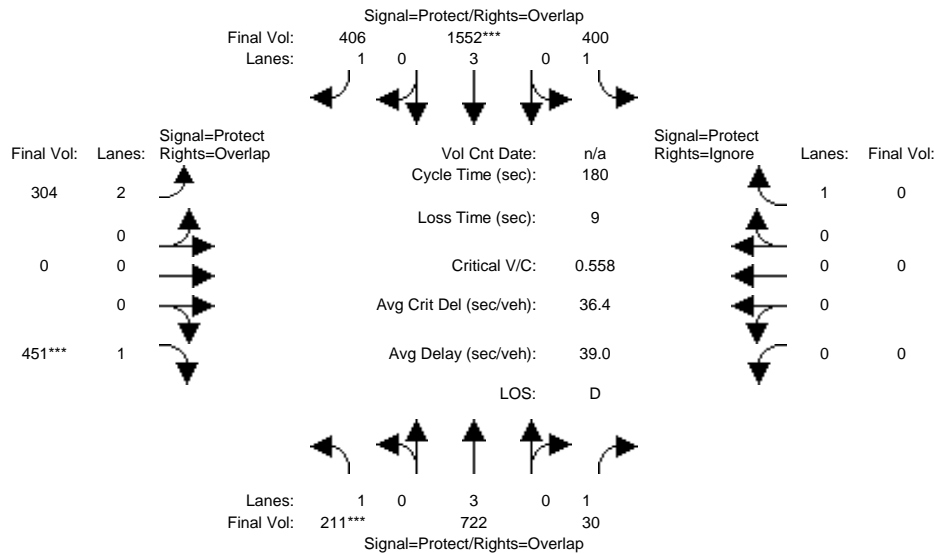
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.23	0.77	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	419	1381	1750	900	900	1750	1900	1750	1750	1776	24

Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.01	0.01	0.01	0.01	0.41	0.21	0.04	0.41	0.41
Crit Moves:	***			****			****			****		
Green Time:	10.1	10.1	10.1	10.0	10.0	10.0	10.7	75.3	75.3	7.5	72.1	72.1
Volume/Cap:	0.63	0.27	0.27	0.13	0.13	0.13	0.06	0.63	0.32	0.63	0.65	0.65
Delay/Veh:	55.1	49.9	49.9	48.9	48.8	48.8	47.7	12.6	8.8	62.8	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	49.9	49.9	48.9	48.8	48.8	47.7	12.6	8.8	62.8	14.9	14.9
LOS by Move:	E+	D	D	D	D	D	D	B	A	E	B	B
HCM2k95thQ:	7	3	3	2	2	2	1	28	11	6	30	30

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2018 AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	1	12	0	0	22	6	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	722	30	400	1552	406	304	0	451	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	722	30	400	1552	406	304	0	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	722	30	400	1552	406	304	0	451	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	211	722	30	400	1552	406	304	0	451	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.23	0.27	0.23	0.10	0.00	0.26	0.00	0.00	0.00
Crit Moves:	***			***			***		***			
Green Time:	38.9	45.2	45.2	81.6	87.8	132.1	44.2	0.0	83.2	0.0	0.0	0.0
Volume/Cap:	0.56	0.50	0.07	0.50	0.56	0.32	0.39	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
LOS by Move:	E	E+	D-	D+	C-	A	E+	A	D+	A	A	A
HCM2k95thQ:	20	20	3	28	33	15	15	0	32	0	0	0

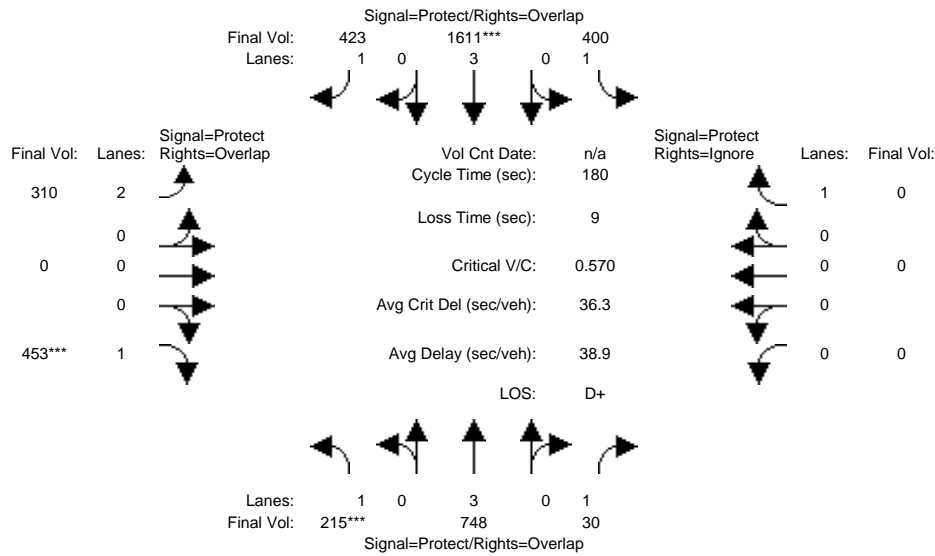
Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
SJ15-1585

2018 AM / 2018 AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Project AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	5	38	0	0	81	23	10	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	748	30	400	1611	423	310	0	453	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	215	748	30	400	1611	423	310	0	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	748	30	400	1611	423	310	0	453	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	215	748	30	400	1611	423	310	0	453	0	0	0

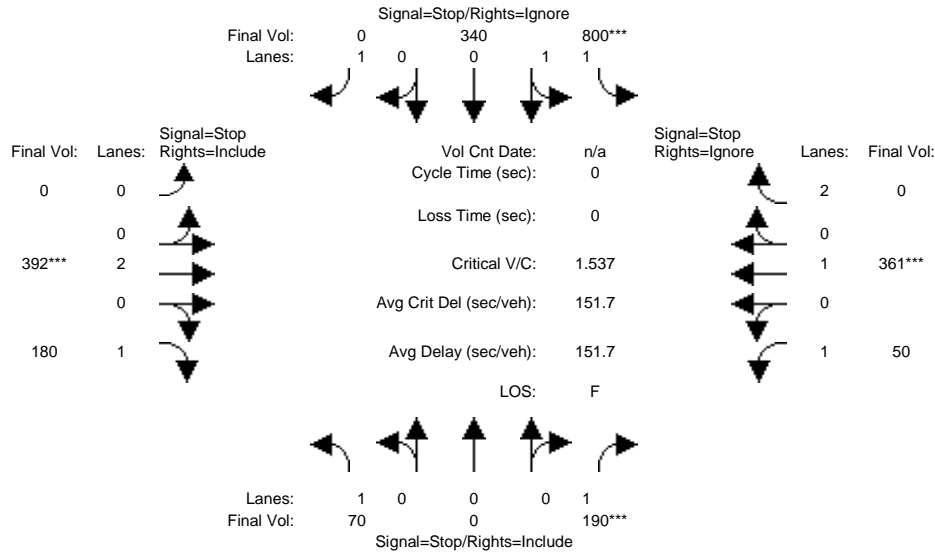
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.23	0.28	0.24	0.10	0.00	0.26	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	38.8	46.7	46.7	81.3	89.3	132.2	42.9	0.0	81.7	0.0	0.0	0.0
Volume/Cap:	0.57	0.51	0.07	0.51	0.57	0.33	0.41	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	65.2	57.1	50.3	35.6	32.2	8.5	58.2	0.0	37.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	57.1	50.3	35.6	32.2	8.5	58.2	0.0	37.2	0.0	0.0	0.0
LOS by Move:	E	E+	D	D+	C-	A	E+	A	D+	A	A	A
HCM2k95thQ:	20	21	3	28	34	16	15	0	33	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	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	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	800	340	50	0	392	180	50	361	606
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	800	340	0	0	392	180	50	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	800	340	0	0	392	180	50	361	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	800	340	0	0	392	180	50	361	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.40	0.60	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	403	521	226	406	0	733	395	333	356	741

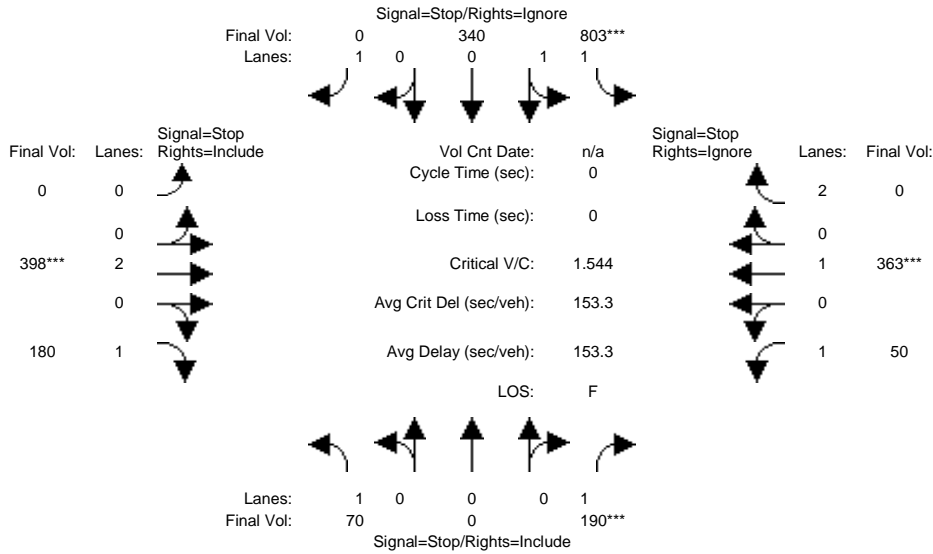
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.54	1.50	0.00	xxxx	0.53	0.46	0.15	1.01	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:	17.8			274.8			21.8			75.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			274.8			21.8			75.5		
LOS by Appr:	C			F			C			F		
AllWayAvgQ:	0.2	0.0	0.8	26.5	26.5	0.0	0.0	1.1	0.8	0.2	7.0	0.0

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 with Project AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	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	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	3	0	0	0	8	0	0	3	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	650
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	70	0	190	803	340	0	0	398	180	50	363	0

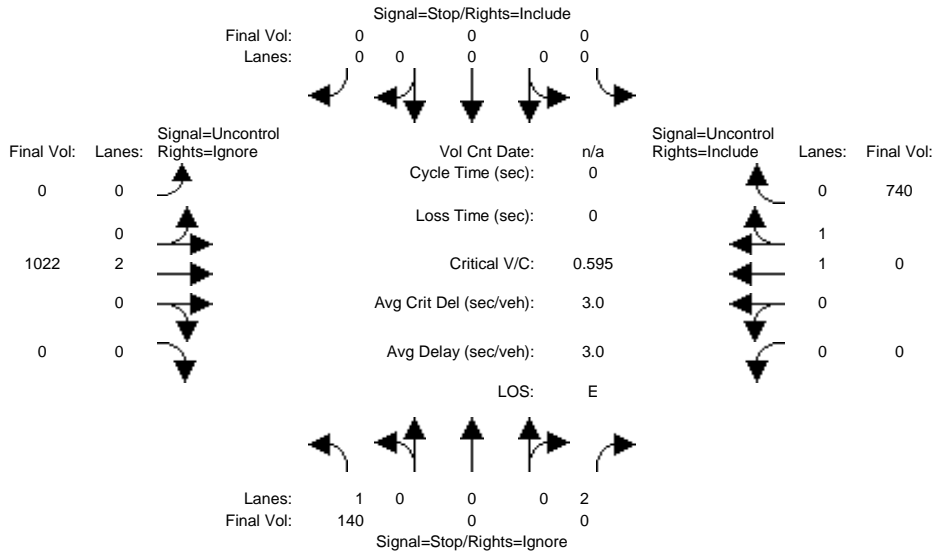
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	402	520	225	405	0	733	395	332	355	740

Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.54	1.51	0.00	xxxx	0.54	0.46	0.15	1.02	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	15.1	0.0	18.9	282.3	267	0.0	0.0	23.3	19.1	15.2	86.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.9	282.3	267	0.0	0.0	23.3	19.1	15.2	86.0	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:		17.9			277.8			22.0			77.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.9			277.8			22.0			77.5	
LOS by Appr:		C			F			C			F	
AllWayAvgQ:	0.2	0.0	0.8	26.8	26.8	0.0	0.0	1.1	0.8	0.2	7.2	0.0

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2018 AM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	29	0	0	0	0	2	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1839	0	0	0	0	1022	240	0	907	740
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1022	0	0	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1022	0	0	0	740

Critical Gap Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	1022	xxxx	511	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.59	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

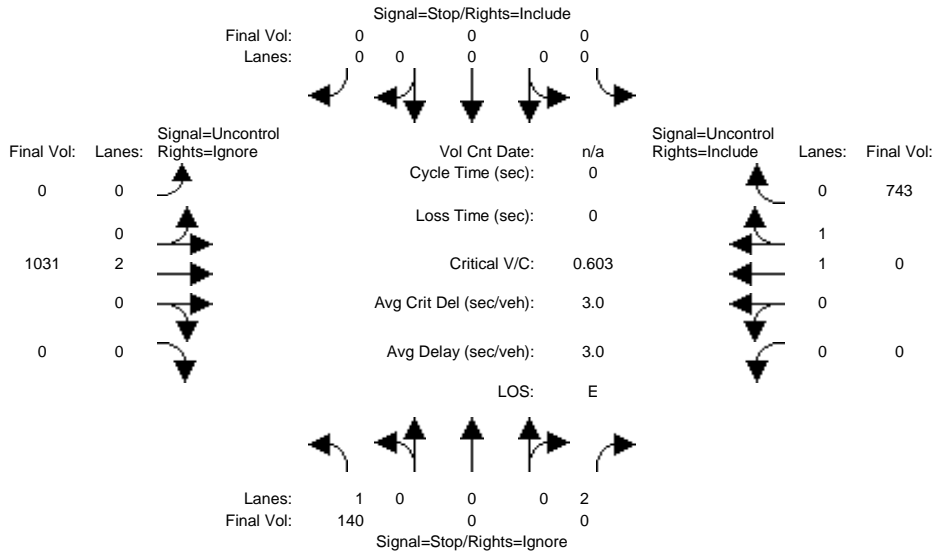
Level Of Service Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	3.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	40.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	40.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

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 2000 HCM Unsignalized (Future Volume Alternative)
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Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	116	0	0	0	0	11	0	0	63	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1926	0	0	0	0	1031	240	0	953	743
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1031	0	0	0	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1031	0	0	0	743

Critical Gap Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

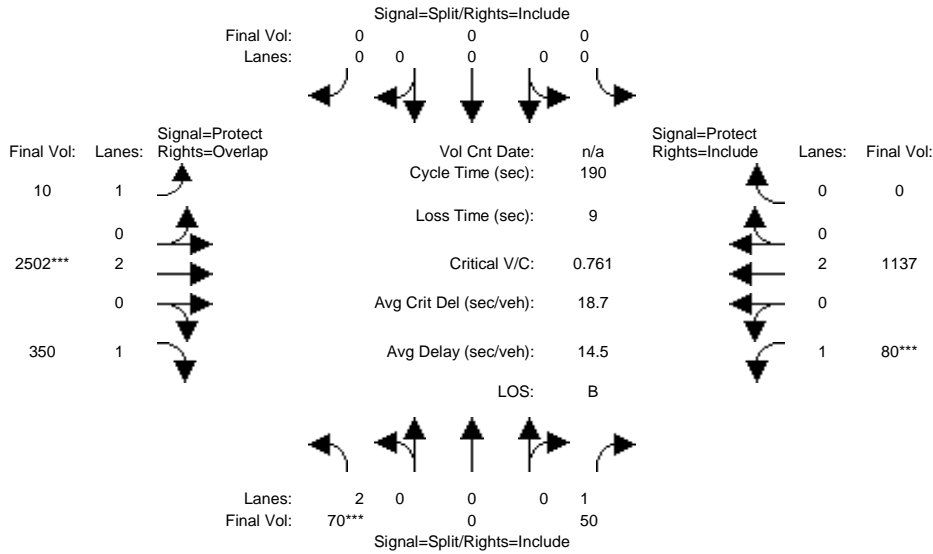
Capacity Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	1031	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	232	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	232	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.60	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	3.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	41.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

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Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	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	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2502	350	80	1137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2502	350	80	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2502	350	80	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	0	50	0	0	0	10	2502	350	80	1137	0

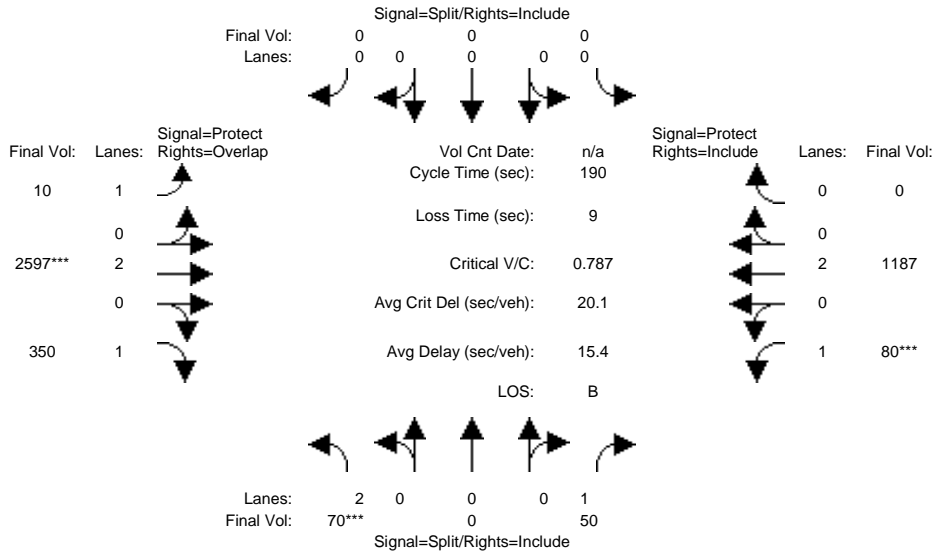
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.66	0.20	0.05	0.30	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.83	0.23	0.54	0.37	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2k95thQ:	5	0	7	0	0	0	1	71	7	10	17	0

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

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Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	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	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	127	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2597	350	80	1187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2597	350	80	1187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2597	350	80	1187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	0	50	0	0	0	10	2597	350	80	1187	0

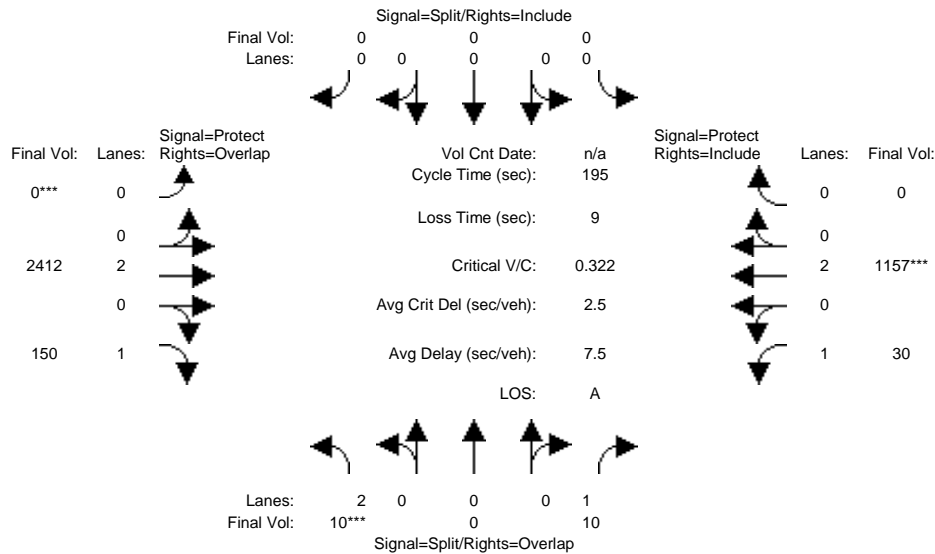
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.68	0.20	0.05	0.31	0.00
Crit Moves:	****						****			****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.86	0.23	0.54	0.38	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.1	2.2	91.0	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.1	2.2	91.0	4.8	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2k95thQ:	5	0	7	0	0	0	1	80	7	10	18	0

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

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Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2412	150	30	1157	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2412	150	30	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2412	150	30	1157	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	10	0	0	0	0	2412	150	30	1157	0

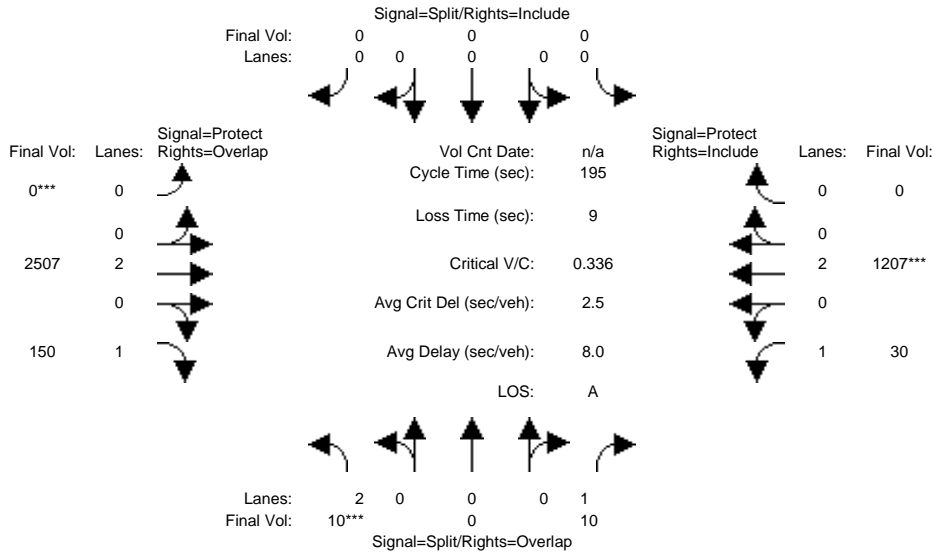
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.63	0.09	0.02	0.30	0.00
Crit Moves:	****						****			****		
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.76	0.10	0.29	0.34	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	1	0	1	0	0	0	0	53	2	4	11	0

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

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Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	127	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2507	150	30	1207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2507	150	30	1207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2507	150	30	1207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	10	0	0	0	0	2507	150	30	1207	0

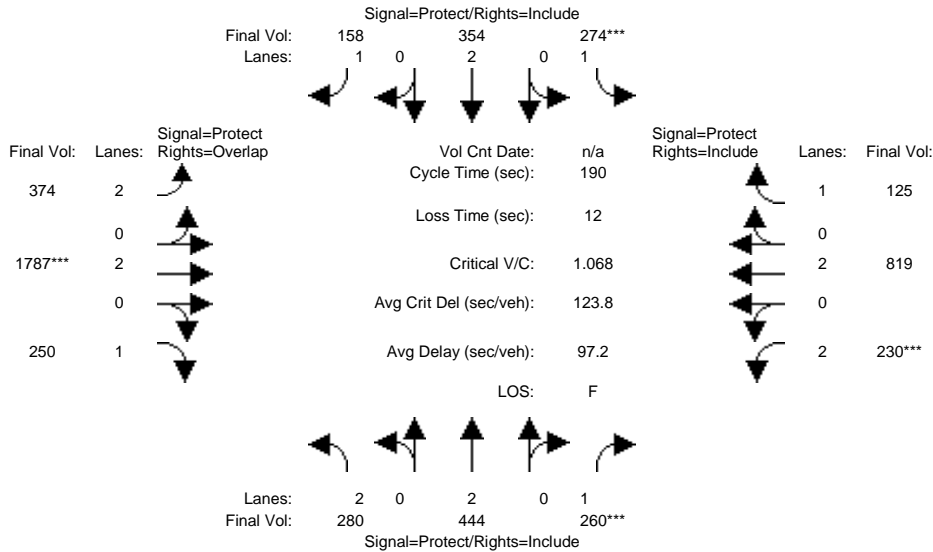
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.66	0.09	0.02	0.32	0.00
Crit Moves:	****						****			****		
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.79	0.10	0.29	0.36	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.7	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.7	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	1	0	1	0	0	0	0	58	2	4	12	0

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

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	24	0	4	14	8	14	17	0	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	444	260	274	354	158	374	1787	250	230	819	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	444	260	274	354	158	374	1787	250	230	819	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	444	260	274	354	158	374	1787	250	230	819	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	444	260	274	354	158	374	1787	250	230	819	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

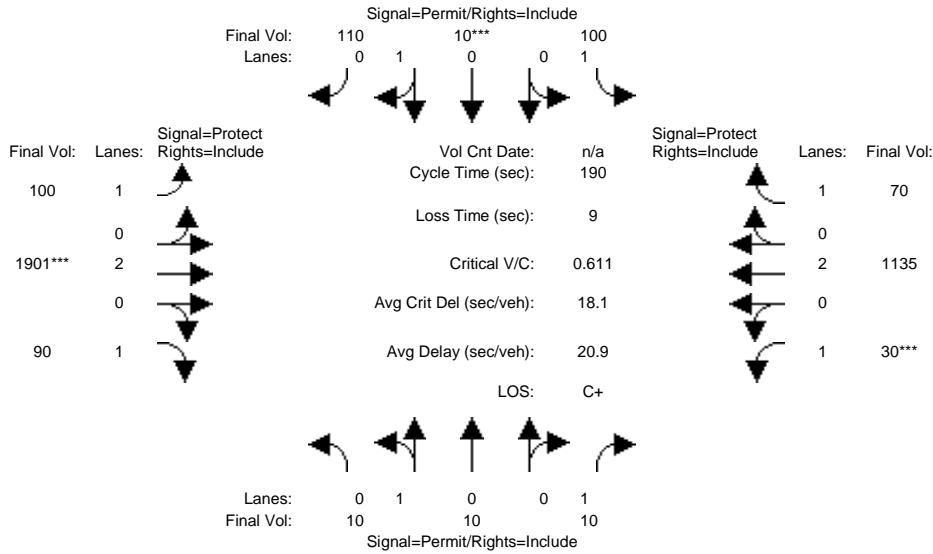
Capacity Analysis Module:

Vol/Sat:	0.09	0.12	0.15	0.31	0.19	0.09	0.12	0.47	0.14	0.07	0.22	0.07
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.69	0.88	1.98	0.82	0.40	0.64	0.91	0.23	0.74	0.50	0.17
Delay/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
LOS by Move:	F	F	F	F	F	E	E	E	C	F	E	D-
HCM2k95thQ:	20	22	30	56	20	18	23	81	19	16	37	13

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

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	0	0	0	0	0	0	0	21	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	100	10	110	100	1901	90	30	1135	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	100	10	110	100	1901	90	30	1135	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	100	10	110	100	1901	90	30	1135	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	10	100	10	110	100	1901	90	30	1135	70

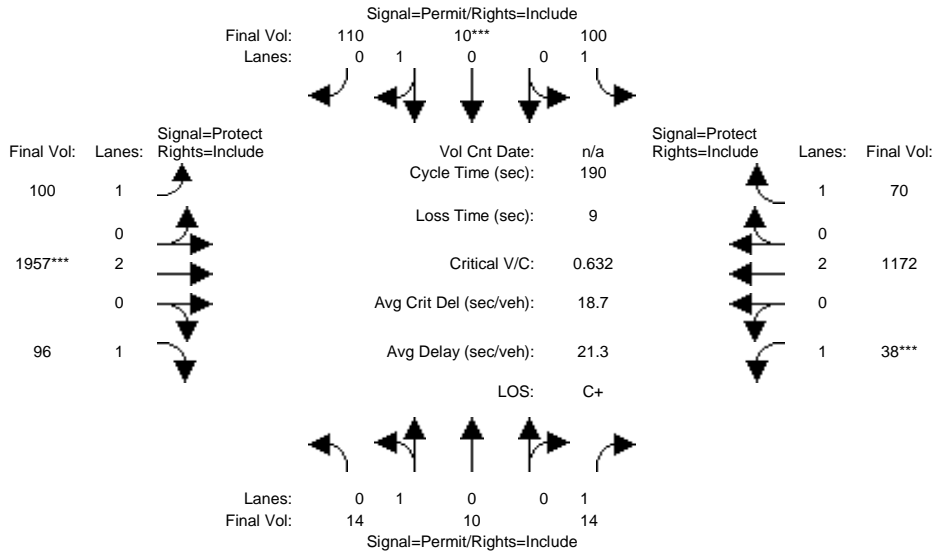
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.50	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	900	900	1750	1750	150	1650	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.50	0.05	0.02	0.30	0.04
Crit Moves:					****			****			****	
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.08	0.08	0.04	0.40	0.46	0.46	0.40	0.67	0.07	0.29	0.45	0.06
Delay/Veh:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
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:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2k95thQ:	2	2	1	12	14	14	11	44	3	4	27	3

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

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	4	0	4	0	0	0	0	77	6	8	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	10	14	100	10	110	100	1957	96	38	1172	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:	14	10	14	100	10	110	100	1957	96	38	1172	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	14	100	10	110	100	1957	96	38	1172	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	10	14	100	10	110	100	1957	96	38	1172	70

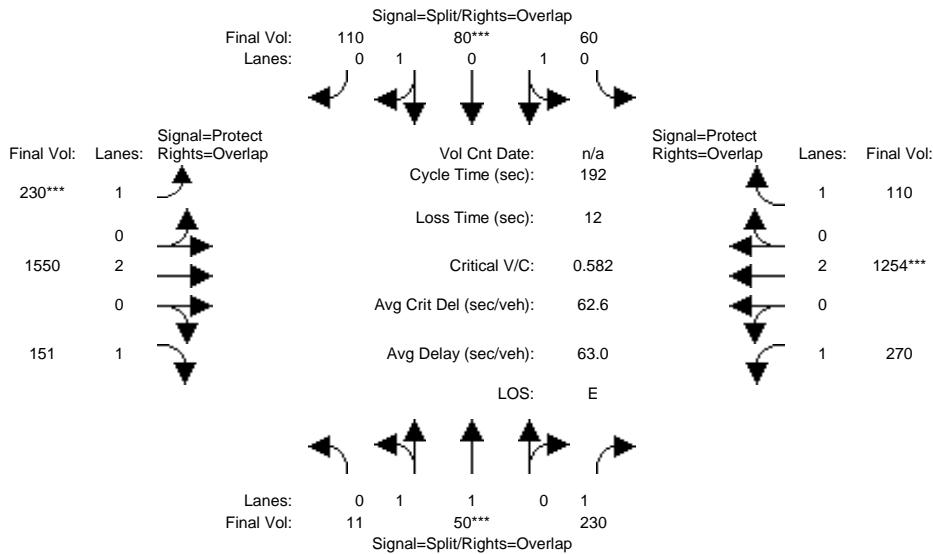
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.42	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1050	750	1750	1750	150	1650	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.52	0.05	0.02	0.31	0.04
Crit Moves:					****			****			****	
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.09	0.09	0.06	0.40	0.46	0.46	0.40	0.69	0.07	0.36	0.46	0.06
Delay/Veh:	74.7	74.7	74.3	79.1	80.2	80.2	79.4	13.5	6.6	93.0	16.1	11.6
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:	74.7	74.7	74.3	79.1	80.2	80.2	79.4	13.5	6.6	93.0	16.1	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2k95thQ:	3	3	2	12	14	14	11	47	3	5	29	3

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

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	1	0	0	0	0	0	0	20	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	230	60	80	110	230	1550	151	270	1254	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	230	60	80	110	230	1550	151	270	1254	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	230	60	80	110	230	1550	151	270	1254	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	50	230	60	80	110	230	1550	151	270	1254	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750

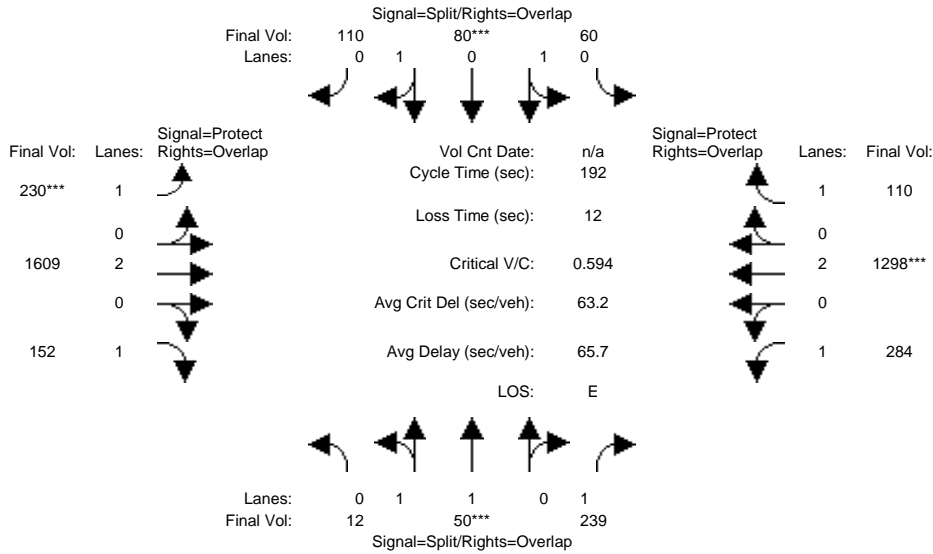
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.13	0.41	0.09	0.15	0.33	0.06
Crit Moves:	****			****			****			****		
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.11	0.11	0.39	0.46	0.46	0.22	0.79	0.90	0.14	0.84	0.70	0.10
Delay/Veh:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
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:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D-	C+
HCM2k95thQ:	3	3	21	14	14	11	26	72	12	30	51	8

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

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	2	0	9	0	0	0	0	79	2	14	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	239	60	80	110	230	1609	152	284	1298	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	239	60	80	110	230	1609	152	284	1298	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	239	60	80	110	230	1609	152	284	1298	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	50	239	60	80	110	230	1609	152	284	1298	110

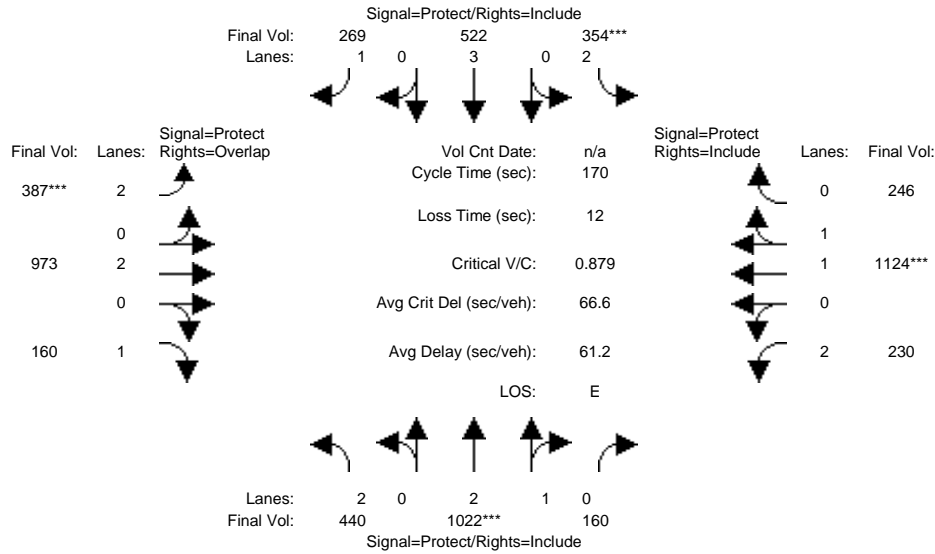
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.13	0.42	0.09	0.16	0.34	0.06
Crit Moves:	****			****			****			****		
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.11	0.11	0.41	0.46	0.46	0.22	0.79	0.93	0.14	0.89	0.73	0.10
Delay/Veh:	74.7	74.7	52.7	79.4	79.4	51.0	94.9	72.2	24.4	105.9	53.9	22.4
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:	74.7	74.7	52.7	79.4	79.4	51.0	94.9	72.2	24.4	105.9	53.9	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D-	C+
HCM2k95thQ:	3	3	22	14	14	11	26	76	12	31	53	8

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

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	0	22	0	4	12	9	17	3	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1022	160	354	522	269	387	973	160	230	1124	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1022	160	354	522	269	387	973	160	230	1124	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1022	160	354	522	269	387	973	160	230	1124	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	1022	160	354	522	269	387	973	160	230	1124	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.58	0.42	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	4841	758	3150	5700	1750	3150	3800	1750	3150	3035	664

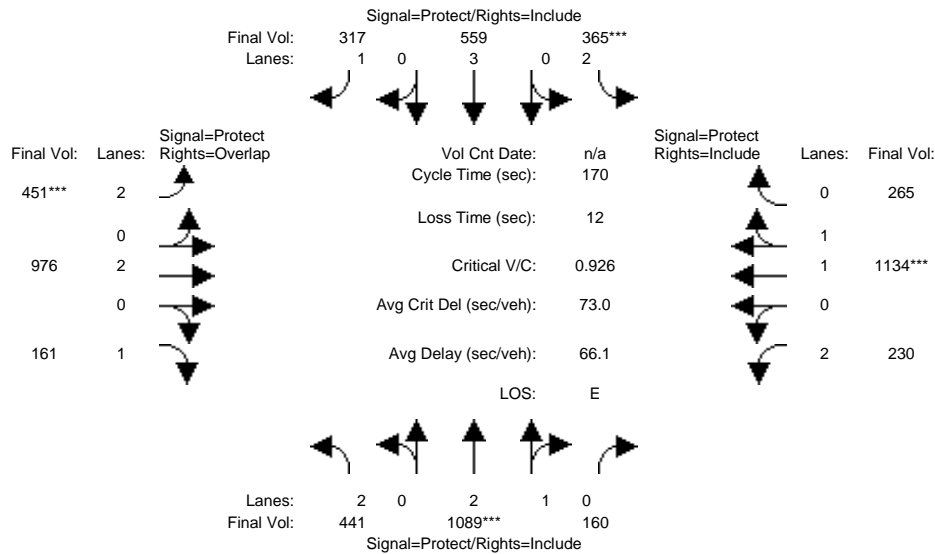
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.11	0.09	0.15	0.12	0.26	0.09	0.07	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	29.8	40.8	40.8	21.7	32.8	32.8	23.8	74.2	104.0	21.2	71.6	71.6
Volume/Cap:	0.80	0.88	0.88	0.88	0.47	0.80	0.88	0.59	0.15	0.59	0.88	0.88
Delay/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
LOS by Move:	E-	E	E	F	E	E-	F	D+	B	E	D-	D-
HCM2k95thQ:	26	38	38	21	15	26	21	31	7	13	56	56

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

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	1	89	0	15	49	57	81	6	1	0	14	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	1089	160	365	559	317	451	976	161	230	1134	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	1089	160	365	559	317	451	976	161	230	1134	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	1089	160	365	559	317	451	976	161	230	1134	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	441	1089	160	365	559	317	451	976	161	230	1134	265

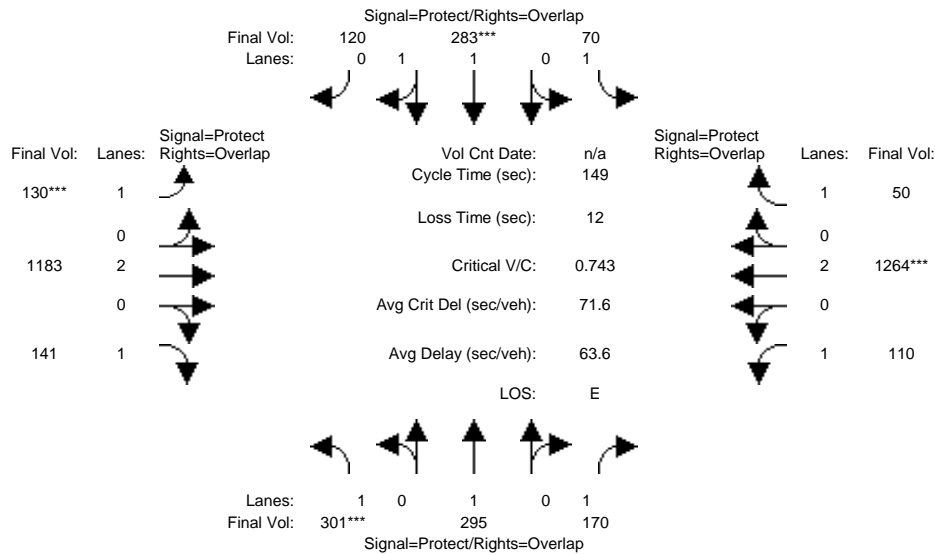
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.60	0.40	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4882	717	3150	5700	1750	3150	3800	1750	3150	2999	701

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.22	0.22	0.12	0.10	0.18	0.14	0.26	0.09	0.07	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	27.1	41.0	41.0	21.3	35.1	35.1	26.3	74.6	101.7	21.2	69.5	69.5
Volume/Cap:	0.88	0.93	0.93	0.93	0.47	0.88	0.93	0.59	0.15	0.59	0.93	0.93
Delay/Veh:	85.7	74.0	74.0	101.1	59.6	86.1	94.6	36.6	15.2	72.5	57.9	57.9
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:	85.7	74.0	74.0	101.1	59.6	86.1	94.6	36.6	15.2	72.5	57.9	57.9
LOS by Move:	F	E	E	F	E+	F	F	D+	B	E	E+	E+
HCM2k95thQ:	28	41	41	23	15	32	24	31	7	13	60	60

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

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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	1	5	0	0	3	0	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	295	170	70	283	120	130	1183	141	110	1264	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	295	170	70	283	120	130	1183	141	110	1264	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	295	170	70	283	120	130	1183	141	110	1264	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	295	170	70	283	120	130	1183	141	110	1264	50

Saturation 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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2597	1101	1750	3800	1750	1750	3800	1750

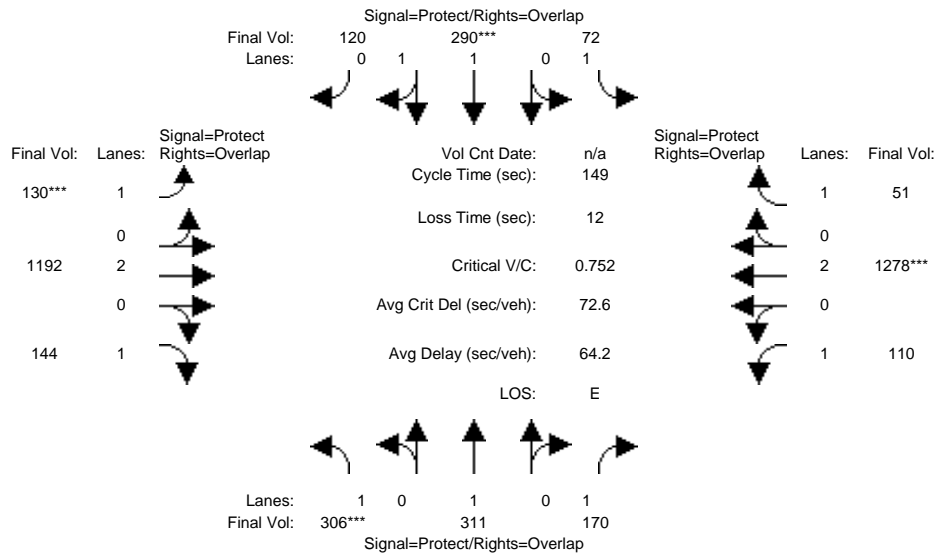
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.10	0.04	0.11	0.11	0.07	0.31	0.08	0.06	0.33	0.03
Crit Moves:	***				****		****			****		
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.87	0.47	0.22	0.46	0.50	0.31	0.54	0.80	0.14	0.53	0.89	0.06
Delay/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E	D+
HCM2k95thQ:	31	21	10	7	16	13	13	46	11	11	52	4

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

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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	6	21	0	2	10	0	0	12	4	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	311	170	72	290	120	130	1192	144	110	1278	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:	306	311	170	72	290	120	130	1192	144	110	1278	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	311	170	72	290	120	130	1192	144	110	1278	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
Final Volume:	306	311	170	72	290	120	130	1192	144	110	1278	51

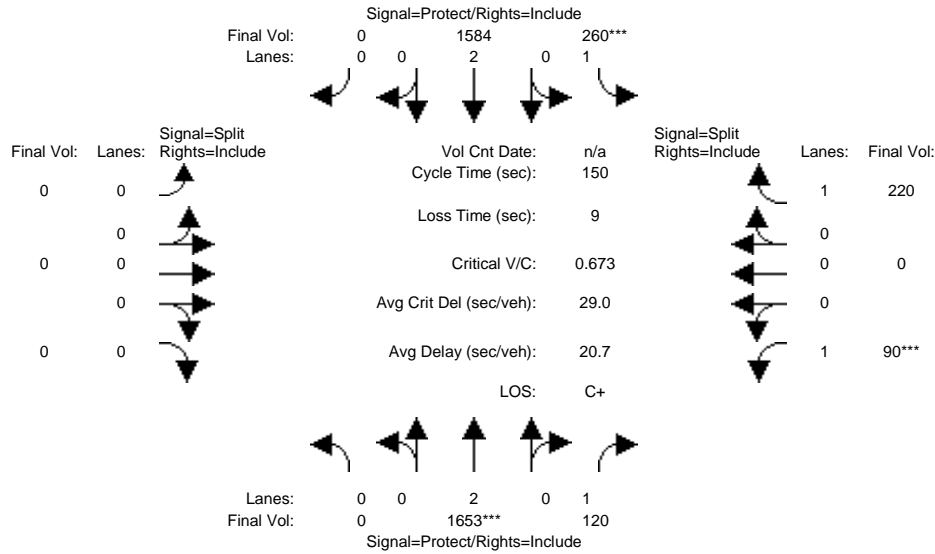
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2616	1083	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.10	0.04	0.11	0.11	0.07	0.31	0.08	0.06	0.34	0.03
Crit Moves:	***				***		***				***	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.88	0.50	0.22	0.47	0.51	0.31	0.54	0.80	0.14	0.53	0.90	0.06
Delay/Veh:	84.4	43.9	27.4	72.3	56.0	37.9	74.2	65.3	28.9	75.5	75.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	43.9	27.4	72.3	56.0	37.9	74.2	65.3	28.9	75.5	75.0	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E	D+
HCM2k95thQ:	32	22	10	7	16	14	13	47	11	11	53	4

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

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Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	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	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1653	120	260	1584	0	0	0	0	90	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1653	120	260	1584	0	0	0	0	90	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1653	120	260	1584	0	0	0	0	90	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1653	120	260	1584	0	0	0	0	90	0	220

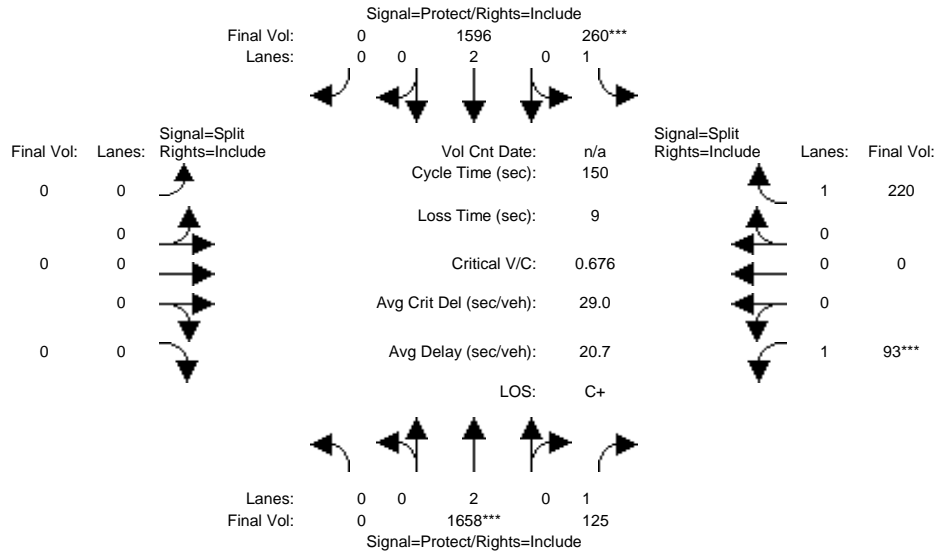
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.15	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.67	0.11	0.87	0.51	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2k95thQ:	0	41	5	28	22	0	0	0	0	8	0	21

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

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Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	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	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	8	5	0	16	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1658	125	260	1596	0	0	0	0	93	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1658	125	260	1596	0	0	0	0	93	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1658	125	260	1596	0	0	0	0	93	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1658	125	260	1596	0	0	0	0	93	0	220

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.15	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.67	0.11	0.87	0.51	0.00	0.00	0.00	0.00	0.29	0.00	0.68
Delay/Veh:	0.0	18.2	10.7	88.2	4.7	0.0	0.0	0.0	0.0	56.1	0.0	65.9
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	18.2	10.7	88.2	4.7	0.0	0.0	0.0	0.0	56.1	0.0	65.9
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2k95thQ:	0	41	5	28	22	0	0	0	0	8	0	21

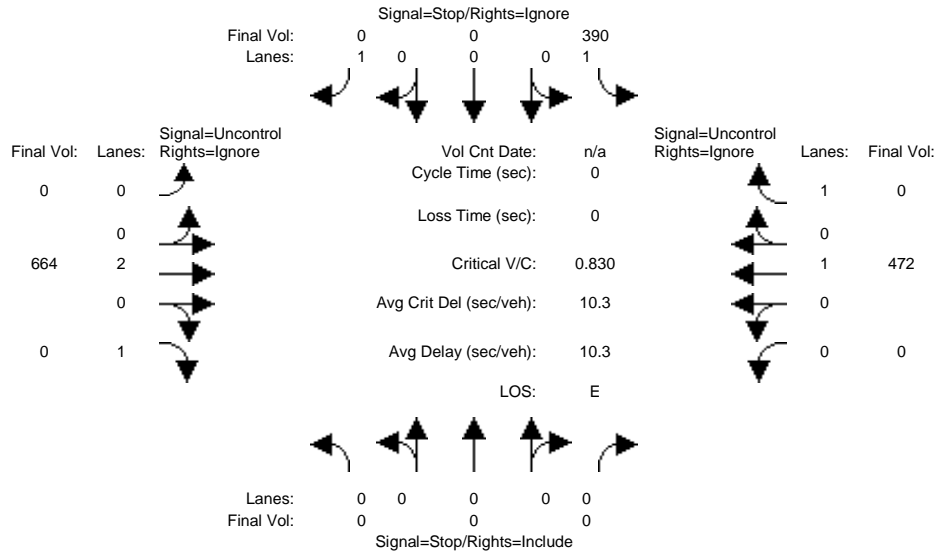
Note: Queue reported is the number of cars per lane.

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Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	390	0	520	0	660	180	0	470	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	520	0	660	180	0	470	370
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	520	0	664	180	0	472	377
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	664	0	0	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	664	0	0	472	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	804	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	355	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	355	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	312	323	xxxxx	470	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.83	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

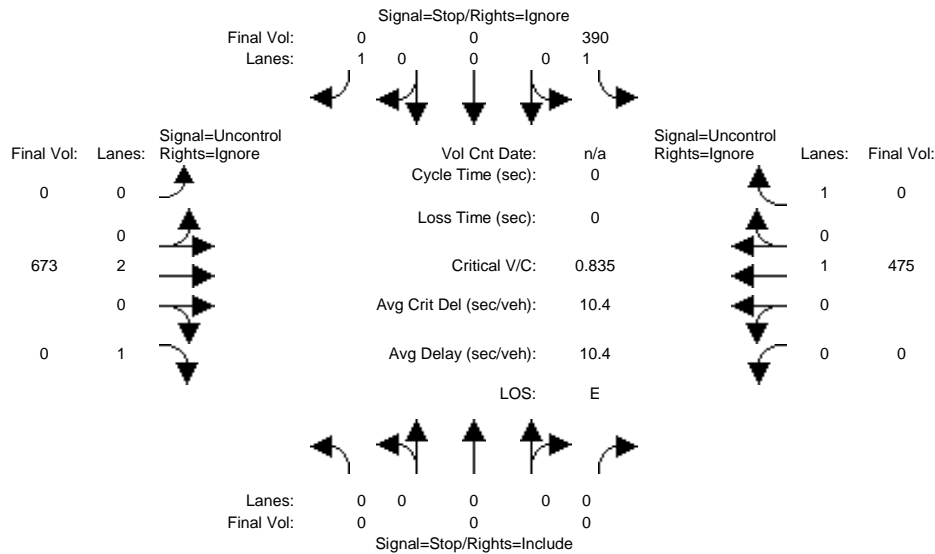
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			40.2			xxxxxx			xxxxxx		
ApproachLOS:		*		E			*			*		

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

Stanford GUP EIR
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 2018 AM / 2018 AM + Project

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2018 with Project AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name: I-280 SB Ramps Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:		I-280 SB Ramps				Alpine Road							
		North Bound		South Bound		East Bound		West Bound					
		L	T	R	L	T	R	L	T	R			
Base Vol:		0	0	0	390	0	520	0	660	180	0	470	370
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	0	0	390	0	520	0	660	180	0	470	370
Added Vol:		0	0	0	0	0	0	0	13	0	0	5	23
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	0	0	390	0	520	0	673	180	0	475	393
User Adj:		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:		0	0	0	390	0	0	0	673	0	0	475	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:		0	0	0	390	0	0	0	673	0	0	475	0

Critical Gap Module:		I-280 SB Ramps				Alpine Road							
		North Bound		South Bound		East Bound		West Bound					
		L	T	R	L	T	R	L	T	R			
Critical Gp:	xxxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

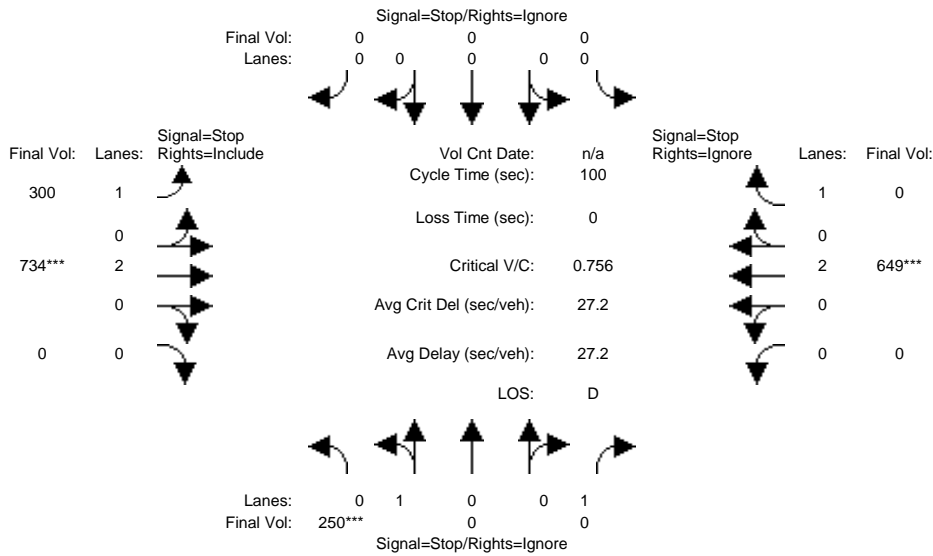
Capacity Module:		I-280 SB Ramps				Alpine Road							
		North Bound		South Bound		East Bound		West Bound					
		L	T	R	L	T	R	L	T	R			
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	812	xxxx	475	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	351	xxxx	594	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	351	xxxx	594	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	309	320	xxxxx	xxxxx	467	320	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:		I-280 SB Ramps				Alpine Road							
		North Bound		South Bound		East Bound		West Bound					
		L	T	R	L	T	R	L	T	R			
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	8.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxx	xxxx	41.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	E	*	*	*	*	*	*	*	*
Movement:		LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				41.0			xxxxxx		xxxxxx			
ApproachLOS:		*			E			*		*			*

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

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 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	11	0	0	0	0	4	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	881	0	0	0	300	734	0	0	649	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	734	0	0	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	734	0	0	649	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	734	0	0	649	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	406	0	455	0	0	0	453	971	0	0	897	480

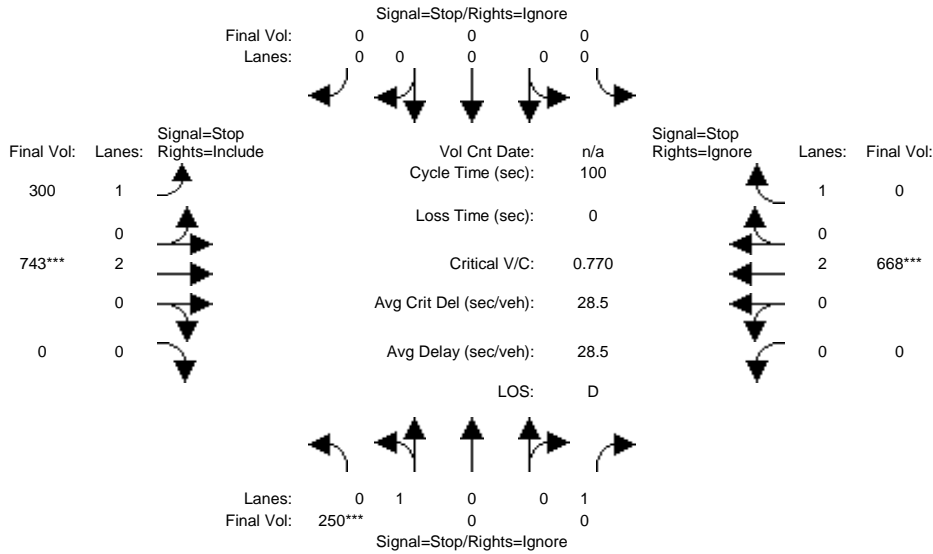
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.76	xxxx	xxxx	0.72	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.2			xxxxxx			27.6			28.1		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	23.2			xxxxxx			27.6			28.1		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.2	0.0

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

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 2018 AM / 2018 AM + Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 with Project AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:	I-280 NB Ramps			I-280 SB Ramps			Alpine East			Alpine West		
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	41	0	0	0	0	13	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	911	0	0	0	300	743	0	0	668	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	743	0	0	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	743	0	0	668	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	743	0	0	668	0

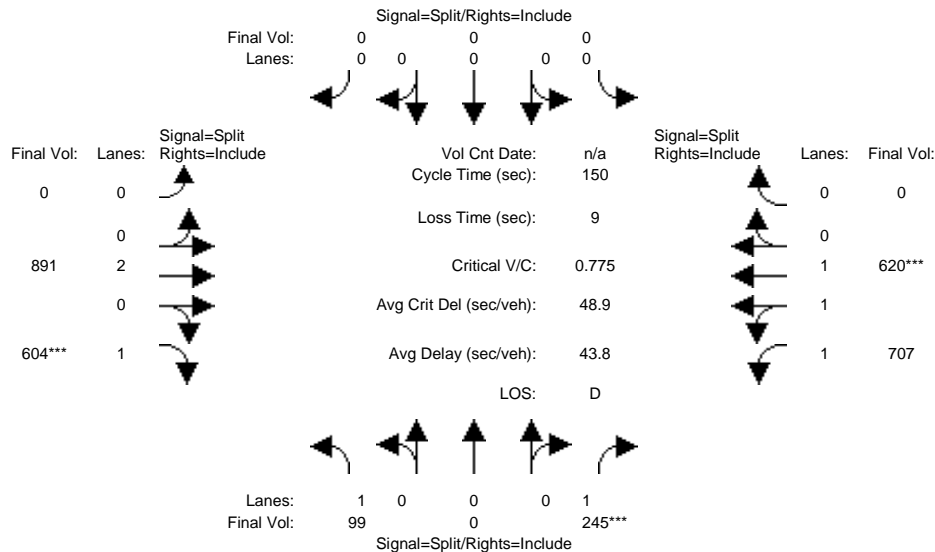
Saturation Flow Module:	I-280 NB Ramps			I-280 SB Ramps			Alpine East			Alpine West		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	405	0	452	0	0	0	450	965	0	0	895	478

Capacity Analysis Module:	I-280 NB Ramps			I-280 SB Ramps			Alpine East			Alpine West		
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.67	0.77	xxxx	xxxx	0.75	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.5	0.0	0.0	0.0	0.0	0.0	24.6	30.3	0.0	0.0	30.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.0	0.0	0.0	0.0	0.0	24.6	30.3	0.0	0.0	30.0	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.5			xxxxxx			28.6				30.0	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	23.5			xxxxxx			28.6				30.0	
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.8	2.7	0.0	0.0	2.4	0.0

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

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	9	0	15	0	0	0	0	1	14	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	245	0	0	0	0	891	604	707	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	245	0	0	0	0	891	604	707	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	245	0	0	0	0	891	604	707	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	0	245	0	0	0	0	891	604	707	620	0

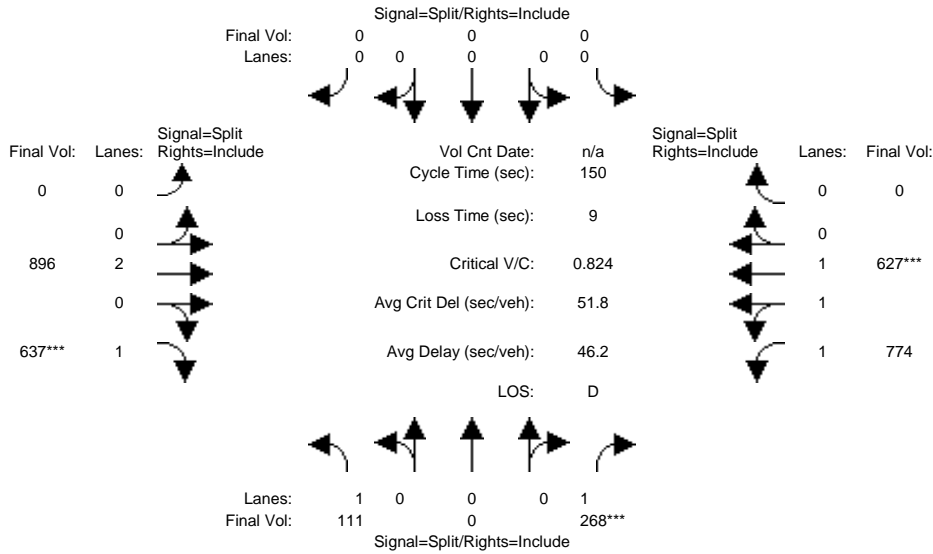
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.64	1.36	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2901	2544	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.35	0.24	0.24	0.00
Crit Moves:			****						****		****	
Green Time:	27.1	0.0	27.1	0.0	0.0	0.0	0.0	66.8	66.8	47.1	47.1	0.0
Volume/Cap:	0.31	0.00	0.78	0.00	0.00	0.00	0.00	0.53	0.78	0.78	0.78	0.00
Delay/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D	D	A
HCM2k95thQ:	8	0	22	0	0	0	0	26	43	33	33	0

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

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	21	0	38	0	0	0	0	6	47	94	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	268	0	0	0	0	896	637	774	627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	0	268	0	0	0	0	896	637	774	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	268	0	0	0	0	896	637	774	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	0	268	0	0	0	0	896	637	774	627	0

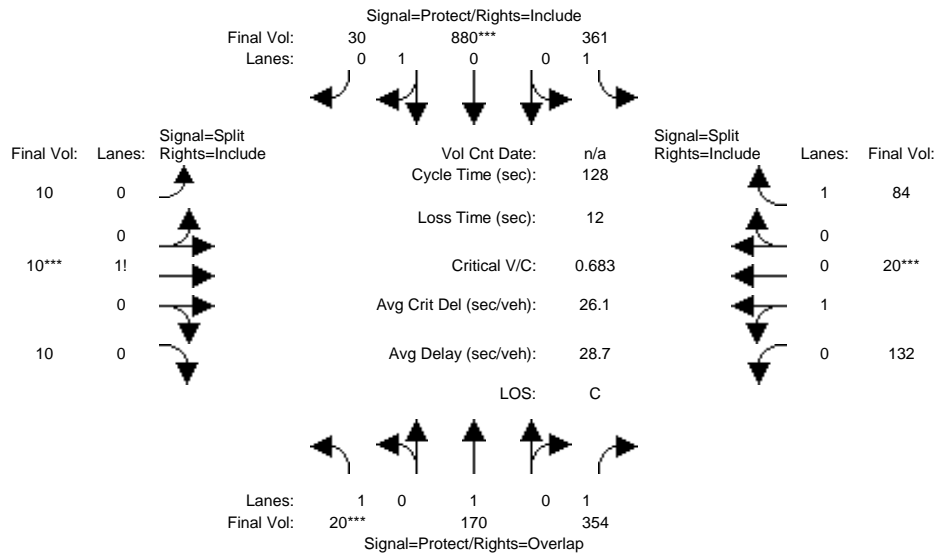
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.70	1.30	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3008	2437	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.15	0.00	0.00	0.00	0.00	0.24	0.36	0.26	0.26	0.00
Crit Moves:			****						****		****	
Green Time:	27.9	0.0	27.9	0.0	0.0	0.0	0.0	66.3	66.3	46.8	46.8	0.0
Volume/Cap:	0.34	0.00	0.82	0.00	0.00	0.00	0.00	0.53	0.82	0.82	0.82	0.00
Delay/Veh:	53.7	0.0	74.2	0.0	0.0	0.0	0.0	30.9	43.9	51.2	51.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	0.0	74.2	0.0	0.0	0.0	0.0	30.9	43.9	51.2	51.2	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D-	D-	A
HCM2k95thQ:	9	0	24	0	0	0	0	26	47	36	36	0

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

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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	0	4	41	0	0	0	0	0	2	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	170	354	361	880	30	10	10	10	132	20	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	170	354	361	880	30	10	10	10	132	20	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	170	354	361	880	30	10	10	10	132	20	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	170	354	361	880	30	10	10	10	132	20	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	583	583	583	1563	237	1750

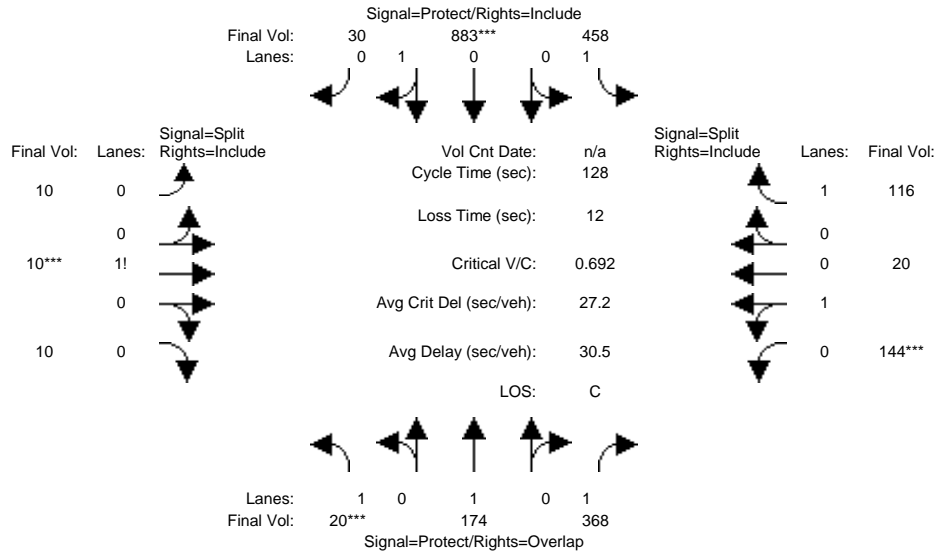
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.20	0.21	0.51	0.51	0.02	0.02	0.02	0.08	0.08	0.05
Crit Moves:	***			****			****			****		
Green Time:	8.0	34.1	48.4	59.6	85.7	85.7	8.0	8.0	8.0	14.3	14.3	14.3
Volume/Cap:	0.18	0.34	0.54	0.44	0.76	0.76	0.27	0.27	0.27	0.76	0.76	0.43
Delay/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
LOS by Move:	E+	D+	C	C	B	B	E+	E+	E+	E	E	D-
HCM2k95thQ:	2	10	21	18	42	42	3	3	3	15	15	7

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

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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	4	18	138	3	0	0	0	0	14	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	174	368	458	883	30	10	10	10	144	20	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	174	368	458	883	30	10	10	10	144	20	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	174	368	458	883	30	10	10	10	144	20	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	174	368	458	883	30	10	10	10	144	20	116

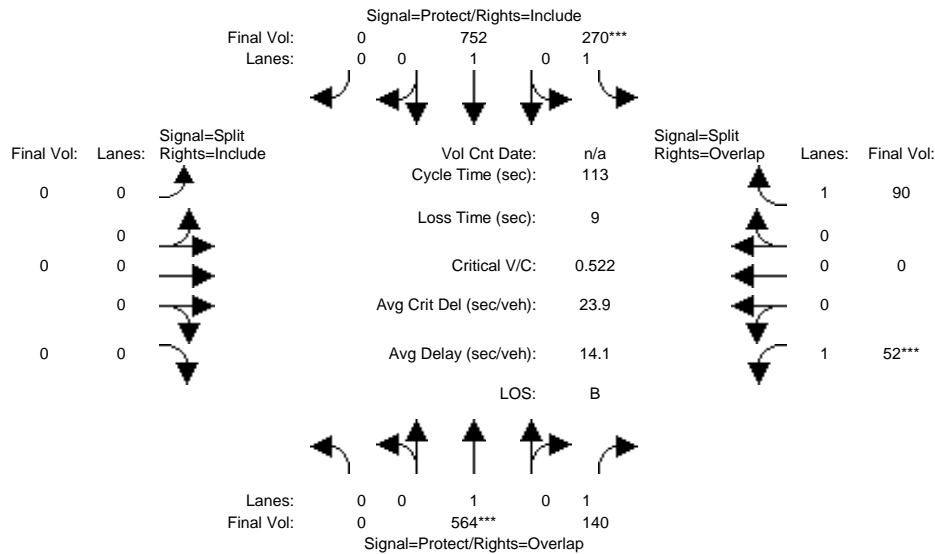
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	583	583	583	1580	220	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.21	0.26	0.51	0.51	0.02	0.02	0.02	0.09	0.09	0.07
Crit Moves:	***				****			****		****		
Green Time:	8.0	29.0	44.3	63.7	84.8	84.8	8.0	8.0	8.0	15.2	15.2	15.2
Volume/Cap:	0.18	0.40	0.61	0.53	0.77	0.77	0.27	0.27	0.27	0.77	0.77	0.56
Delay/Veh:	57.7	42.7	36.5	22.4	17.8	17.8	58.6	58.6	58.6	69.9	69.9	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	42.7	36.5	22.4	17.8	17.8	58.6	58.6	58.6	69.9	69.9	56.5
LOS by Move:	E+	D	D+	C+	B	B	E+	E+	E+	E	E	E+
HCM2k95thQ:	2	11	23	23	43	43	3	3	3	16	16	10

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	4	20	0	2	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	140	270	752	0	0	0	0	52	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	564	140	270	752	0	0	0	0	52	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	140	270	752	0	0	0	0	52	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	564	140	270	752	0	0	0	0	52	0	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

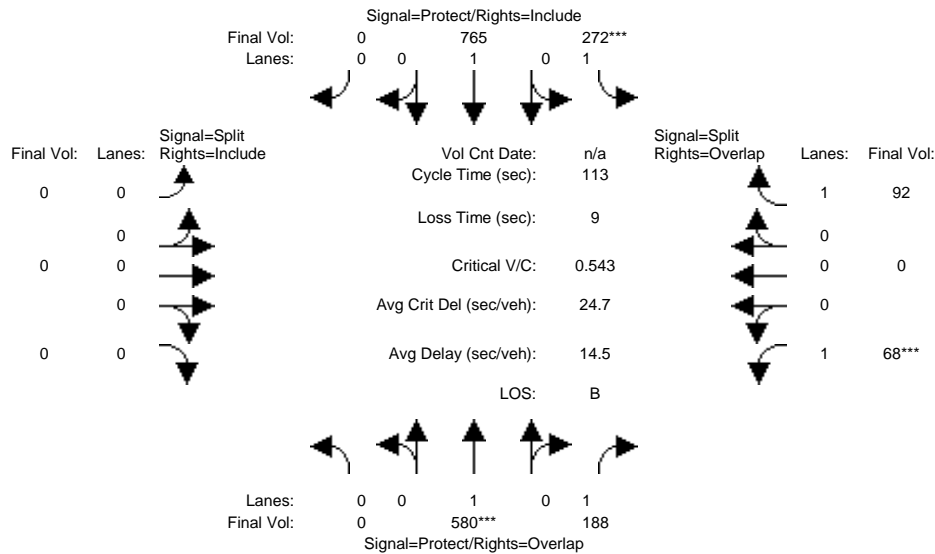
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.15	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	63.2	71.2	32.8	96.0	0.0	0.0	0.0	0.0	8.0	0.0	40.8
Volume/Cap:	0.00	0.53	0.13	0.53	0.47	0.00	0.00	0.00	0.00	0.42	0.00	0.14
Delay/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
LOS by Move:	A	B	A	C-	A	A	A	A	A	D-	A	C
HCM2k95thQ:	0	21	4	15	12	0	0	0	0	5	0	5

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	20	68	2	15	0	0	0	0	28	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	188	272	765	0	0	0	0	68	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	188	272	765	0	0	0	0	68	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	188	272	765	0	0	0	0	68	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	580	188	272	765	0	0	0	0	68	0	92

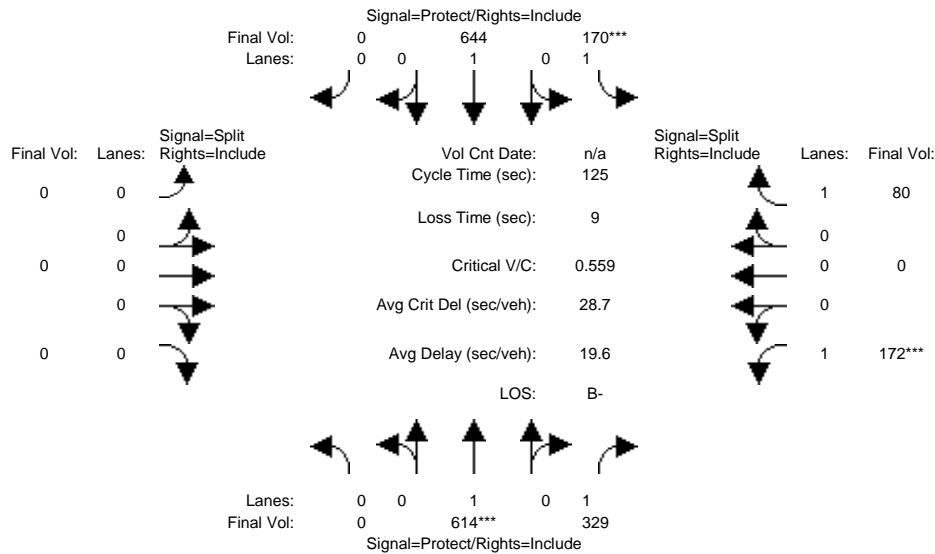
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.11	0.16	0.40	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	63.6	71.6	32.4	95.9	0.0	0.0	0.0	0.0	8.1	0.0	40.4
Volume/Cap:	0.00	0.54	0.17	0.54	0.47	0.00	0.00	0.00	0.00	0.54	0.00	0.15
Delay/Veh:	0.0	16.1	8.6	35.3	2.4	0.0	0.0	0.0	0.0	55.5	0.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	8.6	35.3	2.4	0.0	0.0	0.0	0.0	55.5	0.0	24.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	E+	A	C
HCM2k95thQ:	0	22	6	15	13	0	0	0	0	7	0	5

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	24	19	0	14	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	614	329	170	644	0	0	0	0	172	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	614	329	170	644	0	0	0	0	172	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	329	170	644	0	0	0	0	172	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	614	329	170	644	0	0	0	0	172	0	80

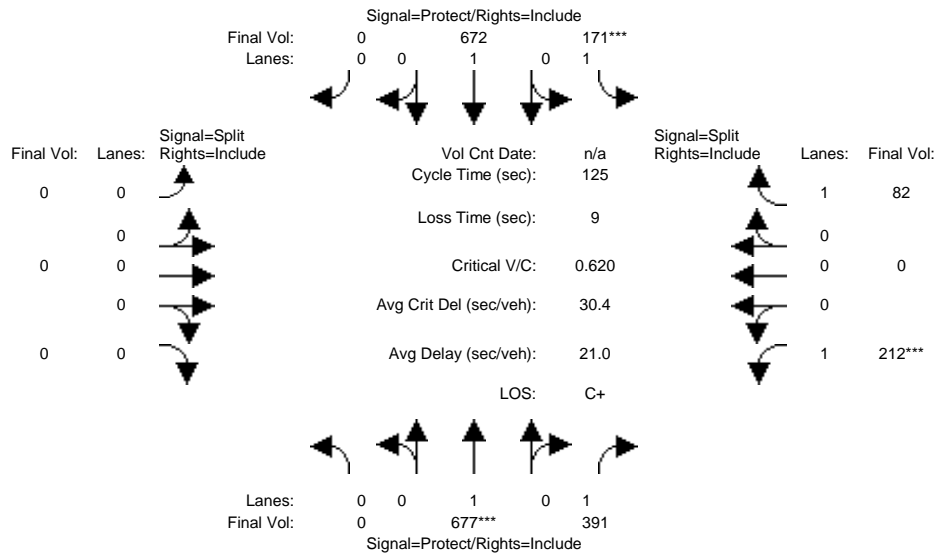
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.19	0.10	0.34	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	72.3	72.3	21.7	94.0	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.56	0.33	0.56	0.45	0.00	0.00	0.00	0.00	0.56	0.00	0.26
Delay/Veh:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	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:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	0.0	44.9
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	25	13	12	17	0	0	0	0	14	0	6

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	87	81	1	42	0	0	0	0	52	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	677	391	171	672	0	0	0	0	212	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	677	391	171	672	0	0	0	0	212	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	391	171	672	0	0	0	0	212	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	677	391	171	672	0	0	0	0	212	0	82

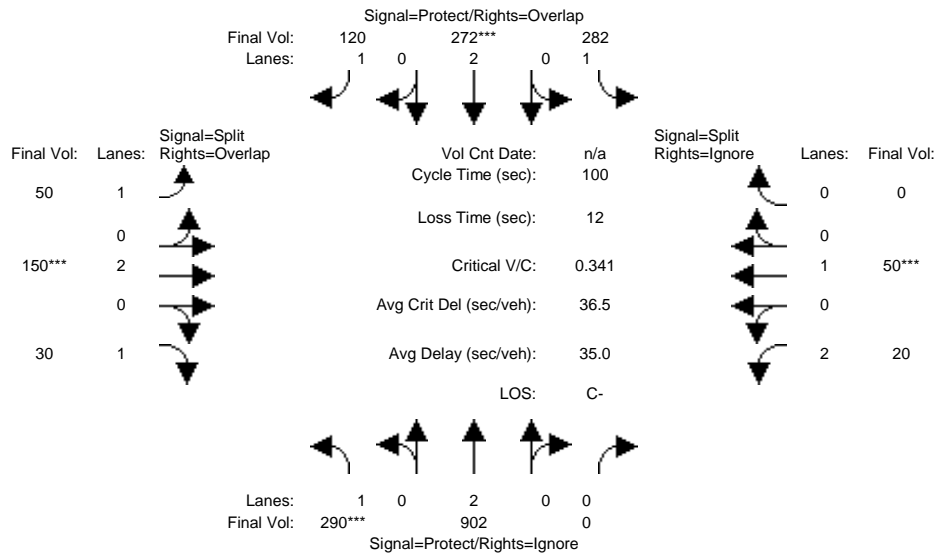
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.22	0.10	0.35	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	71.9	71.9	19.7	91.6	0.0	0.0	0.0	0.0	24.4	0.0	24.4
Volume/Cap:	0.00	0.62	0.39	0.62	0.48	0.00	0.00	0.00	0.00	0.62	0.00	0.24
Delay/Veh:	0.0	18.6	14.8	53.4	7.2	0.0	0.0	0.0	0.0	49.5	0.0	42.8
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	18.6	14.8	53.4	7.2	0.0	0.0	0.0	0.0	49.5	0.0	42.8
LOS by Move:	A	B-	B	D-	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	28	16	13	19	0	0	0	0	16	0	6

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	22	0	2	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	902	0	282	272	120	50	150	30	20	50	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	902	0	282	272	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	902	0	282	272	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	290	902	0	282	272	120	50	150	30	20	50	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

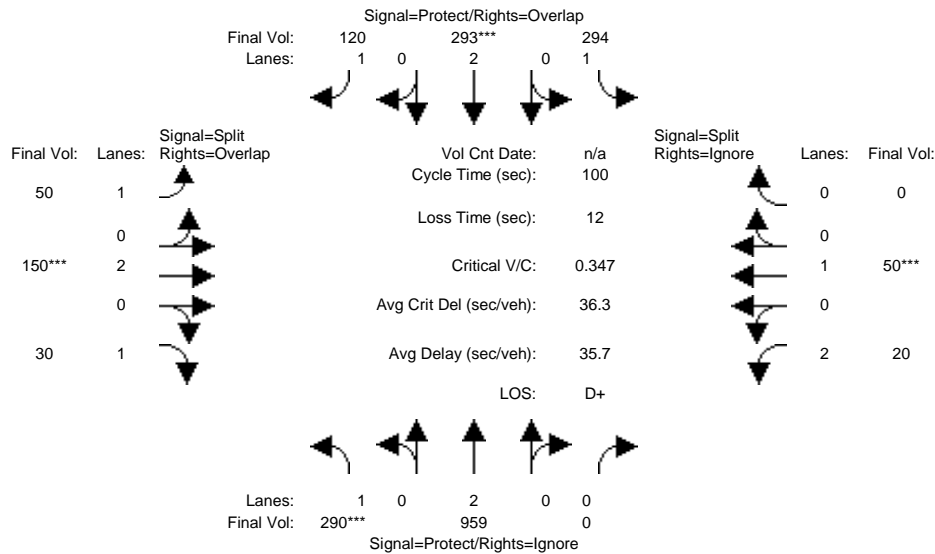
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.00	0.16	0.07	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.73	0.00	0.59	0.20	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D+	C	B	D	D	C+	D	D	A
HCM2k95thQ:	17	23	0	16	6	4	3	5	1	1	3	0

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	79	0	14	33	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	959	0	294	293	120	50	150	30	20	50	9
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	959	0	294	293	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	959	0	294	293	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	290	959	0	294	293	120	50	150	30	20	50	0

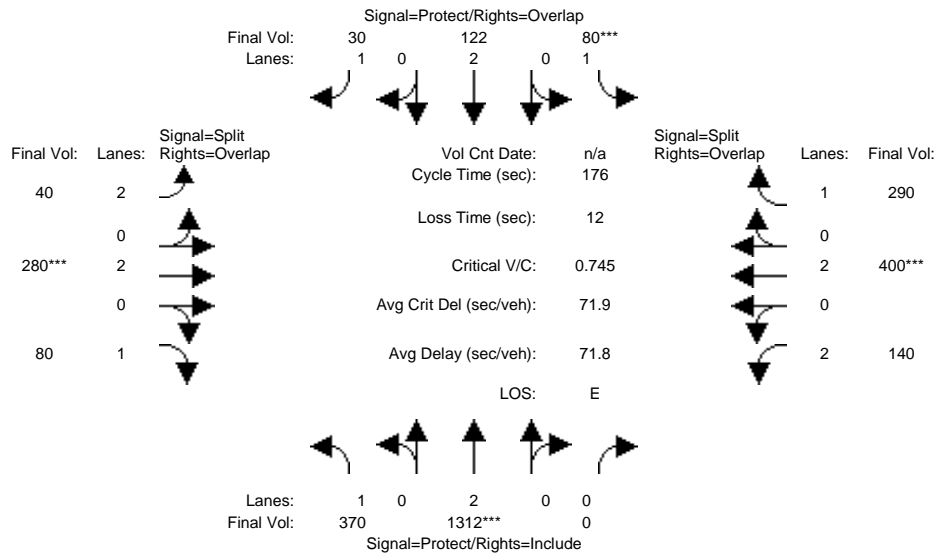
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.17	0.08	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.77	0.00	0.62	0.22	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	37.1	0.0	38.1	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	37.1	0.0	38.1	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D+	C	B	D	D	C+	D	D	A
HCM2k95thQ:	17	25	0	17	6	4	3	5	1	1	3	0

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

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1312	0	80	122	30	40	280	80	140	400	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1312	0	80	122	30	40	280	80	140	400	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1312	0	80	122	30	40	280	80	140	400	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1312	0	80	122	30	40	280	80	140	400	290

Saturation 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	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

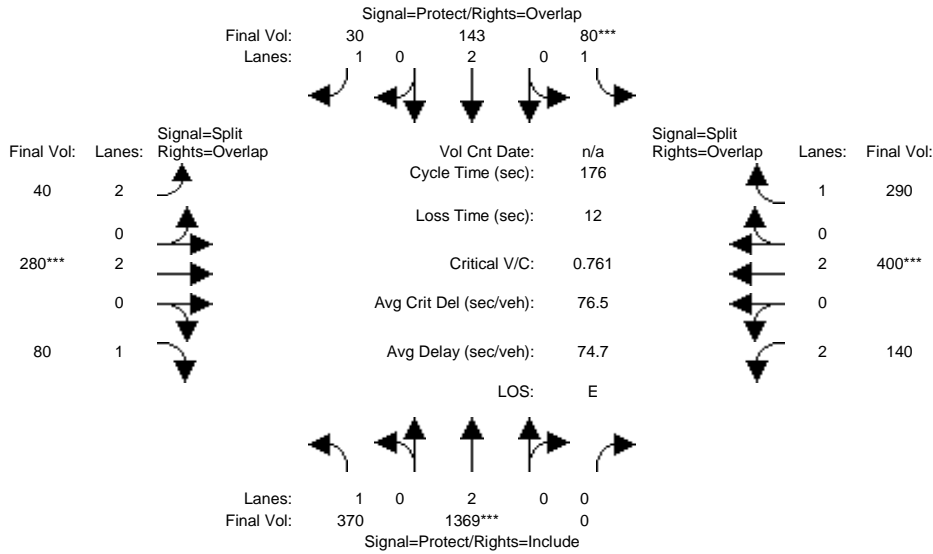
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.00	0.05	0.03	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:	****			****			****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.93	0.00	0.39	0.12	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2k95thQ:	41	59	0	9	5	2	2	14	5	8	21	25

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

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1369	0	80	143	30	40	280	80	140	400	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1369	0	80	143	30	40	280	80	140	400	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1369	0	80	143	30	40	280	80	140	400	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1369	0	80	143	30	40	280	80	140	400	290

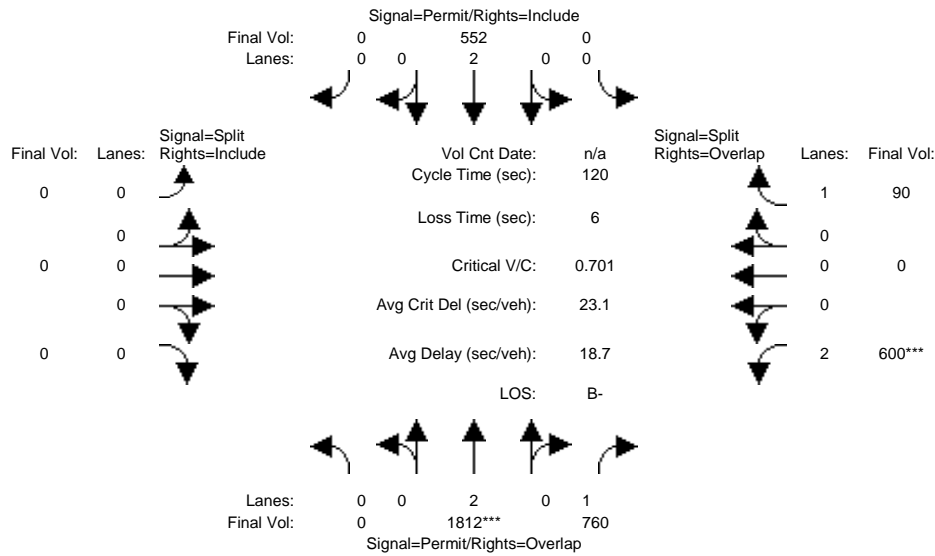
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.00	0.05	0.04	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:	****			****			****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.97	0.00	0.39	0.14	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	74.6	0.0	78.0	51.9	22.4	54.7	62.2	28.5	64.3	92.6	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	74.6	0.0	78.0	51.9	22.4	54.7	62.2	28.5	64.3	92.6	53.1
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2k95thQ:	41	63	0	9	6	2	2	14	5	8	21	25

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

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	1790	760	-50	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	-50	540	0	0	0	0	600	0	90
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1812	760	-50	552	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1812	760	0	552	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1812	760	0	552	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1812	760	0	552	0	0	0	0	600	0	90

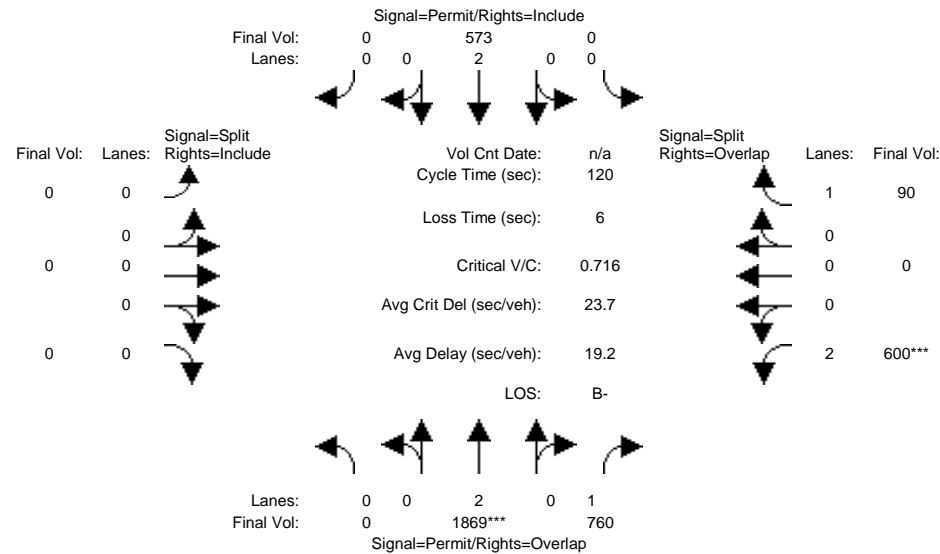
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	0.97	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3700	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.77	0.53	0.00	0.24	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.1	0.7	0.0	22.4	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	0.7	0.0	22.4	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	39	6	0	16	0	0	0	0	20	0	5

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

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	1790	760	-50	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	-50	540	0	0	0	0	600	0	90
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1869	760	-50	573	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1869	760	0	573	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1869	760	0	573	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1869	760	0	573	0	0	0	0	600	0	90

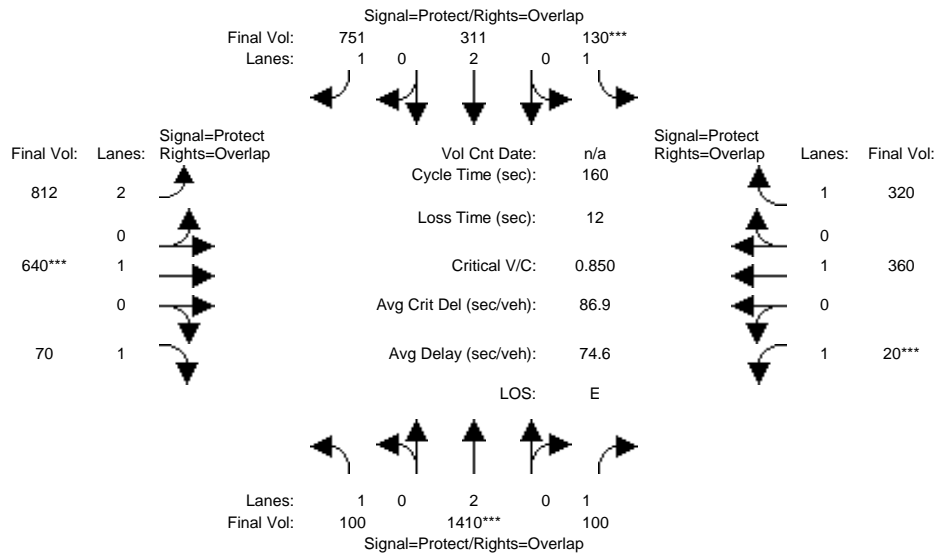
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	0.97	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3700	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.79	0.53	0.00	0.25	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.9	0.7	0.0	22.6	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.7	0.0	22.6	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	41	6	0	17	0	0	0	0	20	0	5

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

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	20	0	0	11	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1410	100	130	311	751	812	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1410	100	130	311	751	812	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1410	100	130	311	751	812	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1410	100	130	311	751	812	640	70	20	360	320

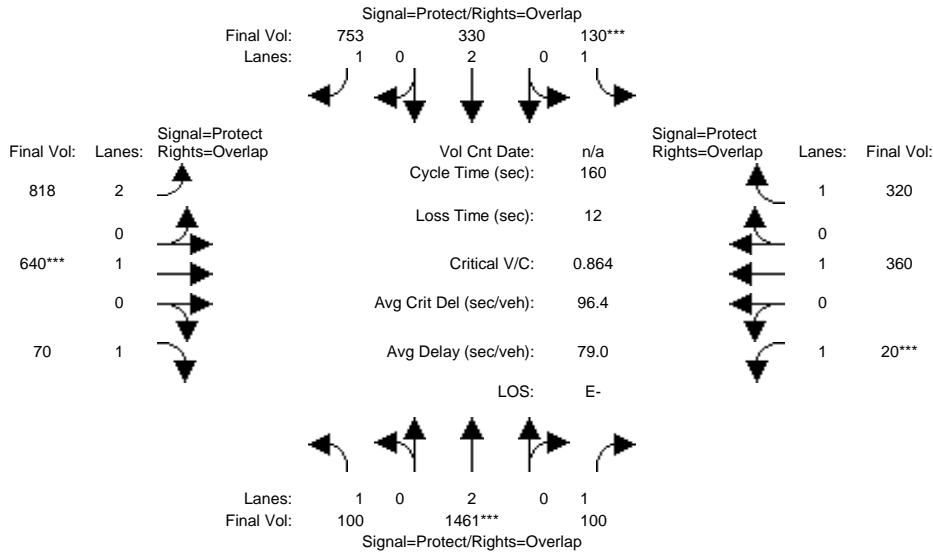
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.08	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.3	44.4	65.4	82.2	12.4	33.3	49.3
Volume/Cap:	0.54	1.07	0.13	0.75	0.24	0.69	0.93	0.82	0.08	0.15	0.91	0.59
Delay/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2k95thQ:	10	68	5	15	14	63	48	52	4	2	38	28

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

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	71	0	0	30	3	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1461	100	130	330	753	818	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1461	100	130	330	753	818	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1461	100	130	330	753	818	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1461	100	130	330	753	818	640	70	20	360	320

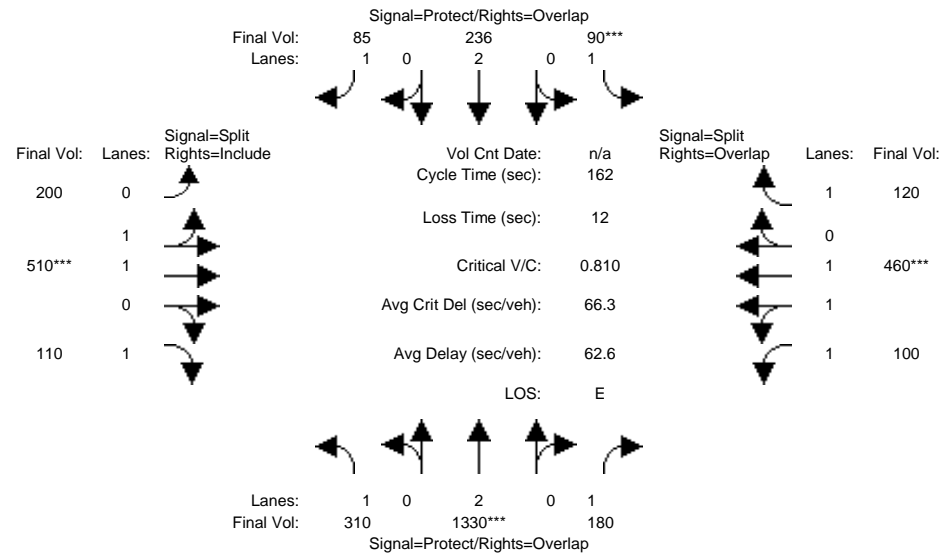
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.06	0.07	0.09	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.4	44.6	65.4	82.2	12.4	33.2	49.1
Volume/Cap:	0.54	1.10	0.13	0.75	0.25	0.69	0.93	0.82	0.08	0.15	0.91	0.60
Delay/Veh:	80.2	114	27.5	101.3	57.8	49.7	79.9	54.8	22.3	78.4	95.3	55.0
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:	80.2	114	27.5	101.3	57.8	49.7	79.9	54.8	22.3	78.4	95.3	55.0
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	E+
HCM2k95thQ:	10	73	5	15	15	63	49	52	4	2	38	28

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

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Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	10	0	0	6	5	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1330	180	90	236	85	200	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1330	180	90	236	85	200	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1330	180	90	236	85	200	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	1330	180	90	236	85	200	510	110	100	460	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	1.42	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1042	2657	1750	1750	2850	1750

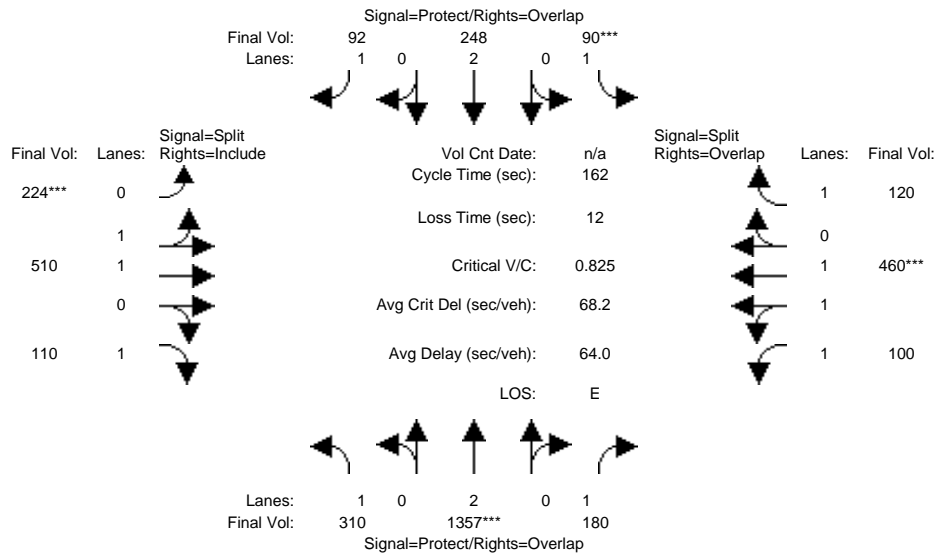
Capacity Analysis Module:

Vol/Sat:	0.18	0.35	0.10	0.05	0.06	0.05	0.19	0.19	0.06	0.06	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.91	0.17	0.45	0.21	0.09	0.84	0.84	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
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:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2k95thQ:	35	58	9	9	9	5	35	35	10	9	24	10

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

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Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	37	0	0	18	12	34	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1357	180	90	248	92	224	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1357	180	90	248	92	224	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1357	180	90	248	92	224	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	1357	180	90	248	92	224	510	110	100	460	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	1.37	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1129	2570	1750	1750	2850	1750

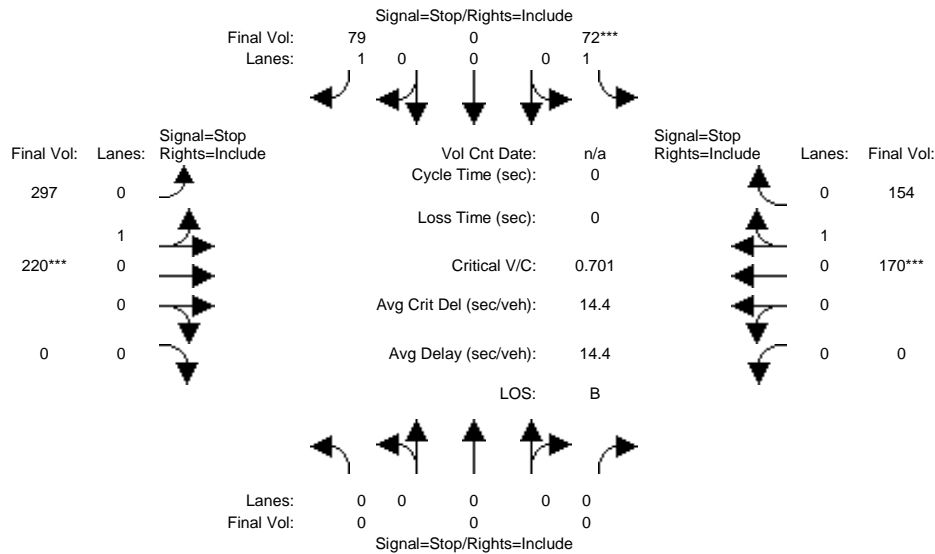
Capacity Analysis Module:

Vol/Sat:	0.18	0.36	0.10	0.05	0.07	0.05	0.20	0.20	0.06	0.06	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.93	0.17	0.45	0.22	0.10	0.87	0.87	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	63.0	16.6	74.0	45.6	20.3	74.5	74.5	55.9	58.6	71.5	43.6
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:	96.7	63.0	16.6	74.0	45.6	20.3	74.5	74.5	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2k95thQ:	35	60	9	9	9	5	37	37	10	9	24	10

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

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 2018 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	2	0	9	17	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	79	297	220	0	0	170	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	79	297	220	0	0	170	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	79	297	220	0	0	170	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	79	297	220	0	0	170	154

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.57	0.43	0.00	0.00	0.52	0.48
Final Sat.:	0	0	0	493	0	588	424	314	0	0	394	357

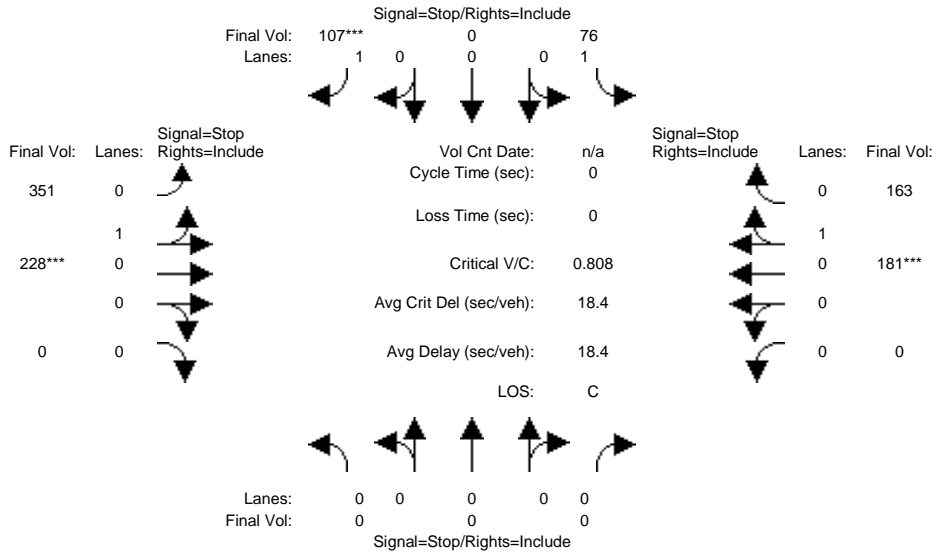
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.13	0.70	0.70	xxxx	xxxx	0.43	0.43
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx				9.8			18.0			11.0	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.8			18.0			11.0	
LOS by Appr:	*				A			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	2.1	2.1	2.1	0.7	0.7	0.7

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

Stanford GUP EIR
 SJ15-1585
 2018 AM / 2018 AM + Project

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 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 with Project AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	6	0	37	71	8	0	0	11	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	107	351	228	0	0	181	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:	0	0	0	76	0	107	351	228	0	0	181	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	107	351	228	0	0	181	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:	0	0	0	76	0	107	351	228	0	0	181	163

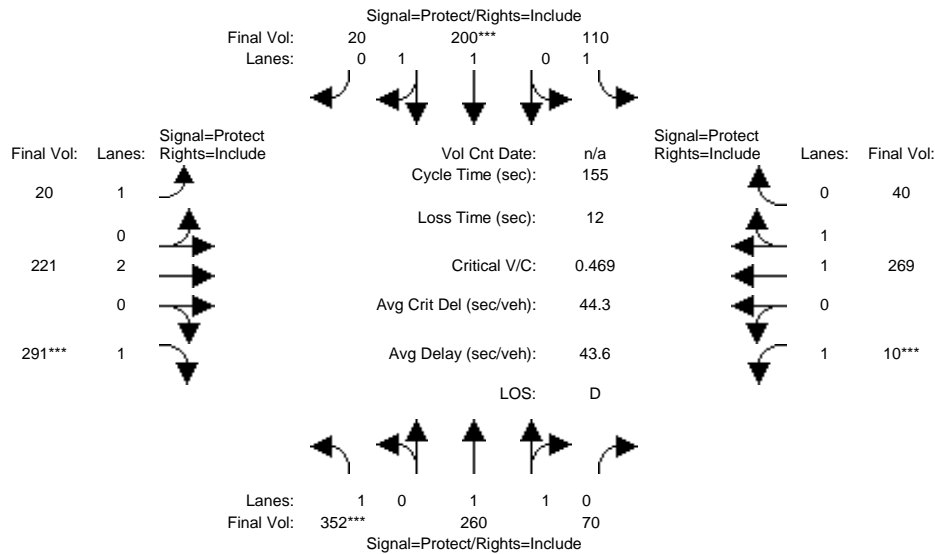
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.61	0.39	0.00	0.00	0.53	0.47
Final Sat.:	0	0	0	484	0	574	435	282	0	0	378	340

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.16	xxxx	0.19	0.81	0.81	xxxx	xxxx	0.48	0.48
Crit Moves:						****			****			****
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	9.7	24.8	24.8	0.0	0.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	9.7	24.8	24.8	0.0	0.0	12.0	12.0
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			10.2			24.8			12.0		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.2			24.8			12.0		
LOS by Appr:	*			B			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.2	3.3	3.3	3.3	0.8	0.8	0.8

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

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Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	11	1	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	260	70	110	200	20	20	221	291	10	269	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	260	70	110	200	20	20	221	291	10	269	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	260	70	110	200	20	20	221	291	10	269	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	260	70	110	200	20	20	221	291	10	269	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.56	0.44	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2915	785	1750	3363	336	1750	3800	1750	1750	3221	479

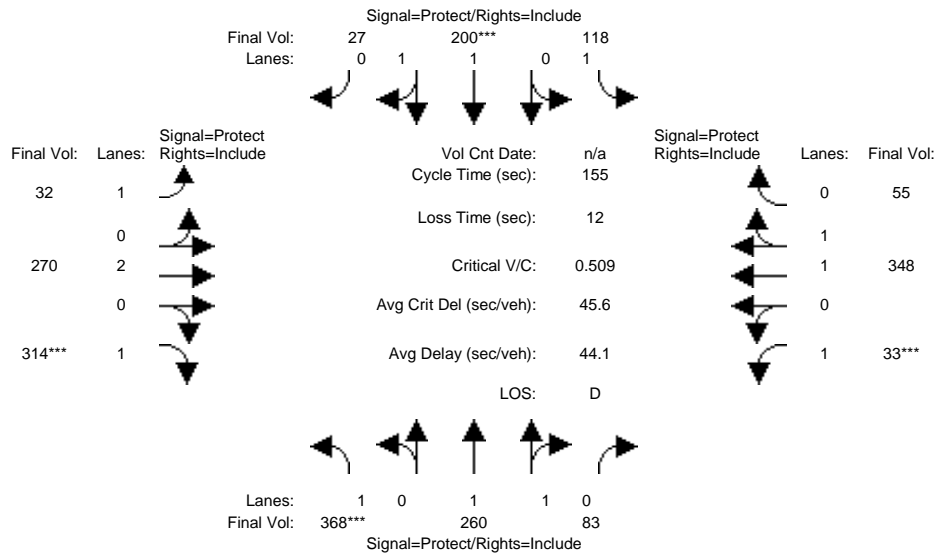
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.06	0.06	0.06	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	***			****					****	****		
Green Time:	64.1	48.7	48.7	34.3	18.9	18.9	21.0	53.0	53.0	7.0	38.9	38.9
Volume/Cap:	0.49	0.28	0.28	0.28	0.49	0.49	0.08	0.17	0.49	0.13	0.33	0.33
Delay/Veh:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
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:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
LOS by Move:	C-	D	D	D	E	E	E+	D+	D	E	D	D
HCM2k95thQ:	23	11	11	9	10	10	2	7	21	1	11	11

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

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Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	18	0	13	8	0	7	12	60	24	23	98	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	260	83	118	200	27	32	270	314	33	348	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:	368	260	83	118	200	27	32	270	314	33	348	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	260	83	118	200	27	32	270	314	33	348	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	368	260	83	118	200	27	32	270	314	33	348	55

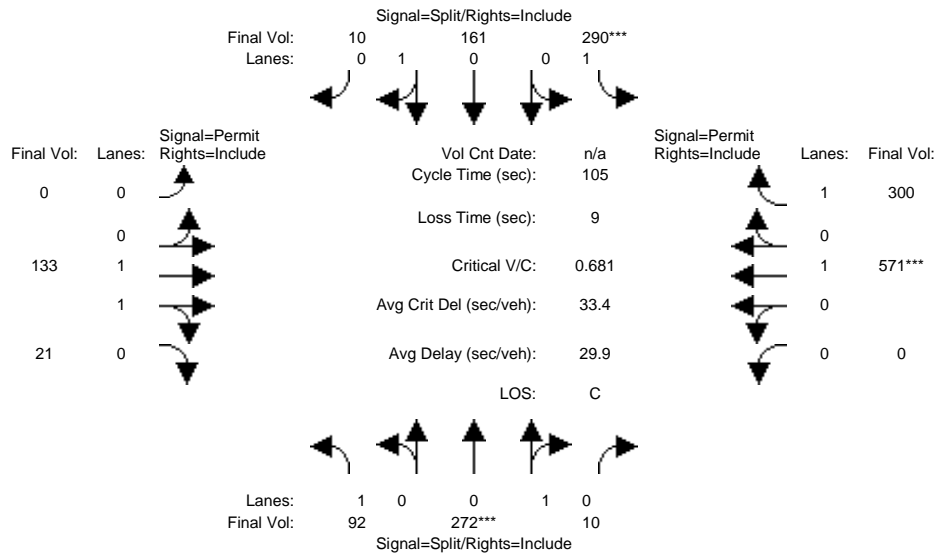
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2804	895	1750	3260	440	1750	3800	1750	1750	3195	505

Capacity Analysis Module:												
Vol/Sat:	0.21	0.09	0.09	0.07	0.06	0.06	0.02	0.07	0.18	0.02	0.11	0.11
Crit Moves:	***			****					****	****		
Green Time:	63.4	47.4	47.4	34.5	18.5	18.5	17.9	54.1	54.1	7.0	43.2	43.2
Volume/Cap:	0.51	0.30	0.30	0.30	0.51	0.51	0.16	0.20	0.51	0.42	0.39	0.39
Delay/Veh:	34.9	41.3	41.3	50.7	65.1	65.1	62.1	35.4	40.8	75.6	45.5	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:	34.9	41.3	41.3	50.7	65.1	65.1	62.1	35.4	40.8	75.6	45.5	45.5
LOS by Move:	C-	D	D	D	E	E	E	D+	D	E-	D	D
HCM2k95thQ:	24	12	12	9	10	10	3	8	22	3	14	14

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

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Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	2	2	0	0	1	0	0	23	1	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	272	10	290	161	10	0	133	21	0	571	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	272	10	290	161	10	0	133	21	0	571	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	272	10	290	161	10	0	133	21	0	571	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	272	10	290	161	10	0	133	21	0	571	300

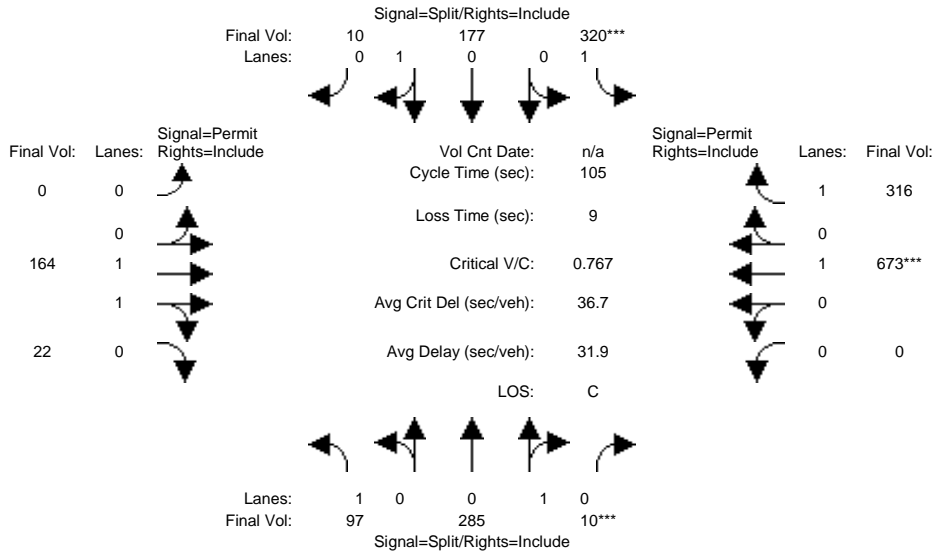
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.94	0.06	0.00	1.72	0.28	0.00	1.00	1.00
Final Sat.:	1750	1736	64	1750	1695	105	0	3195	504	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.17	0.10	0.10	0.00	0.04	0.04	0.00	0.30	0.17
Crit Moves:	****			****						****		
Green Time:	24.1	24.1	24.1	25.5	25.5	25.5	0.0	46.3	46.3	0.0	46.3	46.3
Volume/Cap:	0.23	0.68	0.68	0.68	0.39	0.39	0.00	0.09	0.09	0.00	0.68	0.39
Delay/Veh:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
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:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	C+
HCM2k95thQ:	5	17	17	17	9	9	0	3	3	0	26	13

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

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Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	7	15	0	30	17	0	0	54	2	0	143	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	285	10	320	177	10	0	164	22	0	673	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	285	10	320	177	10	0	164	22	0	673	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	285	10	320	177	10	0	164	22	0	673	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	285	10	320	177	10	0	164	22	0	673	316

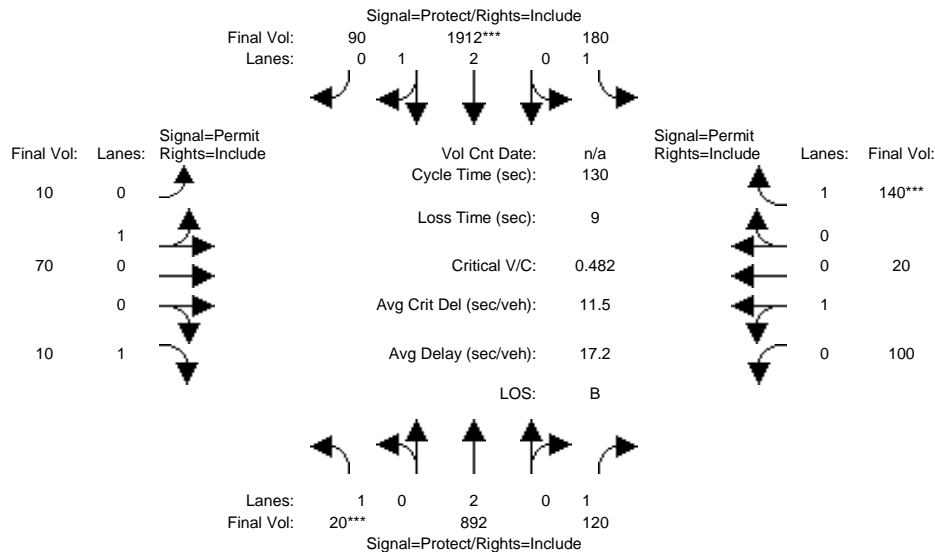
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.97	0.03	1.00	0.95	0.05	0.00	1.76	0.24	0.00	1.00	1.00
Final Sat.:	1750	1739	61	1750	1704	96	0	3262	438	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.18	0.10	0.10	0.00	0.05	0.05	0.00	0.35	0.18
Crit Moves:			****	****						****		
Green Time:	22.4	22.4	22.4	25.0	25.0	25.0	0.0	48.5	48.5	0.0	48.5	48.5
Volume/Cap:	0.26	0.77	0.77	0.77	0.44	0.44	0.00	0.11	0.11	0.00	0.77	0.39
Delay/Veh:	34.7	47.8	47.8	45.6	34.7	34.7	0.0	16.0	16.0	0.0	27.6	18.9
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:	34.7	47.8	47.8	45.6	34.7	34.7	0.0	16.0	16.0	0.0	27.6	18.9
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	B-
HCM2k95thQ:	5	18	18	20	10	10	0	3	3	0	31	13

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

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	12	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	892	120	180	1912	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	892	120	180	1912	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	892	120	180	1912	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	892	120	180	1912	90	10	70	10	100	20	140

Saturation 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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5348	252	225	1575	1750	1500	300	1750

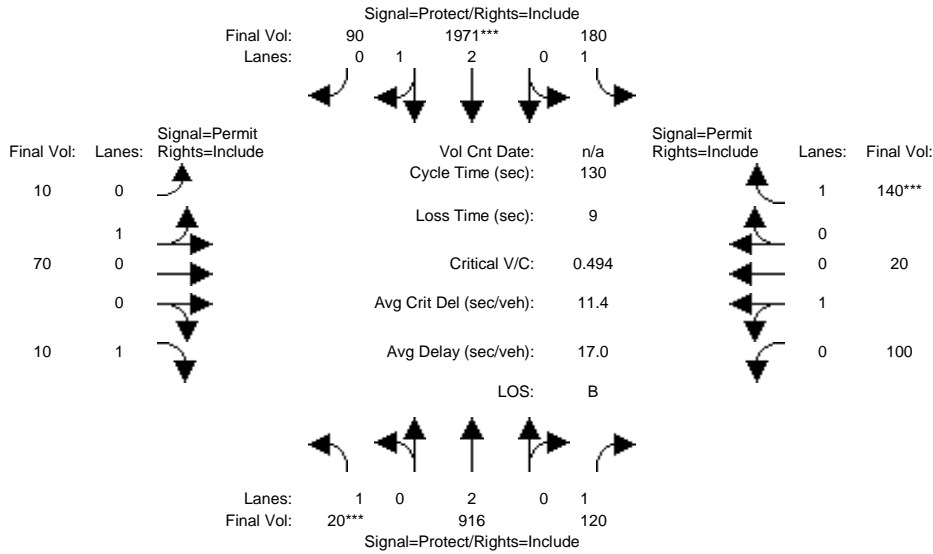
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.10	0.36	0.36	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	***				****							****
Green Time:	7.0	69.6	69.6	30.5	93.2	93.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.21	0.44	0.13	0.44	0.50	0.50	0.28	0.28	0.04	0.42	0.42	0.50
Delay/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2k95thQ:	2	19	5	13	21	21	6	6	1	9	9	12

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

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	36	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	916	120	180	1971	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	916	120	180	1971	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	916	120	180	1971	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	916	120	180	1971	90	10	70	10	100	20	140

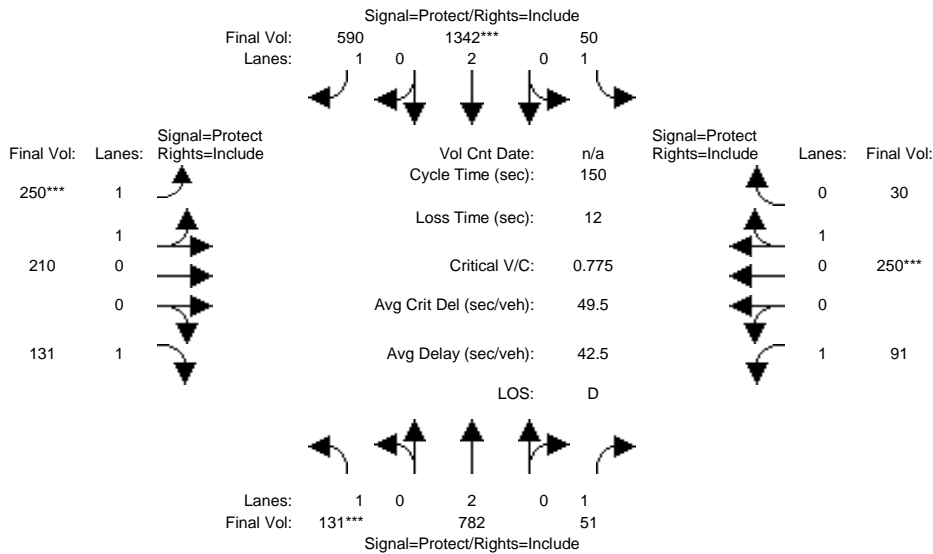
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5355	245	225	1575	1750	1500	300	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.07	0.10	0.37	0.37	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	***				****							****
Green Time:	7.0	70.5	70.5	30.1	93.6	93.6	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.21	0.44	0.13	0.44	0.51	0.51	0.28	0.28	0.04	0.43	0.43	0.51
Delay/Veh:	60.0	18.1	14.7	43.6	8.2	8.2	48.9	48.9	46.6	50.6	50.6	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.1	14.7	43.6	8.2	8.2	48.9	48.9	46.6	50.6	50.6	51.9
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2k95thQ:	2	19	5	13	22	22	6	6	1	9	9	12

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

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	1	12	1	0	22	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	782	51	50	1342	590	250	210	131	91	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	782	51	50	1342	590	250	210	131	91	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	782	51	50	1342	590	250	210	131	91	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	782	51	50	1342	590	250	210	131	91	250	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193

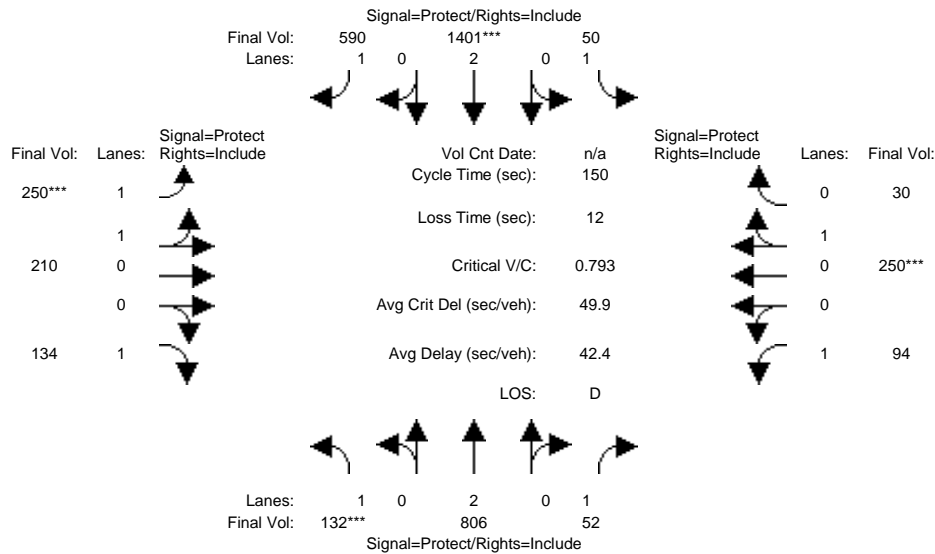
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.03	0.03	0.35	0.34	0.13	0.13	0.07	0.05	0.16	0.16
Crit Moves:	***				****		****				****	
Green Time:	14.5	67.5	67.5	15.3	68.3	68.3	25.1	39.4	39.4	15.8	30.1	30.1
Volume/Cap:	0.78	0.46	0.06	0.28	0.78	0.74	0.78	0.49	0.29	0.49	0.78	0.78
Delay/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
LOS by Move:	F	C	C	E	D+	D+	E	D	D	E	E	E
HCM2k95thQ:	13	22	3	4	42	40	22	18	10	9	25	25

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

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	2	36	2	0	81	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	806	52	50	1401	590	250	210	134	94	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	806	52	50	1401	590	250	210	134	94	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	806	52	50	1401	590	250	210	134	94	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	806	52	50	1401	590	250	210	134	94	250	30

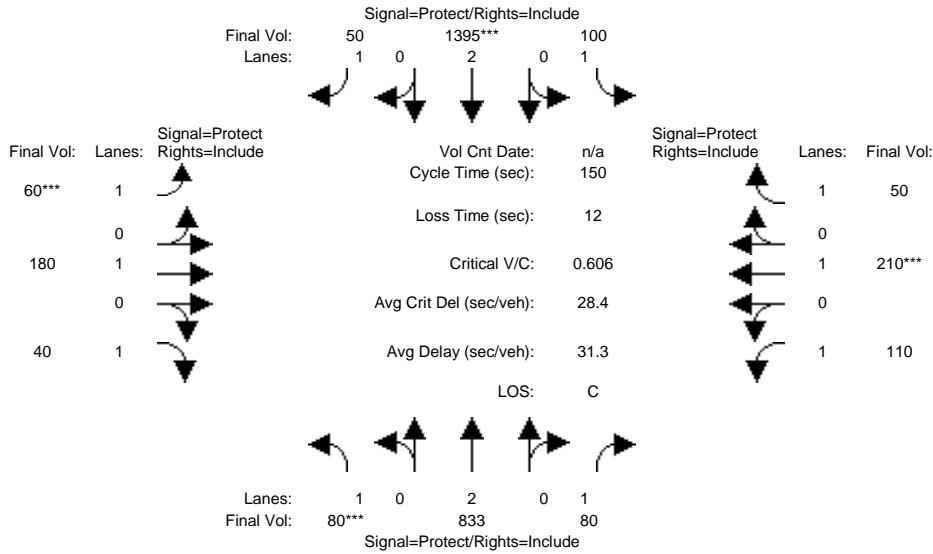
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.21	0.03	0.03	0.37	0.34	0.13	0.13	0.08	0.05	0.16	0.16
Crit Moves:	***				****		****				****	
Green Time:	14.3	68.9	68.9	15.2	69.8	69.8	24.5	38.1	38.1	15.8	29.4	29.4
Volume/Cap:	0.79	0.46	0.06	0.28	0.79	0.72	0.79	0.51	0.30	0.51	0.79	0.79
Delay/Veh:	88.7	28.0	22.6	63.3	36.5	35.6	67.7	48.4	45.5	65.8	69.0	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	28.0	22.6	63.3	36.5	35.6	67.7	48.4	45.5	65.8	69.0	69.0
LOS by Move:	F	C	C+	E	D+	D+	E	D	D	E	E	E
HCM2k95thQ:	13	22	3	4	45	39	23	18	10	10	26	26

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

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Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	833	80	100	1395	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	833	80	100	1395	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	833	80	100	1395	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	833	80	100	1395	50	60	180	40	110	210	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

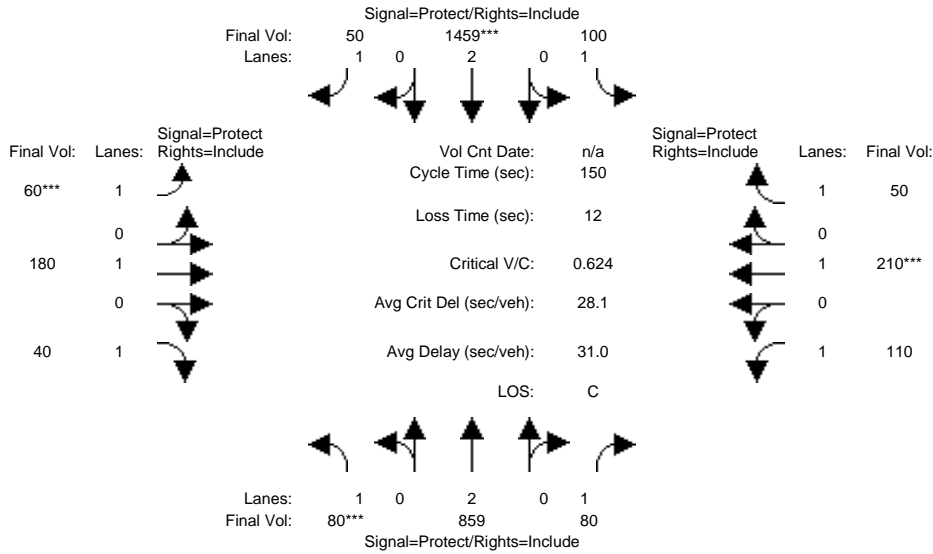
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.05	0.06	0.37	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	***			****			****			****		
Green Time:	11.3	81.0	81.0	21.1	90.8	90.8	8.5	21.5	21.5	14.3	27.4	27.4
Volume/Cap:	0.61	0.41	0.08	0.41	0.61	0.05	0.61	0.66	0.16	0.66	0.61	0.16
Delay/Veh:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
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:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
LOS by Move:	E-	C+	B	E+	B-	B	E-	E	E+	E	E+	D-
HCM2k95thQ:	8	20	4	8	32	2	8	16	4	12	18	4

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

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Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	39	0	0	89	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	859	80	100	1459	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	859	80	100	1459	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	859	80	100	1459	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	859	80	100	1459	50	60	180	40	110	210	50

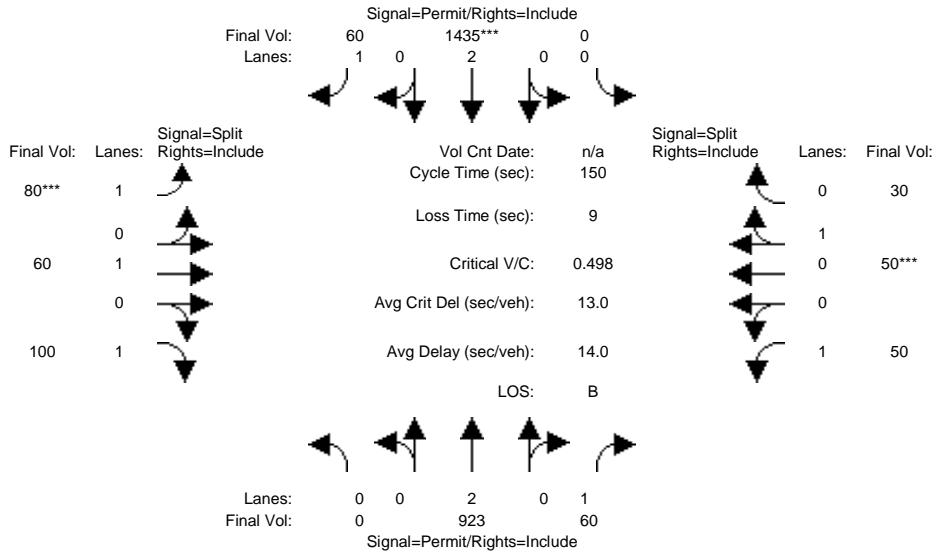
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.05	0.06	0.38	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	***			****			****			****		
Green Time:	11.0	82.4	82.4	20.8	92.2	92.2	8.2	20.9	20.9	13.9	26.6	26.6
Volume/Cap:	0.62	0.41	0.08	0.41	0.62	0.05	0.62	0.68	0.16	0.68	0.62	0.16
Delay/Veh:	76.8	19.8	16.0	60.1	18.6	11.5	81.5	68.3	57.2	77.0	60.8	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	19.8	16.0	60.1	18.6	11.5	81.5	68.3	57.2	77.0	60.8	52.5
LOS by Move:	E-	B-	B	E	B-	B+	F	E	E+	E-	E	D-
HCM2k95thQ:	8	20	4	8	34	2	8	17	4	13	18	4

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

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	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:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	923	60	0	1435	60	80	60	100	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	923	60	0	1435	60	80	60	100	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	60	0	1435	60	80	60	100	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	923	60	0	1435	60	80	60	100	50	50	30

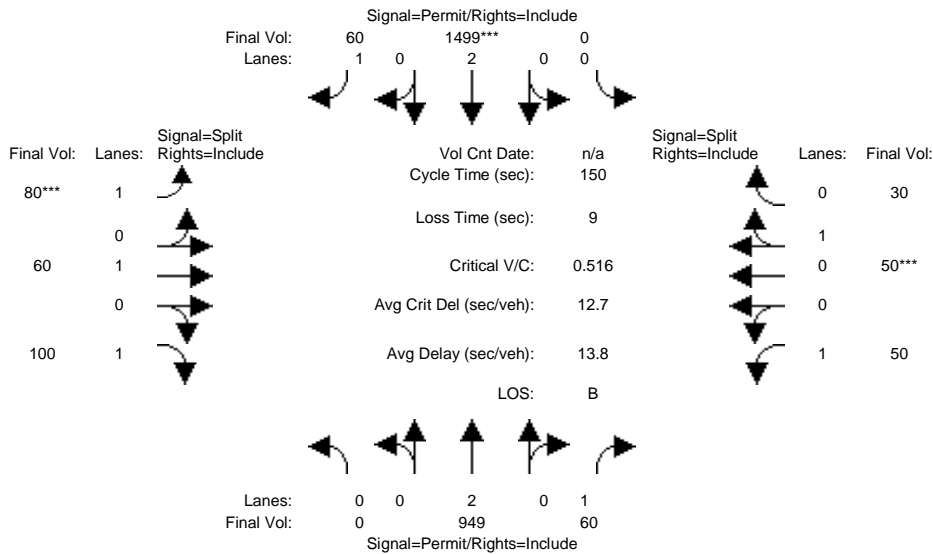
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1125	675

Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.03	0.00	0.38	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	114	113.8	0.0	114	113.8	17.2	17.2	17.2	13.4	13.4	13.4
Volume/Cap:	0.00	0.32	0.05	0.00	0.50	0.05	0.40	0.28	0.50	0.32	0.50	0.50
Delay/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2k95thQ:	0	13	2	0	22	1	7	5	9	5	8	8

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

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	0	39	0	0	89	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	949	60	0	1499	60	80	60	100	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	949	60	0	1499	60	80	60	100	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	949	60	0	1499	60	80	60	100	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	949	60	0	1499	60	80	60	100	50	50	30

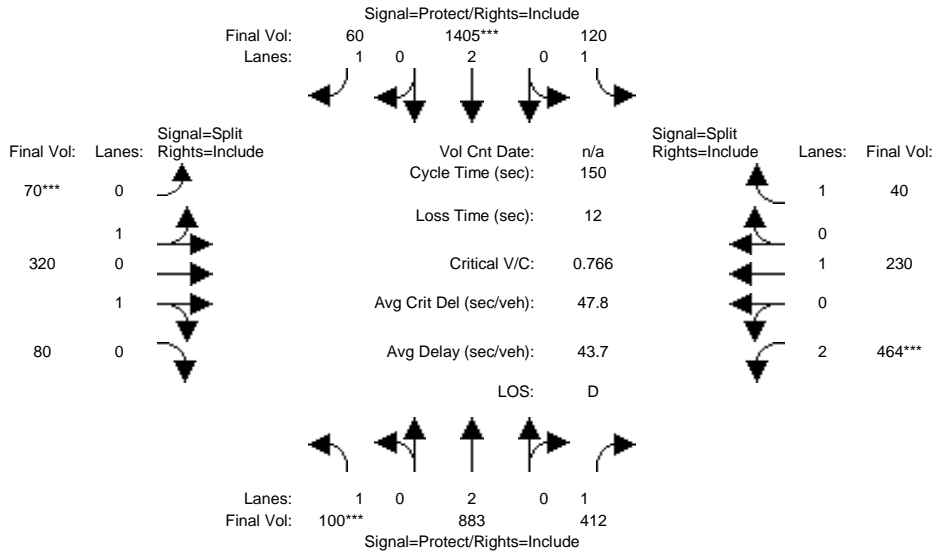
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1125	675

Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.03	0.00	0.39	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	115	114.8	0.0	115	114.8	16.6	16.6	16.6	12.9	12.9	12.9
Volume/Cap:	0.00	0.33	0.04	0.00	0.52	0.04	0.41	0.28	0.52	0.33	0.52	0.52
Delay/Veh:	0.0	5.6	4.3	0.0	7.0	4.3	63.6	62.0	65.3	65.8	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	4.3	0.0	7.0	4.3	63.6	62.0	65.3	65.8	68.5	68.5
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2k95thQ:	0	13	1	0	23	1	7	5	9	5	9	9

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

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	13	2	0	25	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	883	412	120	1405	60	70	320	80	464	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	883	412	120	1405	60	70	320	80	464	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	883	412	120	1405	60	70	320	80	464	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	883	412	120	1405	60	70	320	80	464	230	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750

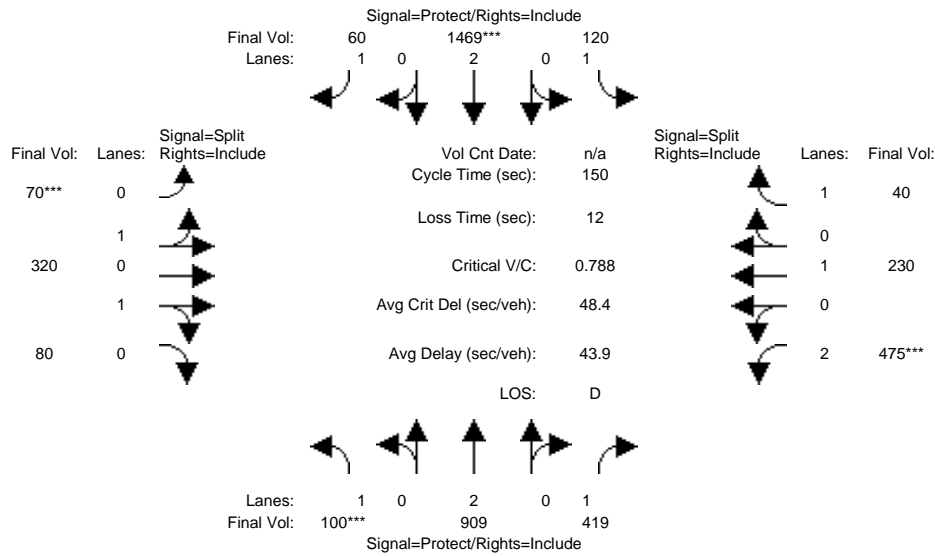
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.24	0.07	0.37	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	***			****			****			****		
Green Time:	11.2	64.7	64.7	18.9	72.4	72.4	25.6	25.6	25.6	28.8	28.8	28.8
Volume/Cap:	0.77	0.54	0.55	0.55	0.77	0.07	0.77	0.77	0.77	0.77	0.63	0.12
Delay/Veh:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
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:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2k95thQ:	10	26	26	11	43	3	22	22	22	23	18	3

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

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	39	9	0	89	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	909	419	120	1469	60	70	320	80	475	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	909	419	120	1469	60	70	320	80	475	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	909	419	120	1469	60	70	320	80	475	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	909	419	120	1469	60	70	320	80	475	230	40

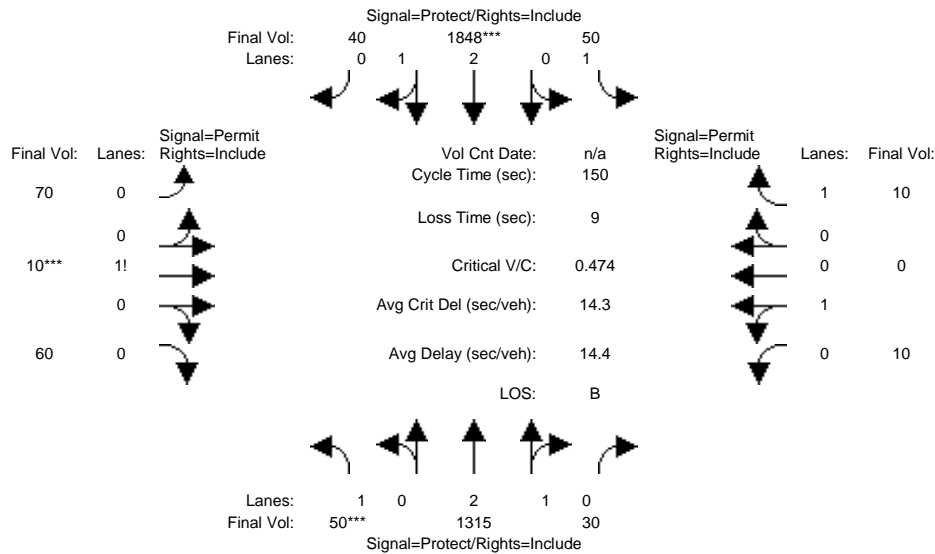
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.07	0.39	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	***			****			****			****		
Green Time:	10.9	65.6	65.6	18.8	73.6	73.6	24.8	24.8	24.8	28.7	28.7	28.7
Volume/Cap:	0.79	0.55	0.55	0.55	0.79	0.07	0.79	0.79	0.79	0.79	0.63	0.12
Delay/Veh:	95.7	31.6	32.0	64.5	34.1	20.2	67.0	67.0	67.0	64.6	59.4	50.4
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:	95.7	31.6	32.0	64.5	34.1	20.2	67.0	67.0	67.0	64.6	59.4	50.4
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2k95thQ:	10	26	26	11	46	3	23	23	23	23	18	3

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

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1315	30	50	1848	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1315	30	50	1848	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1315	30	50	1848	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1315	30	50	1848	40	70	10	60	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.93	0.07	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5475	125	1750	5481	119	875	125	750	1800	0	1750

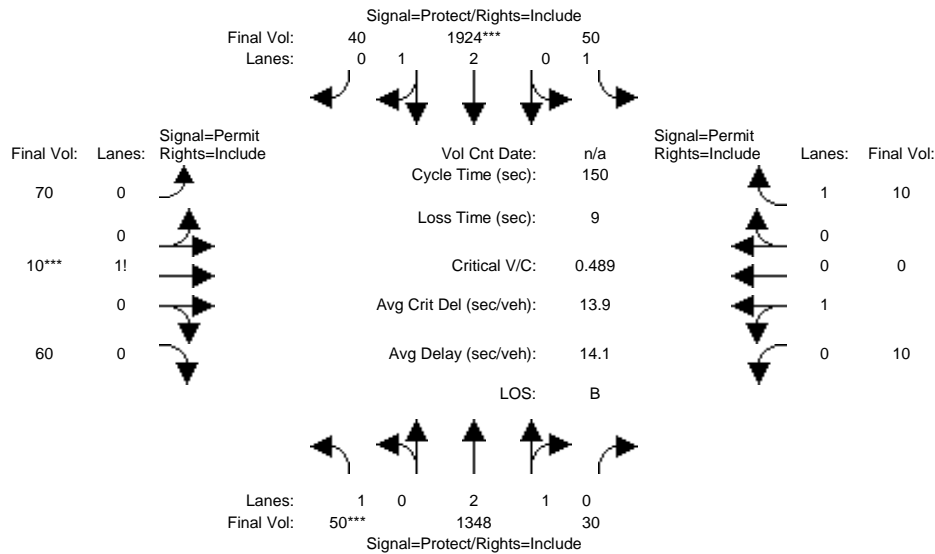
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.34	0.34	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	***			****			****					
Green Time:	9.0	96.9	96.9	18.8	107	106.7	25.3	25.3	25.3	25.3	0.0	25.3
Volume/Cap:	0.47	0.37	0.37	0.23	0.47	0.47	0.47	0.47	0.47	0.03	0.00	0.03
Delay/Veh:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
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:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
LOS by Move:	E	B	B	E+	A	A	E+	E+	E+	D-	A	D-
HCM2k95thQ:	5	18	18	4	22	22	13	13	13	1	0	1

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

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	48	0	0	104	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1348	30	50	1924	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1348	30	50	1924	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1348	30	50	1924	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1348	30	50	1924	40	70	10	60	10	0	10

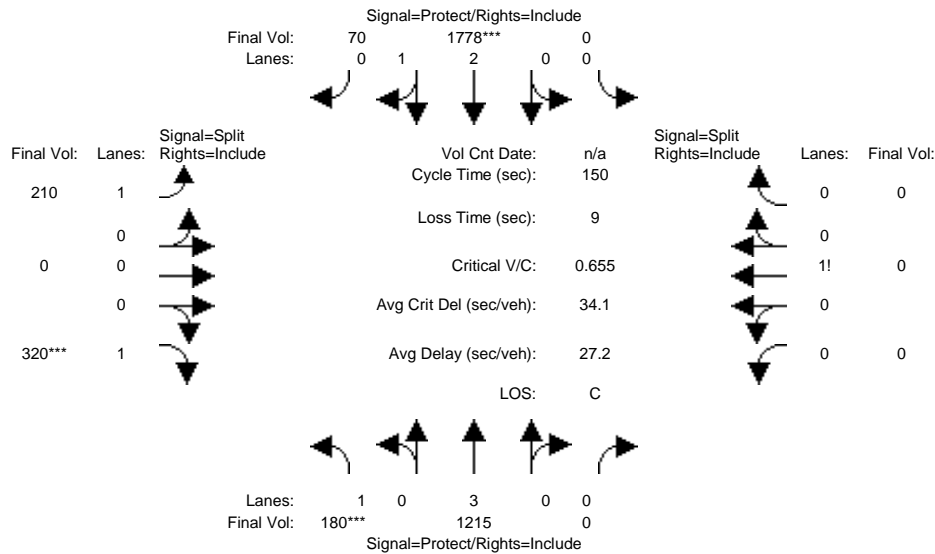
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5478	122	1750	5486	114	875	125	750	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.35	0.35	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	***			****			****					
Green Time:	8.8	97.9	97.9	18.6	108	107.7	24.6	24.6	24.6	24.6	0.0	24.6
Volume/Cap:	0.49	0.38	0.38	0.23	0.49	0.49	0.49	0.49	0.49	0.03	0.00	0.03
Delay/Veh:	72.1	12.1	12.1	59.8	9.3	9.3	58.3	58.3	58.3	52.8	0.0	52.8
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:	72.1	12.1	12.1	59.8	9.3	9.3	58.3	58.3	58.3	52.8	0.0	52.8
LOS by Move:	E	B	B	E+	A	A	E+	E+	E+	D-	A	D-
HCM2k95thQ:	5	18	18	4	23	23	13	13	13	1	0	1

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

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1215	0	0	1778	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1215	0	0	1778	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1215	0	0	1778	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	1215	0	0	1778	70	210	0	320	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5388	212	1750	0	1750	0	1750	0

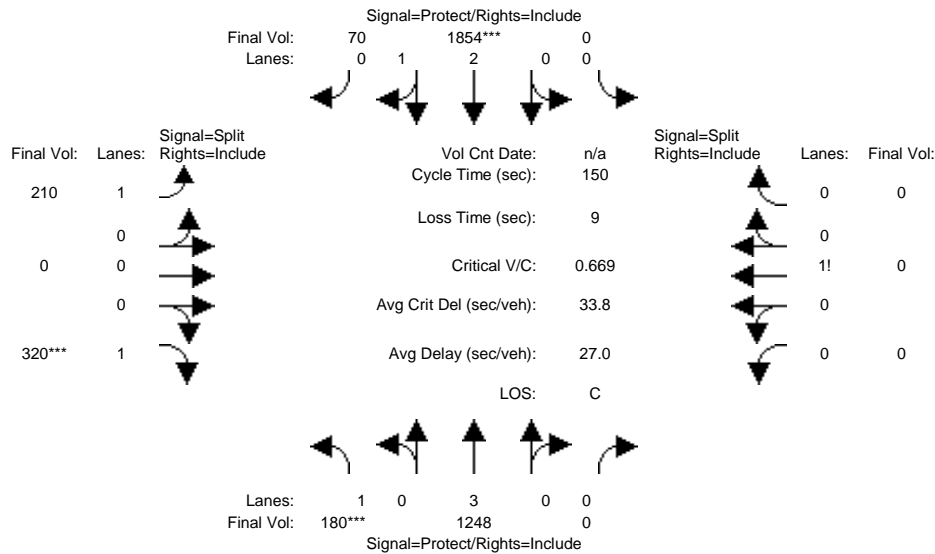
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.21	0.00	0.00	0.33	0.33	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	23.6	99.1	0.0	0.0	75.6	75.6	41.9	0.0	41.9	0.0	0.0	0.0
Volume/Cap:	0.66	0.32	0.00	0.00	0.66	0.66	0.43	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D	A	A	A
HCM2k95thQ:	16	15	0	0	35	35	16	0	26	0	0	0

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

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	48	0	0	104	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1248	0	0	1854	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1248	0	0	1854	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1248	0	0	1854	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	1248	0	0	1854	70	210	0	320	0	0	0

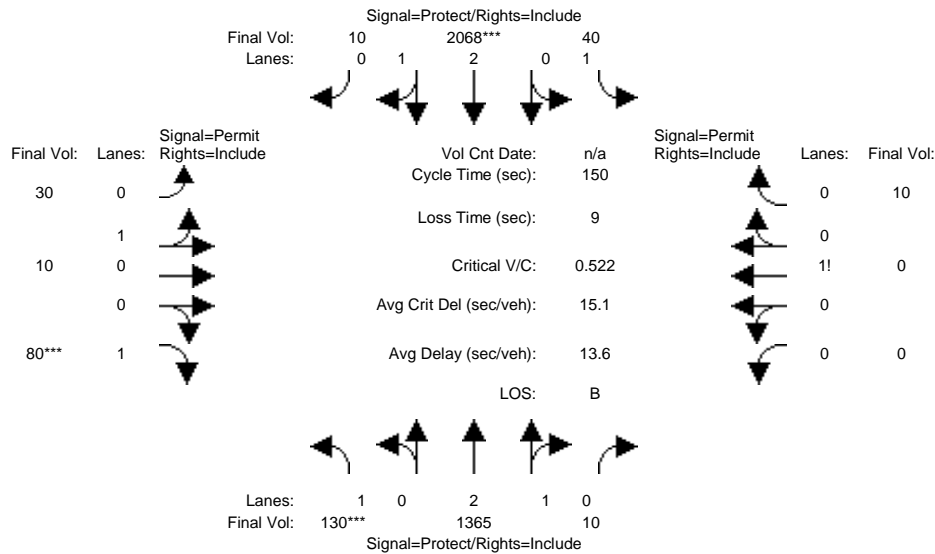
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5396	204	1750	0	1750	0	1750	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.22	0.00	0.00	0.34	0.34	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	23.0	100	0.0	0.0	77.0	77.0	41.0	0.0	41.0	0.0	0.0	0.0
Volume/Cap:	0.67	0.33	0.00	0.00	0.67	0.67	0.44	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	66.3	10.7	0.0	0.0	27.7	27.7	45.7	0.0	52.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	10.7	0.0	0.0	27.7	27.7	45.7	0.0	52.1	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D-	A	A	A
HCM2k95thQ:	16	15	0	0	36	36	16	0	26	0	0	0

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

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1365	10	40	2068	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1365	10	40	2068	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1365	10	40	2068	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1365	10	40	2068	10	30	10	80	0	0	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5559	41	1750	5573	27	1350	450	1750	0	0	1750

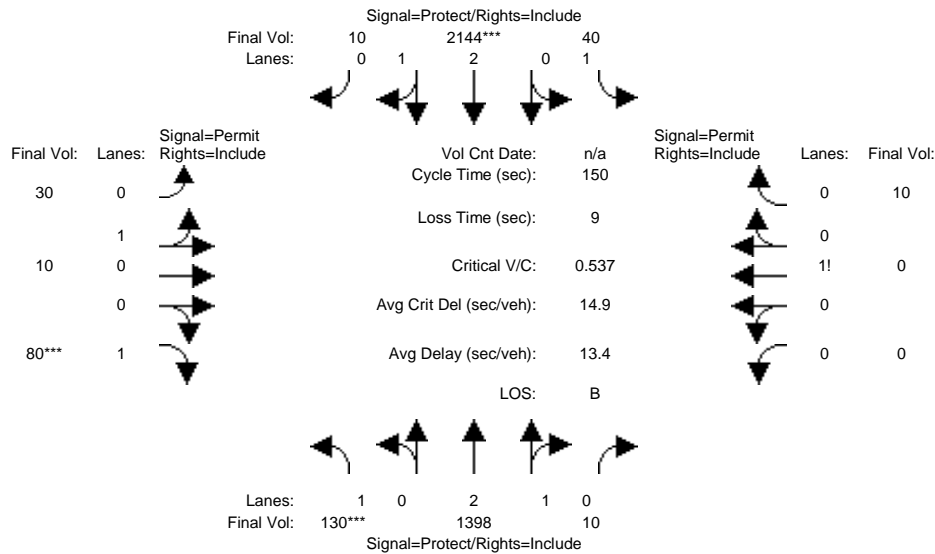
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.25	0.25	0.02	0.37	0.37	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	21.3	107	107.5	20.4	107	106.5	13.1	13.1	13.1	0.0	0.0	13.1
Volume/Cap:	0.52	0.34	0.34	0.17	0.52	0.52	0.25	0.25	0.52	0.00	0.00	0.07
Delay/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
LOS by Move:	E	A	A	E+	B+	B+	E	E	E	A	A	E
HCM2k95thQ:	11	15	15	3	25	25	4	4	9	0	0	1

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

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	48	0	0	104	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1398	10	40	2144	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1398	10	40	2144	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1398	10	40	2144	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1398	10	40	2144	10	30	10	80	0	0	10

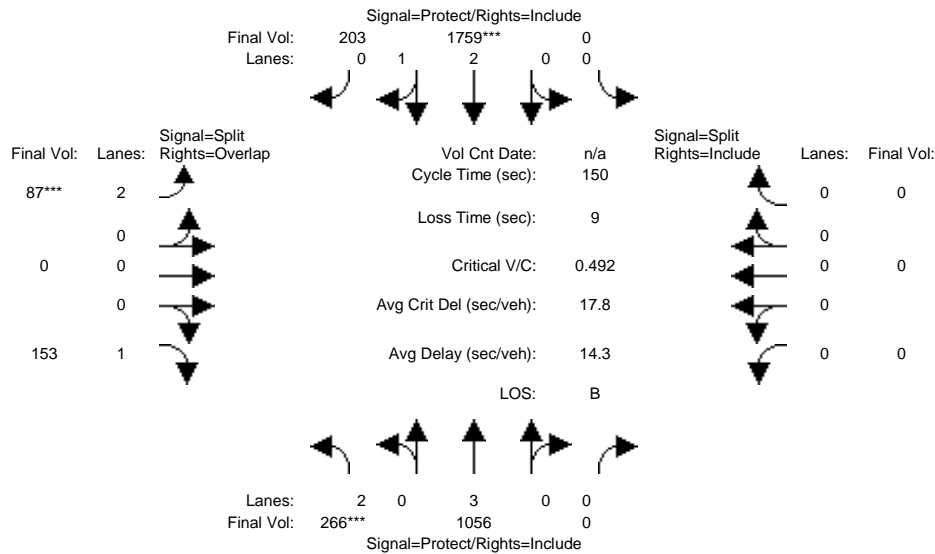
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5560	40	1750	5574	26	1350	450	1750	0	0	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.25	0.25	0.02	0.38	0.38	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	***			****					****			
Green Time:	20.8	108	108.2	20.1	107	107.5	12.8	12.8	12.8	0.0	0.0	12.8
Volume/Cap:	0.54	0.35	0.35	0.17	0.54	0.54	0.26	0.26	0.54	0.00	0.00	0.07
Delay/Veh:	62.5	7.9	7.9	57.9	9.9	9.9	65.1	65.1	69.6	0.0	0.0	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:	62.5	7.9	7.9	57.9	9.9	9.9	65.1	65.1	69.6	0.0	0.0	63.3
LOS by Move:	E	A	A	E+	A	A	E	E	E	A	A	E
HCM2k95thQ:	11	15	15	3	26	26	4	4	9	0	0	1

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

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	6	6	0	0	9	13	7	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1056	0	0	1759	203	87	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1056	0	0	1759	203	87	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1056	0	0	1759	203	87	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	1056	0	0	1759	203	87	0	153	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5020	579	3150	0	1750	0	0	0

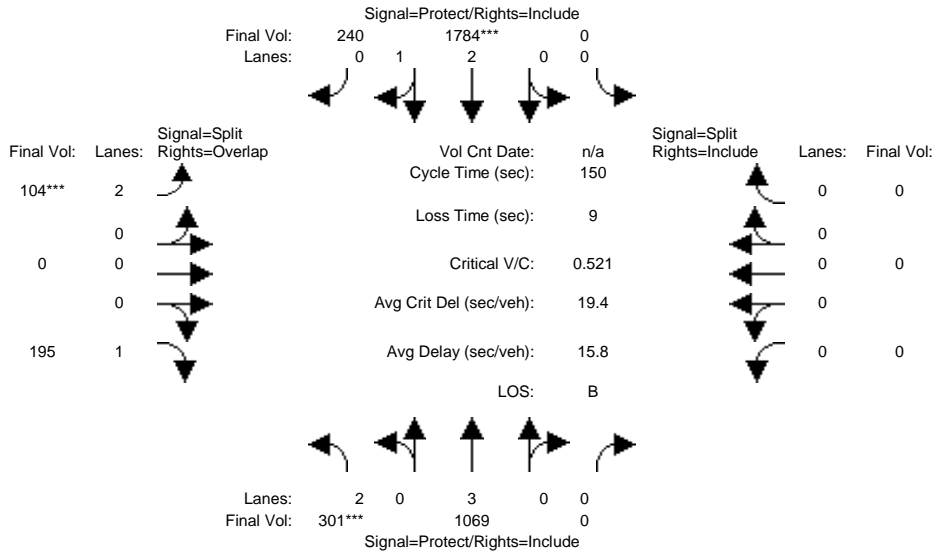
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.19	0.00	0.00	0.35	0.35	0.03	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	25.4	131	0.0	0.0	106	105.6	10.0	0.0	35.4	0.0	0.0	0.0
Volume/Cap:	0.50	0.21	0.00	0.00	0.50	0.50	0.41	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D	A	A	A
HCM2k95thQ:	12	5	0	0	24	24	5	0	12	0	0	0

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

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	41	19	0	0	34	50	24	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1069	0	0	1784	240	104	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1069	0	0	1784	240	104	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1069	0	0	1784	240	104	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	1069	0	0	1784	240	104	0	195	0	0	0

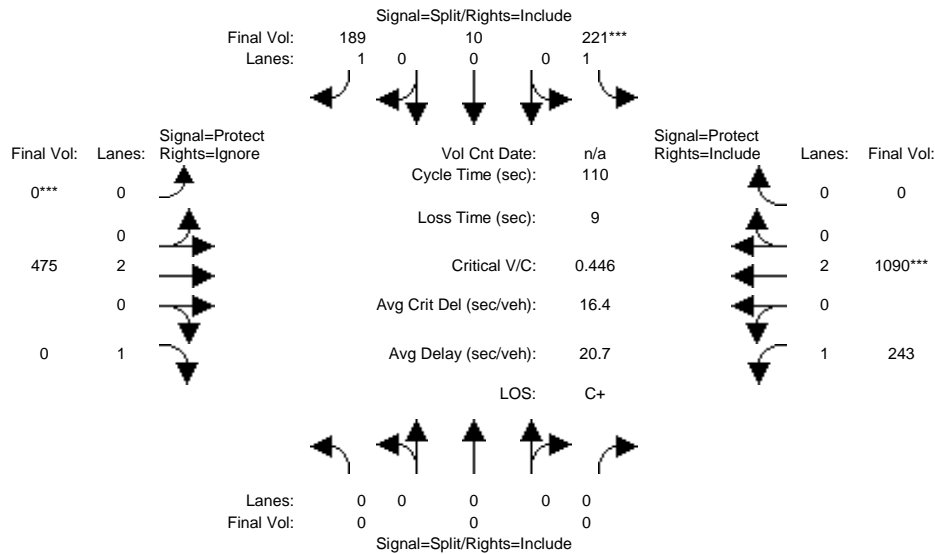
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.63	0.37	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	4935	664	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.19	0.00	0.00	0.36	0.36	0.03	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	27.4	131	0.0	0.0	104	103.6	10.0	0.0	37.4	0.0	0.0	0.0
Volume/Cap:	0.52	0.21	0.00	0.00	0.52	0.52	0.50	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	56.3	1.5	0.0	0.0	11.4	11.4	69.4	0.0	48.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	1.5	0.0	0.0	11.4	11.4	69.4	0.0	48.3	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D	A	A	A
HCM2k95thQ:	14	5	0	0	26	26	6	0	15	0	0	0

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

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	220	10	160	0	410	40	240	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	160	0	410	40	240	960	0
Added Vol:	0	0	0	1	0	29	0	65	18	3	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	189	0	475	58	243	1090	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	189	0	475	0	243	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	189	0	475	0	243	1090	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	189	0	475	0	243	1090	0

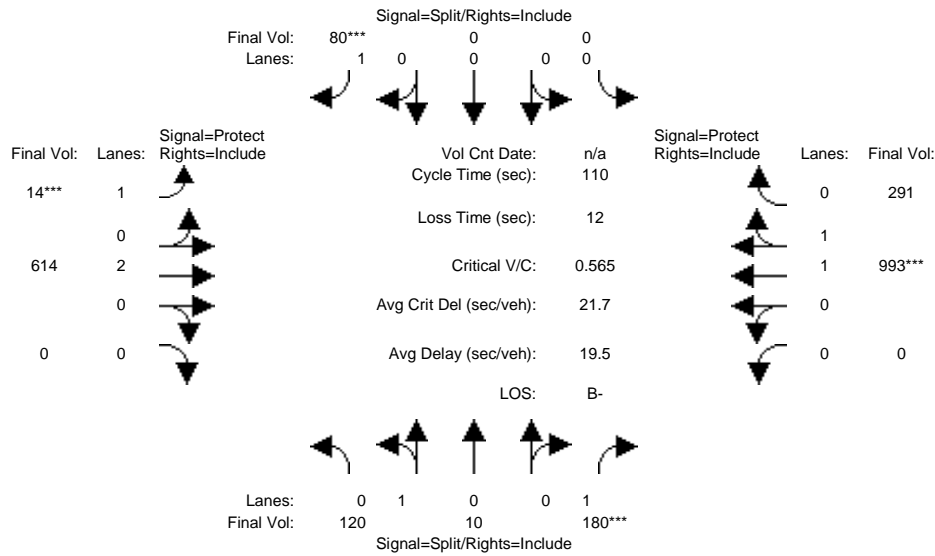
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	90	1710	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.11	0.11	0.00	0.13	0.00	0.14	0.29	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.3	30.3	30.3	0.0	33.5	0.0	37.2	70.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.40	0.40	0.00	0.41	0.00	0.41	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	33.3	32.7	32.7	0.0	30.6	0.0	28.4	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	32.7	32.7	0.0	30.6	0.0	28.4	10.0	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	C	A	C	A	A
HCM2k95thQ:	0	0	0	13	11	11	0	12	0	12	17	0

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

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	10	0	0	0	0	0	4	14	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	180	0	0	80	14	614	0	0	993	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	180	0	0	80	14	614	0	0	993	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	180	0	0	80	14	614	0	0	993	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	10	180	0	0	80	14	614	0	0	993	291

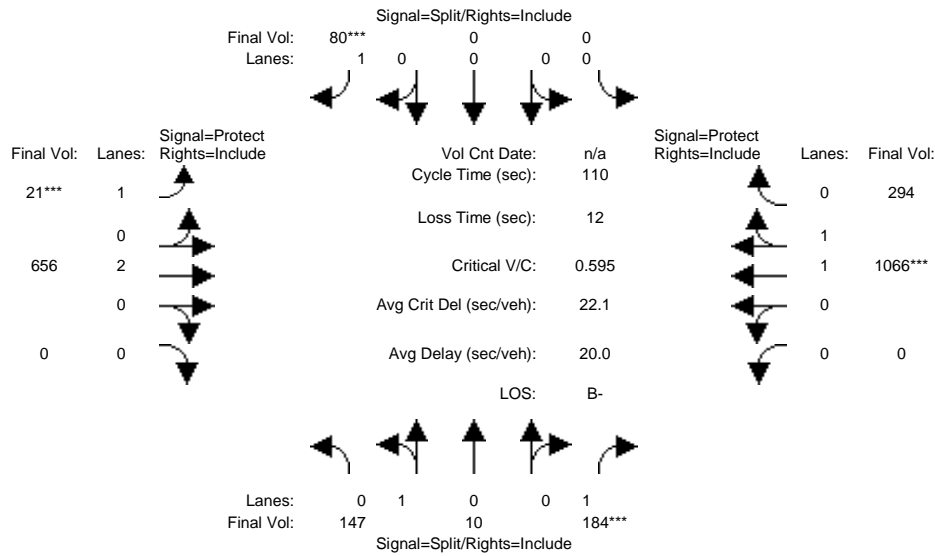
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.92	0.08	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.53	0.47
Final Sat.:	1662	138	1750	0	0	1750	1750	3800	0	0	2861	838

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	18.5	18.5	18.5	0.0	0.0	10.0	7.0	69.5	0.0	0.0	62.5	62.5
Volume/Cap:	0.43	0.43	0.61	0.00	0.00	0.50	0.13	0.26	0.00	0.00	0.61	0.61
Delay/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2k95thQ:	9	9	13	0	0	7	1	9	0	0	26	26

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

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
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	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	37	0	4	0	0	0	11	56	0	0	96	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	10	184	0	0	80	21	656	0	0	1066	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	10	184	0	0	80	21	656	0	0	1066	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	10	184	0	0	80	21	656	0	0	1066	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	10	184	0	0	80	21	656	0	0	1066	294

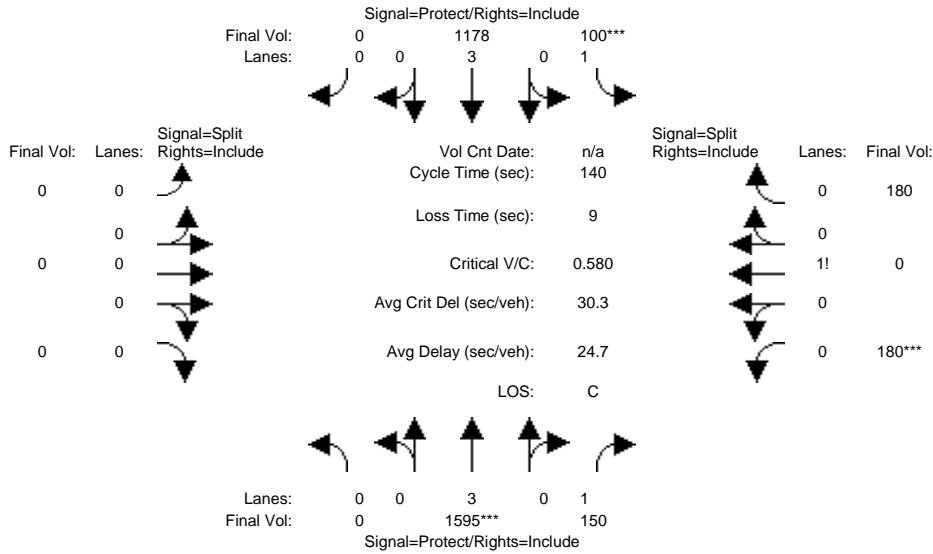
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	1685	115	1750	0	0	1750	1750	3800	0	0	2900	800

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.00	0.00	0.05	0.01	0.17	0.00	0.00	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	18.0	18.0	18.0	0.0	0.0	10.0	7.0	70.0	0.0	0.0	63.0	63.0
Volume/Cap:	0.53	0.53	0.64	0.00	0.00	0.50	0.19	0.27	0.00	0.00	0.64	0.64
Delay/Veh:	44.0	44.0	47.9	0.0	0.0	50.2	49.6	8.9	0.0	0.0	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	44.0	47.9	0.0	0.0	50.2	49.6	8.9	0.0	0.0	16.6	16.6
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2k95thQ:	11	11	14	0	0	7	1	9	0	0	27	27

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

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1595	150	100	1178	0	0	0	0	180	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1595	150	100	1178	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1595	150	100	1178	0	0	0	0	180	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1595	150	100	1178	0	0	0	0	180	0	180

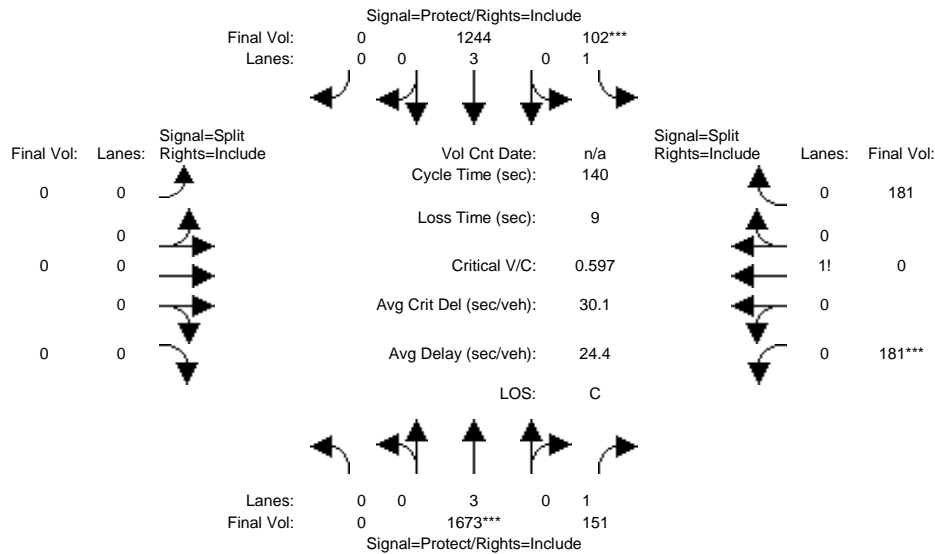
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.06	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****		****							****		
Green Time:	0.0	67.5	67.5	13.8	81.3	0.0	0.0	0.0	0.0	49.7	0.0	49.7
Volume/Cap:	0.00	0.58	0.18	0.58	0.36	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
LOS by Move:	A	C	C+	E	B	A	A	A	A	D+	A	D+
HCM2k95thQ:	0	28	7	9	16	0	0	0	0	23	0	23

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

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	93	1	2	74	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1673	151	102	1244	0	0	0	0	181	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1673	151	102	1244	0	0	0	0	181	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1673	151	102	1244	0	0	0	0	181	0	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1673	151	102	1244	0	0	0	0	181	0	181

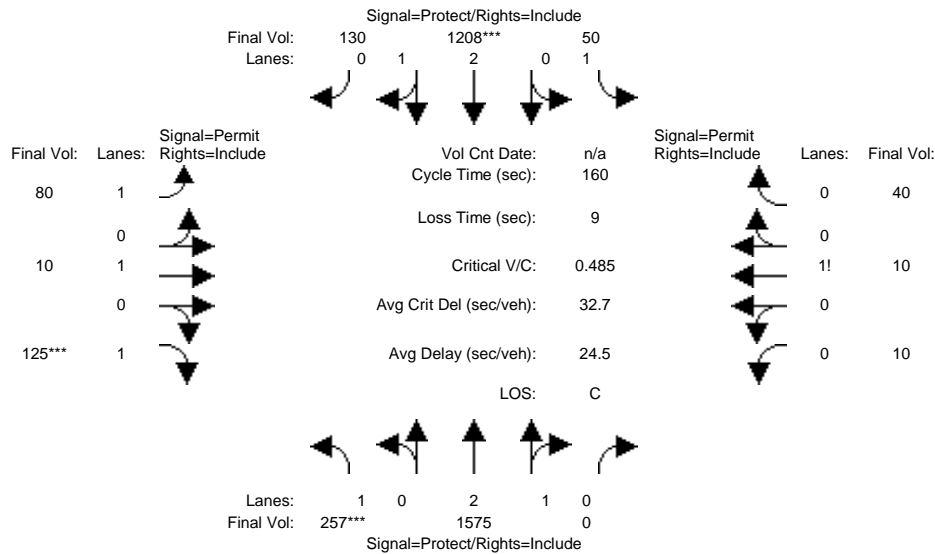
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875

Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.06	0.22	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****		****							****		
Green Time:	0.0	68.8	68.8	13.7	82.5	0.0	0.0	0.0	0.0	48.5	0.0	48.5
Volume/Cap:	0.00	0.60	0.18	0.60	0.37	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	26.0	19.9	66.2	15.2	0.0	0.0	0.0	0.0	39.3	0.0	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	19.9	66.2	15.2	0.0	0.0	0.0	0.0	39.3	0.0	39.3
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	29	7	9	16	0	0	0	0	24	0	24

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

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	27	15	0	0	8	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1575	0	50	1208	130	80	10	125	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1575	0	50	1208	130	80	10	125	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1575	0	50	1208	130	80	10	125	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	1575	0	50	1208	130	80	10	125	10	10	40

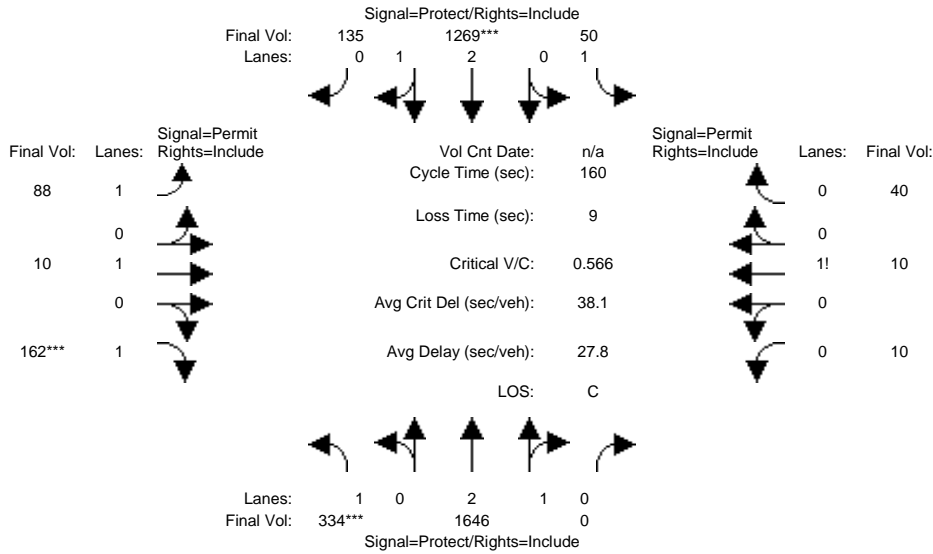
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.70	0.30	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	5055	544	1750	1900	1750	292	292	1167

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.28	0.00	0.03	0.24	0.24	0.05	0.01	0.07	0.03	0.03	0.03
Crit Moves:	***			****					****			
Green Time:	48.5	110	0.0	17.2	78.9	78.9	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.48	0.41	0.00	0.27	0.48	0.48	0.31	0.04	0.48	0.23	0.23	0.23
Delay/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
LOS by Move:	D	B+	A	E	C	C	E	E+	E	E	E	E
HCM2k95thQ:	20	20	0	5	25	25	8	1	12	6	6	6

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

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	104	86	0	0	69	5	8	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	1646	0	50	1269	135	88	10	162	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1646	0	50	1269	135	88	10	162	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1646	0	50	1269	135	88	10	162	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	334	1646	0	50	1269	135	88	10	162	10	10	40

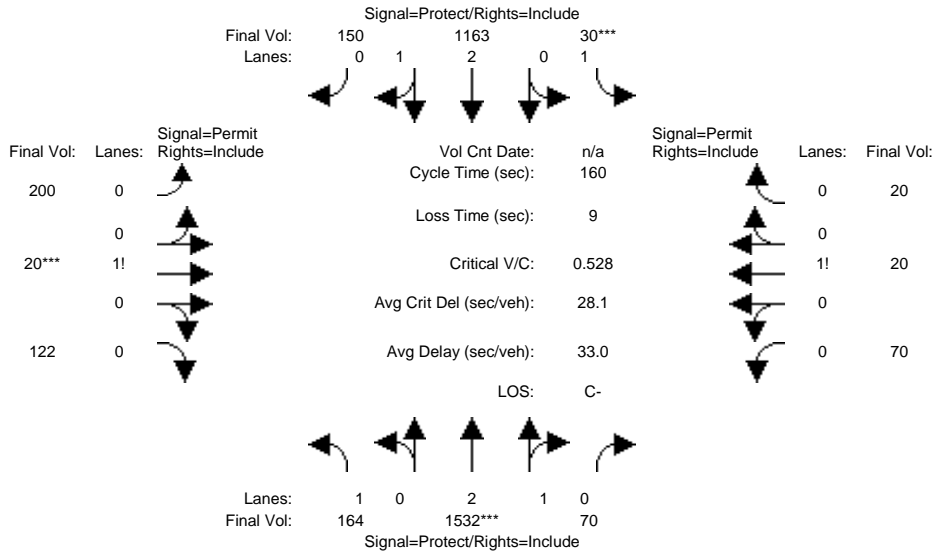
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.70	0.30	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	5061	538	1750	1900	1750	292	292	1167

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.29	0.00	0.03	0.25	0.25	0.05	0.01	0.09	0.03	0.03	0.03
Crit Moves:	***			****			****					
Green Time:	54.0	109	0.0	16.2	70.9	70.9	26.2	26.2	26.2	26.2	26.2	26.2
Volume/Cap:	0.57	0.43	0.00	0.28	0.57	0.57	0.31	0.03	0.57	0.21	0.21	0.21
Delay/Veh:	44.7	11.7	0.0	67.4	33.4	33.4	59.5	56.3	64.3	58.3	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	11.7	0.0	67.4	33.4	33.4	59.5	56.3	64.3	58.3	58.3	58.3
LOS by Move:	D	B+	A	E	C-	C-	E+	E+	E	E+	E+	E+
HCM2k95thQ:	25	22	0	5	29	29	8	1	16	6	6	6

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

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	4	42	0	0	23	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1532	70	30	1163	150	200	20	122	70	20	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:	164	1532	70	30	1163	150	200	20	122	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1532	70	30	1163	150	200	20	122	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	1532	70	30	1163	150	200	20	122	70	20	20

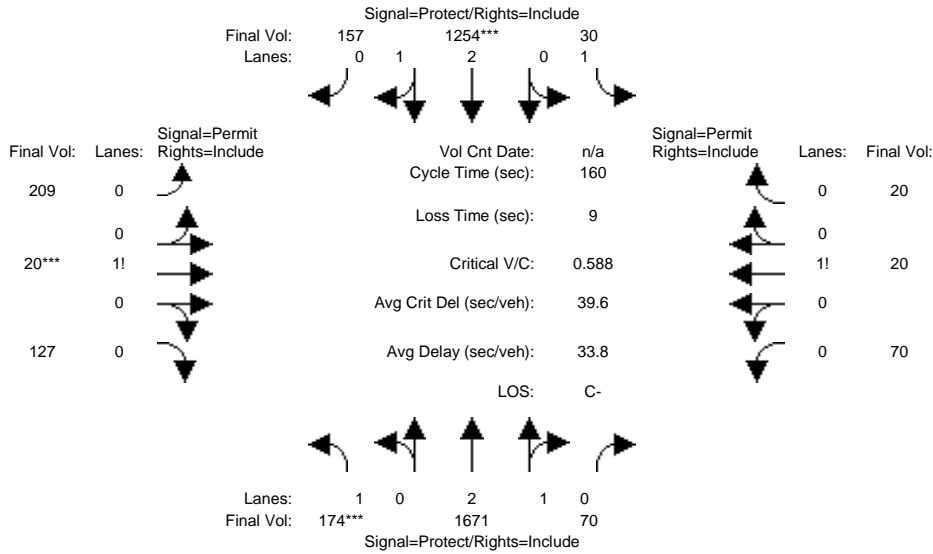
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.64	0.36	0.58	0.06	0.36	0.64	0.18	0.18
Final Sat.:	1750	5355	245	1750	4959	640	1023	102	624	1114	318	318

Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.02	0.23	0.23	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	****			****			****					
Green Time:	26.4	85.6	85.6	7.0	66.1	66.1	58.4	58.4	58.4	58.4	58.4	58.4
Volume/Cap:	0.57	0.54	0.54	0.39	0.57	0.57	0.54	0.54	0.54	0.17	0.17	0.17
Delay/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
LOS by Move:	E	C	C	E-	D+	D+	D	D	D	C-	C-	C-
HCM2k95thQ:	15	29	29	3	28	28	25	25	25	8	8	8

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

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	14	181	0	0	114	7	9	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1671	70	30	1254	157	209	20	127	70	20	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:	174	1671	70	30	1254	157	209	20	127	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1671	70	30	1254	157	209	20	127	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	1671	70	30	1254	157	209	20	127	70	20	20

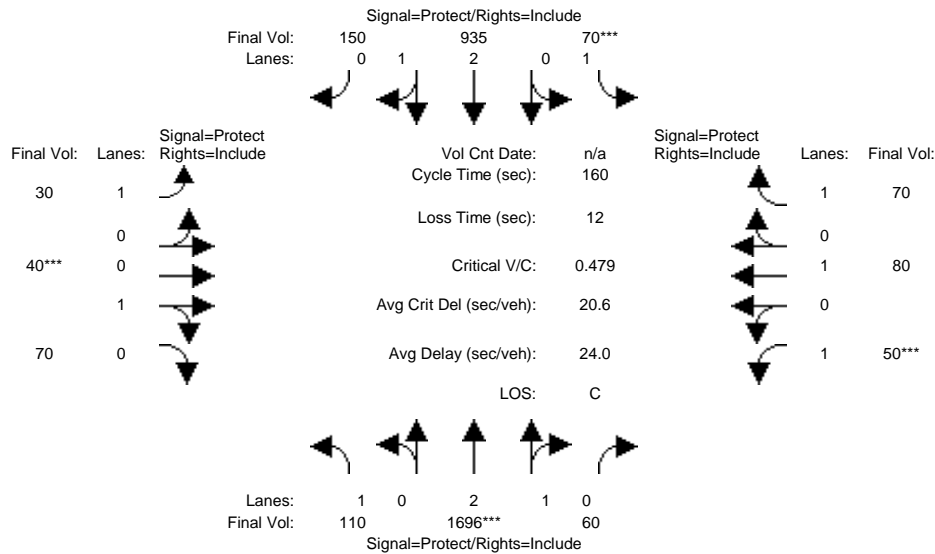
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	2.65	0.35	0.59	0.05	0.36	0.64	0.18	0.18
Final Sat.:	1750	5375	225	1750	4976	623	1027	98	624	1114	318	318

Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.02	0.25	0.25	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	27.1	83.8	83.8	11.8	68.6	68.6	55.4	55.4	55.4	55.4	55.4	55.4
Volume/Cap:	0.59	0.59	0.59	0.23	0.59	0.59	0.59	0.59	0.59	0.18	0.18	0.18
Delay/Veh:	64.4	26.6	26.6	70.8	35.3	35.3	44.5	44.5	44.5	36.7	36.7	36.7
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:	64.4	26.6	26.6	70.8	35.3	35.3	44.5	44.5	44.5	36.7	36.7	36.7
LOS by Move:	E	C	C	E	D+	D+	D	D	D	D+	D+	D+
HCM2k95thQ:	16	33	33	3	30	30	27	27	27	8	8	8

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

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	110	1650	60	70	910	150	30	40	70	50	80	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:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	46	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1696	60	70	935	150	30	40	70	50	80	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:	110	1696	60	70	935	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1696	60	70	935	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1696	60	70	935	150	30	40	70	50	80	70

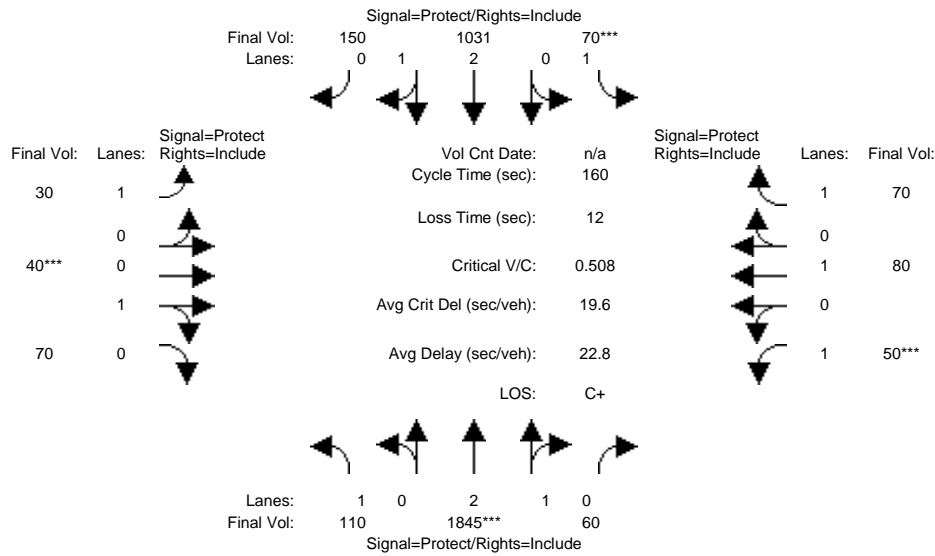
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.57	0.43	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5408	191	1750	4825	774	1750	655	1145	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.04	0.19	0.19	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:	****		****				****			****		
Green Time:	28.9	105	104.7	13.4	89.1	89.1	12.3	20.4	20.4	9.5	17.6	17.6
Volume/Cap:	0.35	0.48	0.48	0.48	0.35	0.35	0.22	0.48	0.48	0.48	0.38	0.36
Delay/Veh:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
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:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E-	E	E
HCM2k95thQ:	9	24	24	7	17	17	3	11	11	6	8	7

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

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	110	1650	60	70	910	150	30	40	70	50	80	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:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	195	0	0	121	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1845	60	70	1031	150	30	40	70	50	80	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:	110	1845	60	70	1031	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1845	60	70	1031	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1845	60	70	1031	150	30	40	70	50	80	70

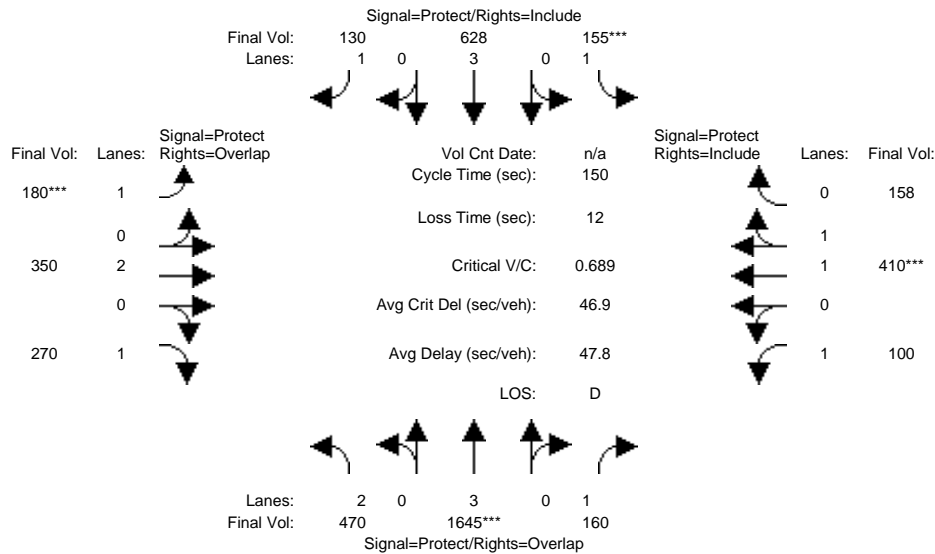
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.60	0.40	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5423	176	1750	4888	711	1750	655	1145	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.04	0.21	0.21	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	27.5	107	107.2	12.6	92.3	92.3	11.6	19.2	19.2	9.0	16.6	16.6
Volume/Cap:	0.37	0.51	0.51	0.51	0.37	0.37	0.24	0.51	0.51	0.51	0.41	0.39
Delay/Veh:	59.3	13.3	13.3	73.8	18.2	18.2	70.9	67.9	67.9	77.7	68.4	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	13.3	13.3	73.8	18.2	18.2	70.9	67.9	67.9	77.7	68.4	68.3
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E-	E	E
HCM2k95thQ:	9	26	26	7	18	18	3	11	11	7	8	7

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

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Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	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:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	0	15	0	5	8	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1645	160	155	628	130	180	350	270	100	410	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1645	160	155	628	130	180	350	270	100	410	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1645	160	155	628	130	180	350	270	100	410	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	1645	160	155	628	130	180	350	270	100	410	158

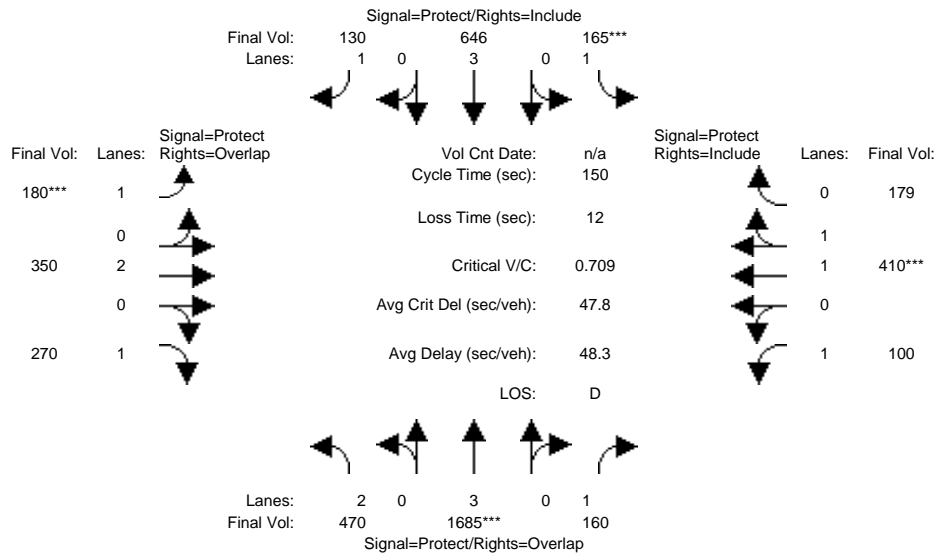
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2670	1029

Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.09	0.09	0.11	0.07	0.10	0.09	0.15	0.06	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	47.3	62.9	84.2	19.3	34.9	34.9	22.4	34.5	81.7	21.4	33.4	33.4
Volume/Cap:	0.47	0.69	0.16	0.69	0.47	0.32	0.69	0.40	0.28	0.40	0.69	0.69
Delay/Veh:	41.7	36.4	15.9	71.2	49.9	48.2	68.0	49.3	18.5	59.5	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	36.4	15.9	99.6	69.9	67.4	68.0	49.3	18.5	59.5	56.0	56.0
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2k95thQ:	18	34	7	16	16	10	16	12	13	8	21	21

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

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Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	0	55	0	15	26	0	0	0	0	0	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1685	160	165	646	130	180	350	270	100	410	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1685	160	165	646	130	180	350	270	100	410	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1685	160	165	646	130	180	350	270	100	410	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	1685	160	165	646	130	180	350	270	100	410	179

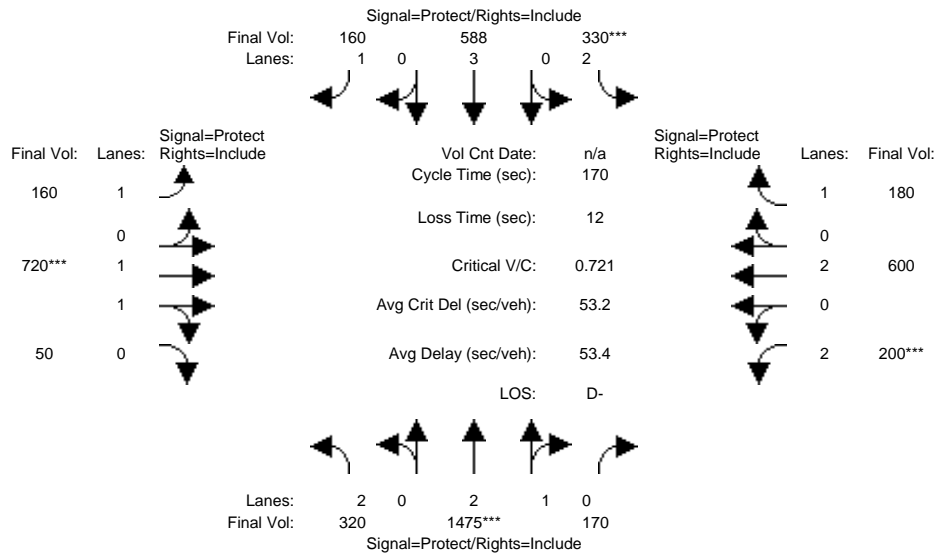
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2575	1124

Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.09	0.09	0.11	0.07	0.10	0.09	0.15	0.06	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	46.9	62.6	83.8	20.0	35.6	35.6	21.8	34.2	81.1	21.2	33.7	33.7
Volume/Cap:	0.48	0.71	0.16	0.71	0.48	0.31	0.71	0.40	0.29	0.40	0.71	0.71
Delay/Veh:	42.0	37.2	16.2	71.9	49.4	47.5	70.0	49.5	18.9	59.7	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	37.2	16.2	100.7	69.2	66.6	70.0	49.5	18.9	59.7	56.5	56.5
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2k95thQ:	18	35	7	17	16	10	16	13	13	8	22	22

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

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Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	El Camino Real NB			El Camino Real SB			San Antonio Road EB			San Antonio Road WB		
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1475	170	330	588	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1475	170	330	588	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1475	170	330	588	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	1475	170	330	588	160	160	720	50	200	600	180

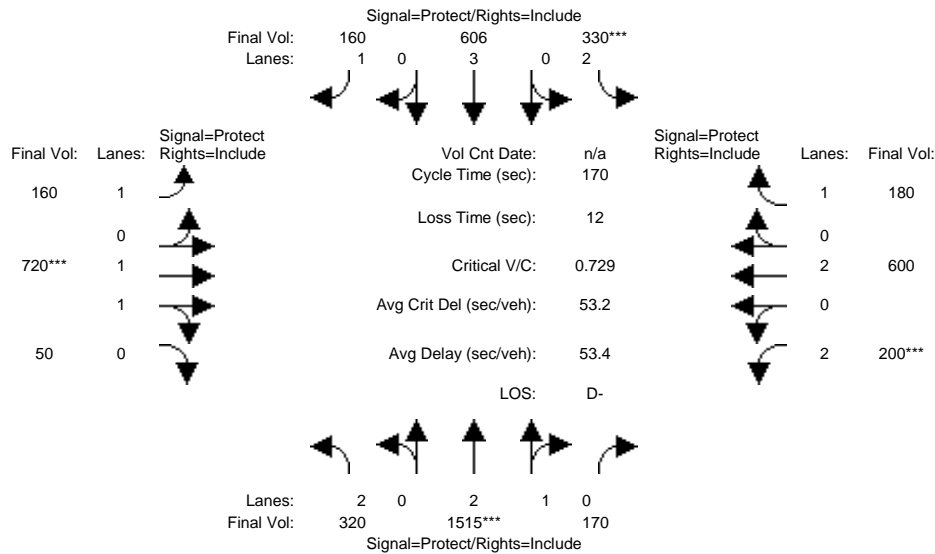
Saturation Flow Module:	El Camino Real NB			El Camino Real SB			San Antonio Road EB			San Antonio Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5021	579	3150	5700	1750	1750	3460	240	3150	3800	1750

Capacity Analysis Module:	El Camino Real NB			El Camino Real SB			San Antonio Road EB			San Antonio Road WB		
Vol/Sat:	0.10	0.29	0.29	0.10	0.10	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	35.8	69.3	69.3	24.7	58.1	58.1	21.9	49.1	49.1	15.0	42.2	42.2
Volume/Cap:	0.48	0.72	0.72	0.72	0.30	0.27	0.71	0.72	0.72	0.72	0.64	0.41
Delay/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
LOS by Move:	E+	D	D	E	D	D	F	E+	E+	F	E+	D-
HCM2k95thQ:	17	41	41	18	13	12	16	32	32	14	25	16

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

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Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	55	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1515	170	330	606	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1515	170	330	606	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1515	170	330	606	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	1515	170	330	606	160	160	720	50	200	600	180

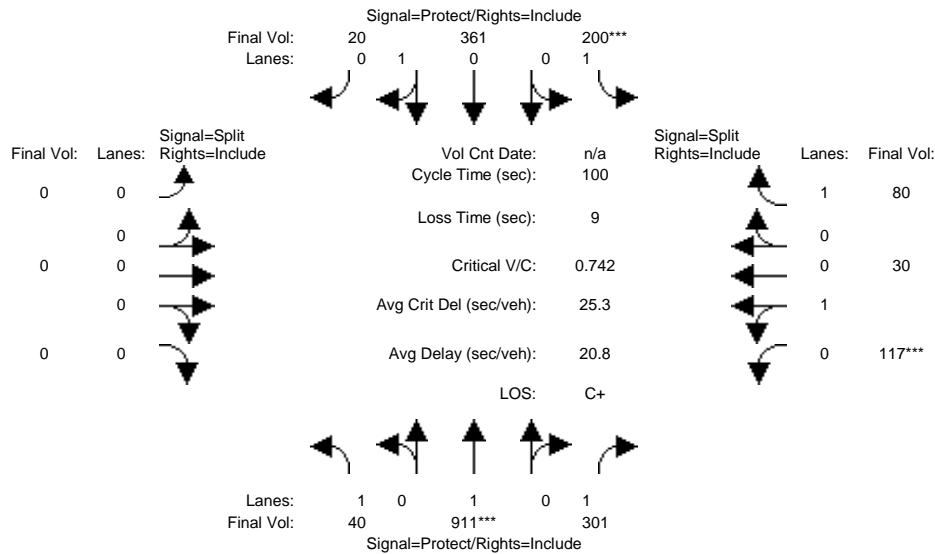
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5034	565	3150	5700	1750	1750	3460	240	3150	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.30	0.30	0.10	0.11	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	36.1	70.2	70.2	24.4	58.5	58.5	21.6	48.5	48.5	14.8	41.7	41.7
Volume/Cap:	0.48	0.73	0.73	0.73	0.31	0.27	0.72	0.73	0.73	0.73	0.64	0.42
Delay/Veh:	59.2	43.1	43.1	75.5	41.0	40.5	82.1	57.4	57.4	85.1	59.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	43.1	43.1	75.5	41.0	40.5	82.1	57.4	57.4	85.1	59.0	54.6
LOS by Move:	E+	D	D	E-	D	D	F	E+	E+	F	E+	D-
HCM2k95thQ:	17	41	41	18	14	12	17	32	32	14	25	16

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

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	1	1	0	1	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	911	301	200	361	20	0	0	0	117	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	911	301	200	361	20	0	0	0	117	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	911	301	200	361	20	0	0	0	117	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	911	301	200	361	20	0	0	0	117	30	80

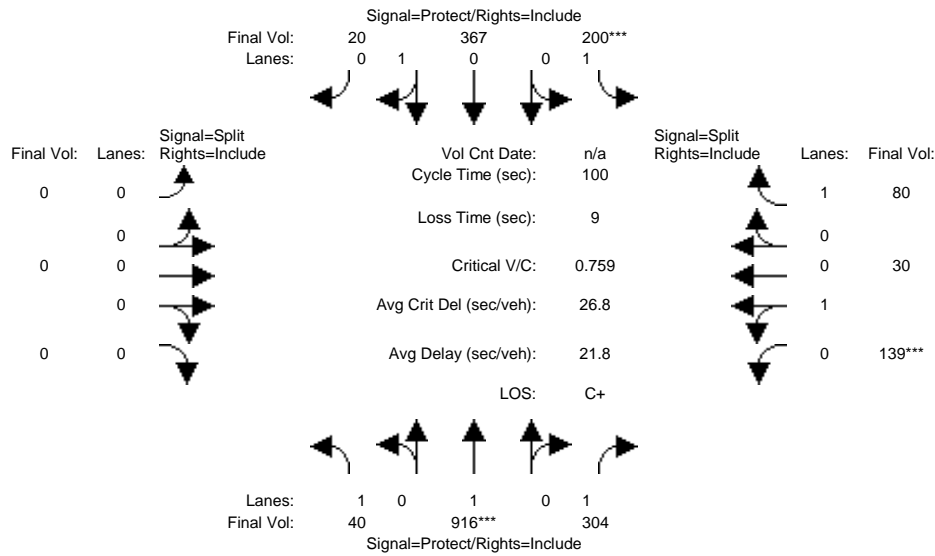
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.80	0.20	1.00
Final Sat.:	1750	1900	1750	1750	1706	94	0	0	0	1433	367	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.17	0.11	0.21	0.21	0.00	0.00	0.00	0.08	0.08	0.05
Crit Moves:	****			****						****		
Green Time:	19.9	64.6	64.6	15.4	60.1	60.1	0.0	0.0	0.0	11.0	11.0	11.0
Volume/Cap:	0.11	0.74	0.27	0.74	0.35	0.35	0.00	0.00	0.00	0.74	0.74	0.42
Delay/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
LOS by Move:	C-	B	A	D	B+	B+	A	A	A	E+	E+	D
HCM2k95thQ:	2	34	8	15	12	12	0	0	0	9	9	5

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

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	6	4	0	7	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	916	304	200	367	20	0	0	0	139	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	916	304	200	367	20	0	0	0	139	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	916	304	200	367	20	0	0	0	139	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	916	304	200	367	20	0	0	0	139	30	80

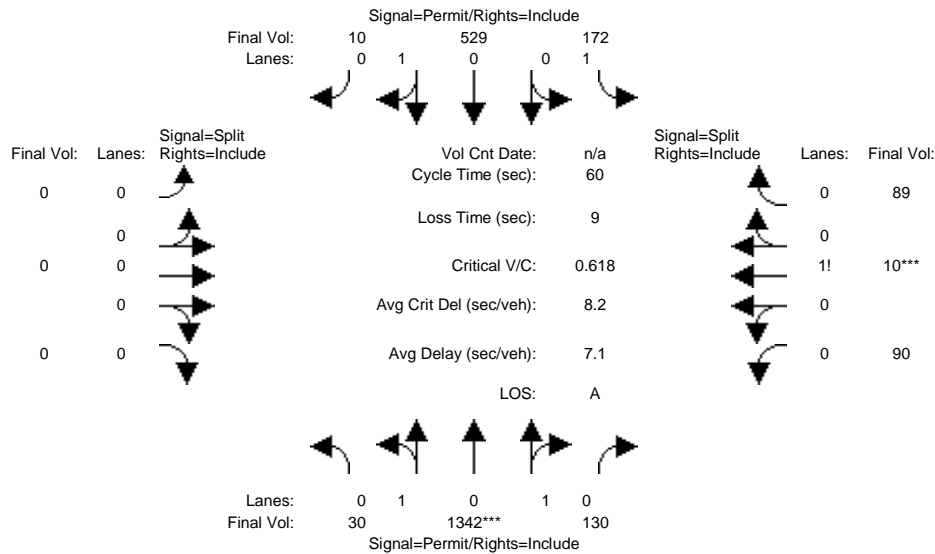
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1707	93	0	0	0	1480	320	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.17	0.11	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.05
Crit Moves:	****			****						****		
Green Time:	19.3	63.6	63.6	15.1	59.3	59.3	0.0	0.0	0.0	12.4	12.4	12.4
Volume/Cap:	0.12	0.76	0.27	0.76	0.36	0.36	0.00	0.00	0.00	0.76	0.76	0.37
Delay/Veh:	33.5	15.7	8.2	52.7	10.8	10.8	0.0	0.0	0.0	56.4	56.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	15.7	8.2	52.7	10.8	10.8	0.0	0.0	0.0	56.4	56.4	41.3
LOS by Move:	C-	B	A	D-	B+	B+	A	A	A	E+	E+	D
HCM2k95thQ:	2	35	9	15	12	12	0	0	0	10	10	5

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

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1330	130	150	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1330	130	150	520	10	0	0	0	90	10	80
Added Vol:	0	12	0	22	9	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1342	130	172	529	10	0	0	0	90	10	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1342	130	172	529	10	0	0	0	90	10	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1342	130	172	529	10	0	0	0	90	10	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1342	130	172	529	10	0	0	0	90	10	89

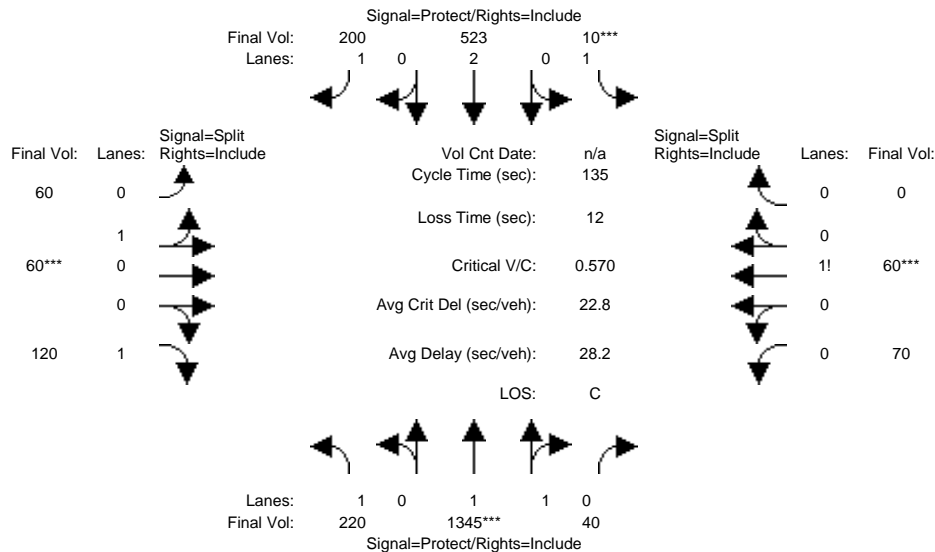
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.79	0.17	1.00	0.98	0.02	0.00	0.00	0.00	0.48	0.05	0.47
Final Sat.:	72	3217	312	1750	1767	33	0	0	0	833	93	824

Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.10	0.30	0.30	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****									****		
Green Time:	40.5	40.5	40.5	40.5	40.5	40.5	0.0	0.0	0.0	10.5	10.5	10.5
Volume/Cap:	0.62	0.62	0.62	0.15	0.44	0.44	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	5.9	5.9	5.9	3.6	4.8	4.8	0.0	0.0	0.0	26.7	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:	5.9	5.9	5.9	3.6	4.8	4.8	0.0	0.0	0.0	26.7	26.7	26.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	17	17	17	3	10	10	0	0	0	7	7	7

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

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1345	40	10	523	200	60	60	120	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1345	40	10	523	200	60	60	120	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1345	40	10	523	200	60	60	120	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	1345	40	10	523	200	60	60	120	70	60	0

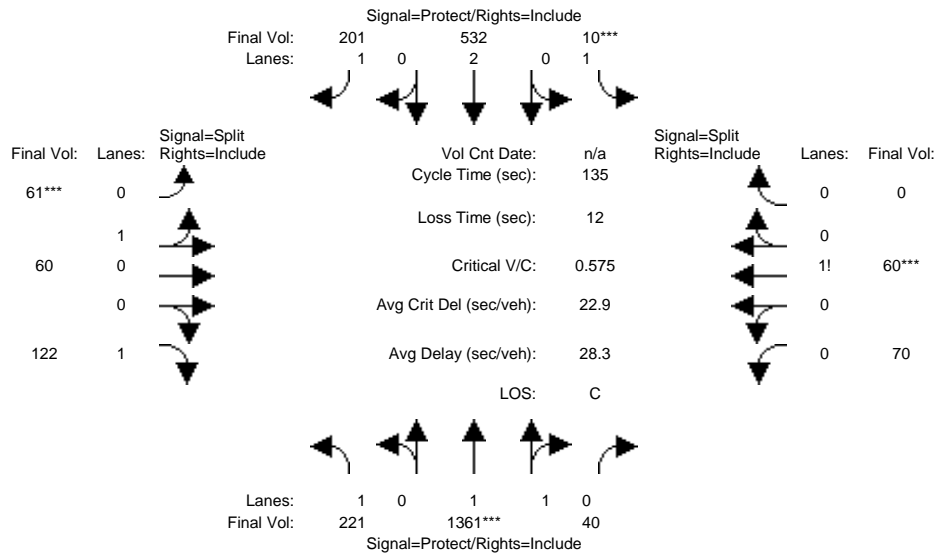
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.50	0.50	1.00	0.54	0.46	0.00
Final Sat.:	1750	3593	107	1750	3800	1750	900	900	1750	969	831	0

Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.37	0.01	0.14	0.11	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.6	84.3	84.3	7.0	47.7	47.7	15.4	15.4	15.4	16.3	16.3	0.0
Volume/Cap:	0.39	0.60	0.60	0.11	0.39	0.32	0.58	0.58	0.60	0.60	0.60	0.00
Delay/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
LOS by Move:	D+	B	B	E	C-	C-	E	E	E	E	E	A
HCM2k95thQ:	14	30	30	1	15	12	10	10	10	12	12	0

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

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	1	21	0	0	12	1	1	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1361	40	10	532	201	61	60	122	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1361	40	10	532	201	61	60	122	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1361	40	10	532	201	61	60	122	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	1361	40	10	532	201	61	60	122	70	60	0

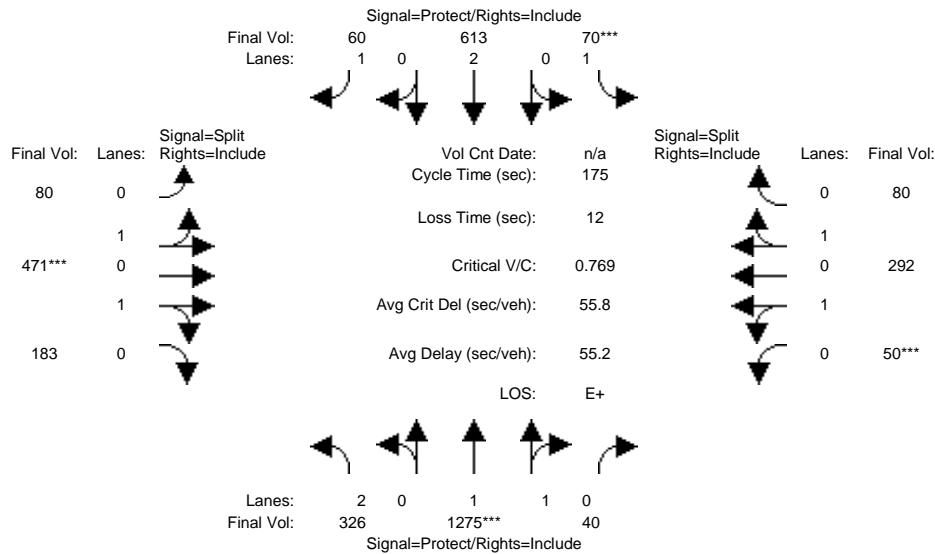
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.50	0.50	1.00	0.54	0.46	0.00
Final Sat.:	1750	3594	106	1750	3800	1750	907	893	1750	969	831	0

Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.01	0.14	0.11	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.3	84.4	84.4	7.0	48.0	48.0	15.5	15.5	15.5	16.1	16.1	0.0
Volume/Cap:	0.39	0.61	0.61	0.11	0.39	0.32	0.58	0.58	0.61	0.61	0.61	0.00
Delay/Veh:	36.1	15.7	15.7	61.6	32.8	31.9	60.9	60.9	62.0	61.3	61.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	15.7	15.7	61.6	32.8	31.9	60.9	60.9	62.0	61.3	61.3	0.0
LOS by Move:	D+	B	B	E	C-	C	E	E	E	E	E	A
HCM2k95thQ:	14	31	31	1	15	12	10	10	10	12	12	0

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

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	6	5	0	0	3	0	0	1	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1275	40	70	613	60	80	471	183	50	292	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1275	40	70	613	60	80	471	183	50	292	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1275	40	70	613	60	80	471	183	50	292	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1275	40	70	613	60	80	471	183	50	292	80

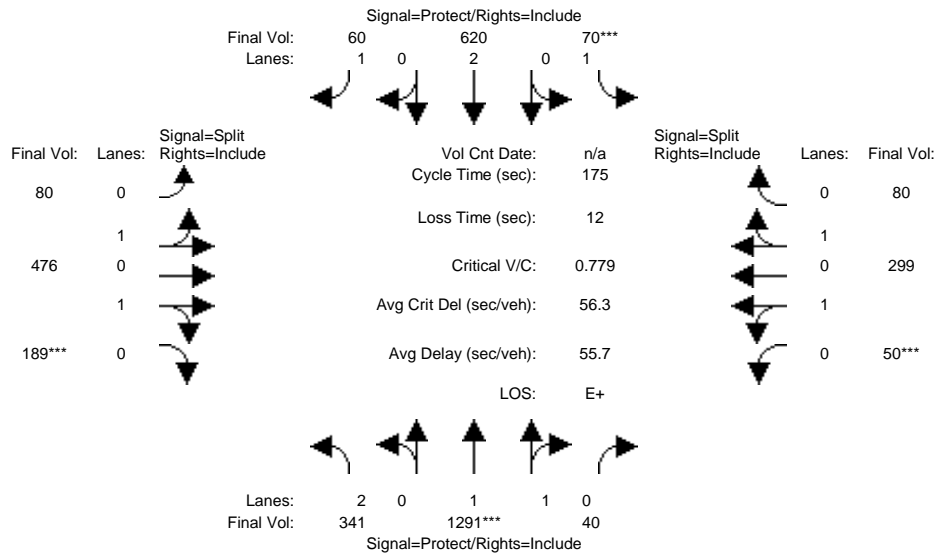
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.22	1.28	0.50	0.24	1.38	0.38
Final Sat.:	3150	3587	113	1750	3800	1750	392	2310	898	427	2491	682

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.36	0.36	0.04	0.16	0.03	0.20	0.20	0.20	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.2	80.9	80.9	9.1	54.8	54.8	46.4	46.4	46.4	26.7	26.7	26.7
Volume/Cap:	0.52	0.77	0.77	0.77	0.52	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
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:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2k95thQ:	16	45	45	11	24	5	33	33	33	21	21	21

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

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	21	21	0	0	10	0	0	6	9	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1291	40	70	620	60	80	476	189	50	299	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1291	40	70	620	60	80	476	189	50	299	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1291	40	70	620	60	80	476	189	50	299	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	1291	40	70	620	60	80	476	189	50	299	80

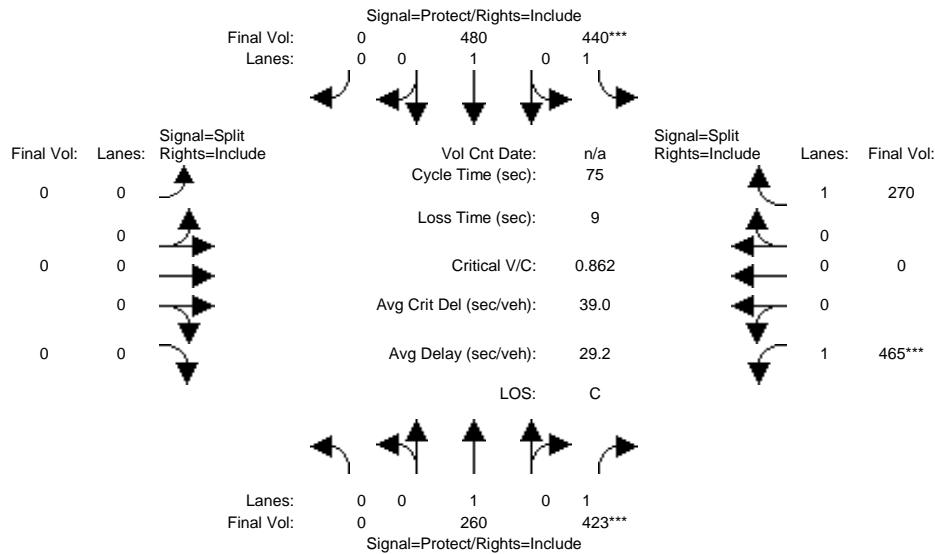
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.40	0.37
Final Sat.:	3150	3589	111	1750	3800	1750	387	2300	913	420	2509	671

Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.8	80.8	80.8	9.0	54.0	54.0	46.5	46.5	46.5	26.8	26.8	26.8
Volume/Cap:	0.53	0.78	0.78	0.78	0.53	0.11	0.78	0.78	0.78	0.78	0.78	0.78
Delay/Veh:	62.9	42.0	42.0	116.3	50.5	43.4	63.7	63.7	63.7	78.3	78.3	78.3
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:	62.9	42.0	42.0	116.3	50.5	43.4	63.7	63.7	63.7	78.3	78.3	78.3
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2k95thQ:	17	46	46	11	24	5	33	33	33	21	21	21

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

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	3	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	423	440	480	0	0	0	0	465	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	423	440	480	0	0	0	0	465	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	423	440	480	0	0	0	0	465	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	260	423	440	480	0	0	0	0	465	0	270

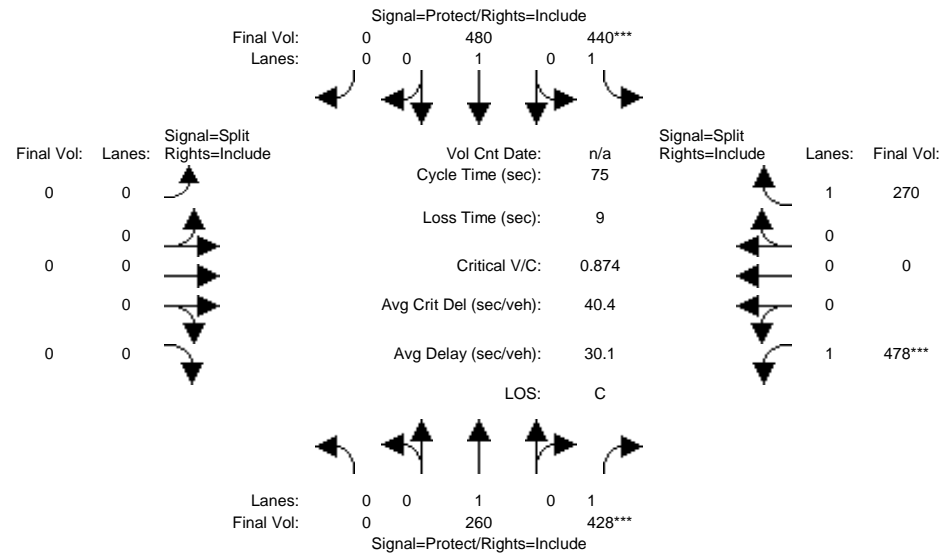
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.14	0.24	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.0	21.0	21.9	42.9	0.0	0.0	0.0	0.0	23.1	0.0	23.1
Volume/Cap:	0.00	0.49	0.86	0.86	0.44	0.00	0.00	0.00	0.00	0.86	0.00	0.50
Delay/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
LOS by Move:	A	C	D	D	A	A	A	A	A	D+	A	C+
HCM2k95thQ:	0	10	20	24	12	0	0	0	0	22	0	11

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

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	8	0	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	428	440	480	0	0	0	0	478	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	428	440	480	0	0	0	0	478	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	428	440	480	0	0	0	0	478	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	260	428	440	480	0	0	0	0	478	0	270

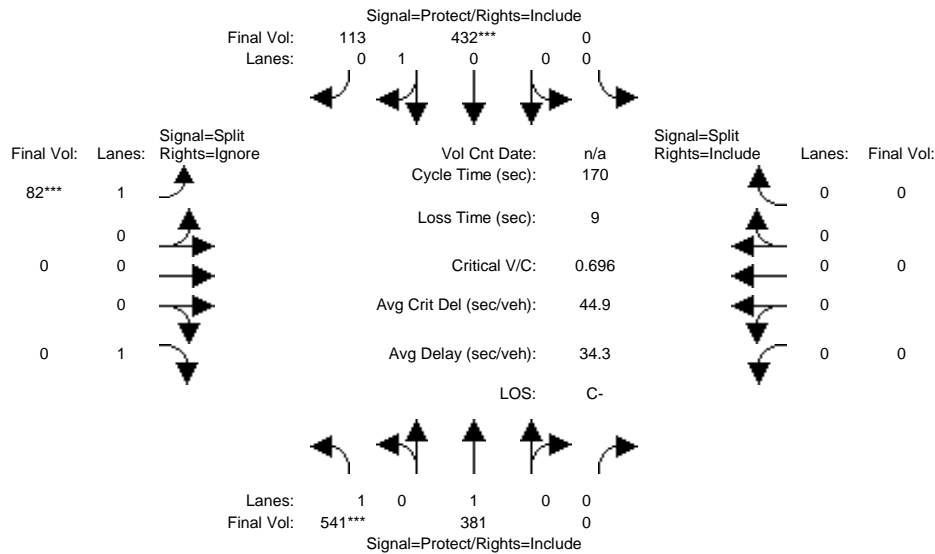
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.24	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.0	21.0	21.6	42.6	0.0	0.0	0.0	0.0	23.4	0.0	23.4
Volume/Cap:	0.00	0.49	0.87	0.87	0.45	0.00	0.00	0.00	0.00	0.87	0.00	0.49
Delay/Veh:	0.0	23.2	41.6	41.0	9.7	0.0	0.0	0.0	0.0	38.9	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	41.6	41.0	9.7	0.0	0.0	0.0	0.0	38.9	0.0	21.7
LOS by Move:	A	C	D	D	A	A	A	A	A	D+	A	C+
HCM2k95thQ:	0	10	21	25	13	0	0	0	0	23	0	11

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

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	1	1	0	0	2	3	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	381	0	0	432	113	82	0	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	541	381	0	0	432	113	82	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	381	0	0	432	113	82	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	541	381	0	0	432	113	82	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1427	373	1750	0	1750	0	0	0

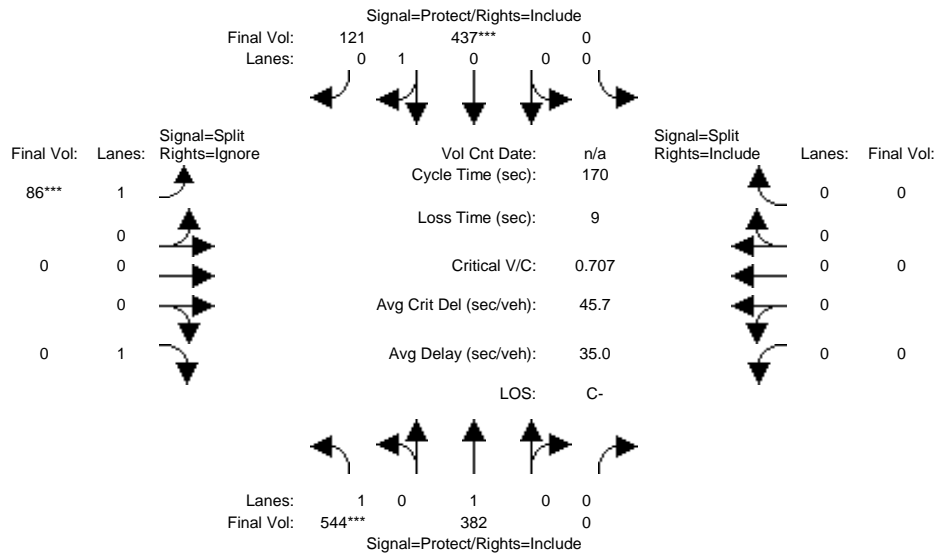
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.00	0.00	0.30	0.30	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	75.6	150	0.0	0.0	74.0	74.0	11.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.23	0.00	0.00	0.70	0.70	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2k95thQ:	40	6	0	0	39	39	9	0	0	0	0	0

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

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	4	2	0	0	7	11	6	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	382	0	0	437	121	86	0	493	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	382	0	0	437	121	86	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	382	0	0	437	121	86	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	544	382	0	0	437	121	86	0	0	0	0	0

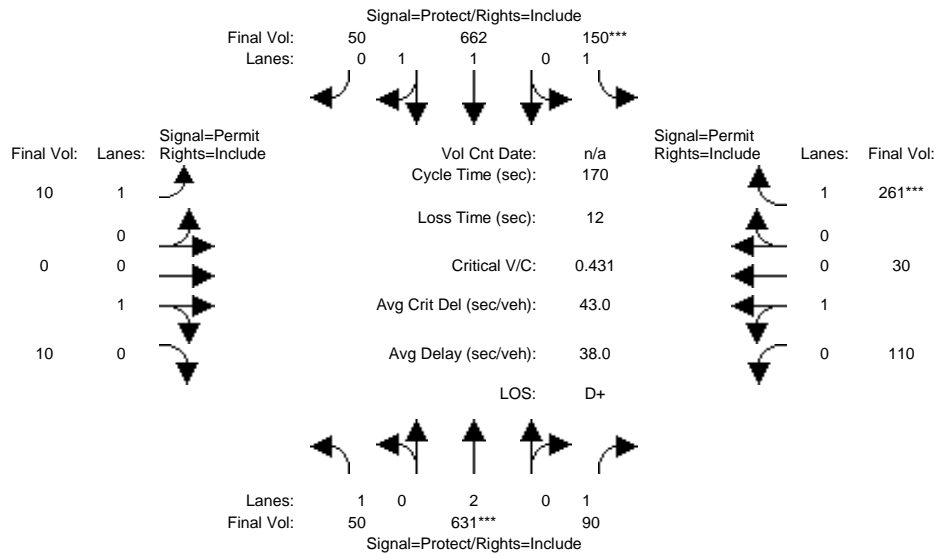
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1410	390	1750	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.31	0.20	0.00	0.00	0.31	0.31	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	74.7	149	0.0	0.0	74.5	74.5	11.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.23	0.00	0.00	0.71	0.71	0.71	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	41.8	1.7	0.0	0.0	41.9	41.9	94.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	1.7	0.0	0.0	41.9	41.9	94.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2k95thQ:	41	6	0	0	41	41	9	0	0	0	0	0

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

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East 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:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	631	90	150	662	50	10	0	10	110	30	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	631	90	150	662	50	10	0	10	110	30	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	631	90	150	662	50	10	0	10	110	30	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	631	90	150	662	50	10	0	10	110	30	261

Saturation 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	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3440	260	1750	0	1800	1414	386	1750

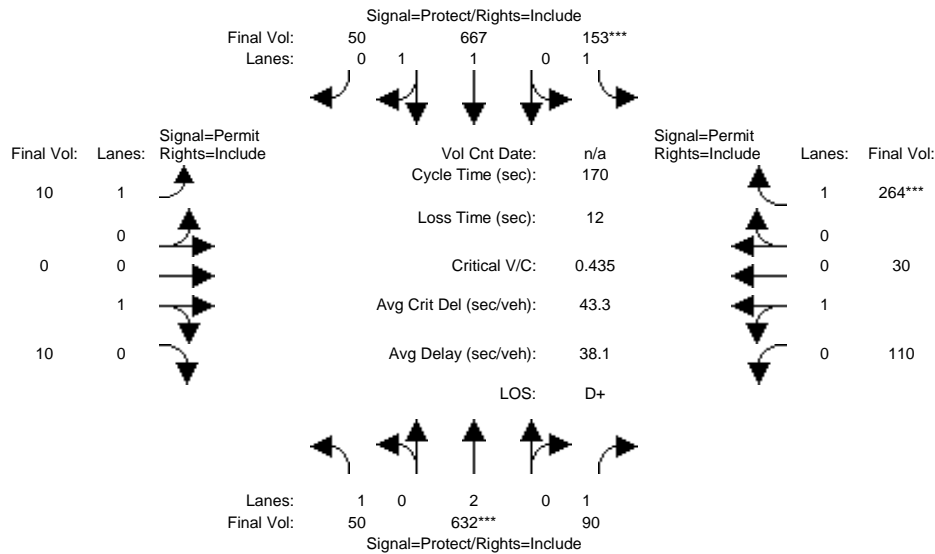
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:	****		****				****					
Green Time:	17.5	65.4	65.4	33.8	81.7	81.7	58.8	0.0	58.8	58.8	58.8	58.8
Volume/Cap:	0.28	0.43	0.13	0.43	0.40	0.40	0.02	0.00	0.02	0.22	0.22	0.43
Delay/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
LOS by Move:	E	D+	C-	E	C	C	D+	A	D+	D	D	D
HCM2k95thQ:	5	21	6	13	21	21	1	0	1	10	10	20

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

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	2	0	3	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	632	90	153	667	50	10	0	10	110	30	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	632	90	153	667	50	10	0	10	110	30	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	632	90	153	667	50	10	0	10	110	30	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	632	90	153	667	50	10	0	10	110	30	264

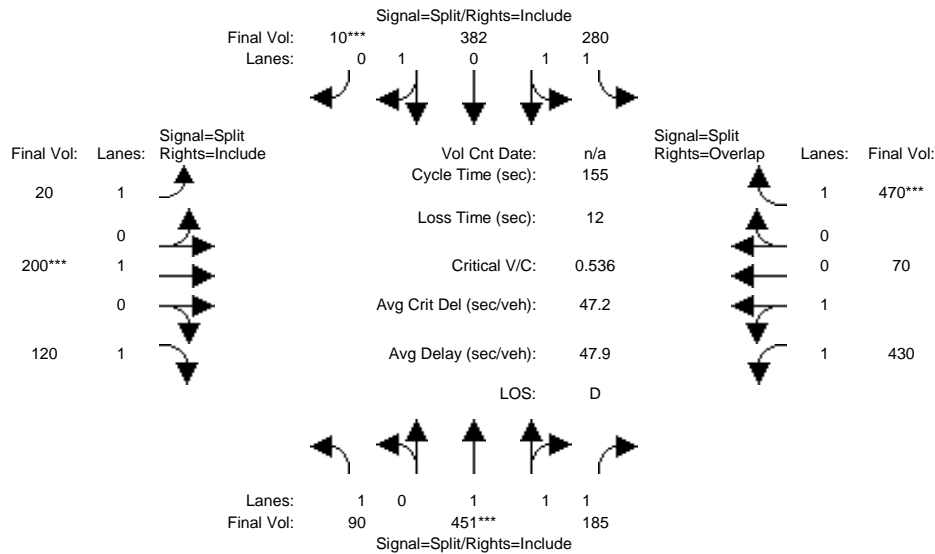
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3442	258	1750	0	1800	1414	386	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:	****		****				****					
Green Time:	17.4	64.9	64.9	34.1	81.7	81.7	58.9	0.0	58.9	58.9	58.9	58.9
Volume/Cap:	0.28	0.44	0.13	0.44	0.40	0.40	0.02	0.00	0.02	0.22	0.22	0.44
Delay/Veh:	71.4	39.1	34.3	60.4	28.6	28.6	36.5	0.0	36.5	39.5	39.5	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	39.1	34.3	60.4	28.6	28.6	36.5	0.0	36.5	39.5	39.5	43.2
LOS by Move:	E	D	C-	E	C	C	D+	A	D+	D	D	D
HCM2k95thQ:	5	21	6	14	21	21	1	0	1	10	10	20

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

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	1	5	0	2	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	451	185	280	382	10	20	200	120	430	70	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	451	185	280	382	10	20	200	120	430	70	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	451	185	280	382	10	20	200	120	430	70	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	451	185	280	382	10	20	200	120	430	70	470

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.27	1.69	0.04	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3741	1800	2229	3041	80	1750	1900	1750	3053	497	1750

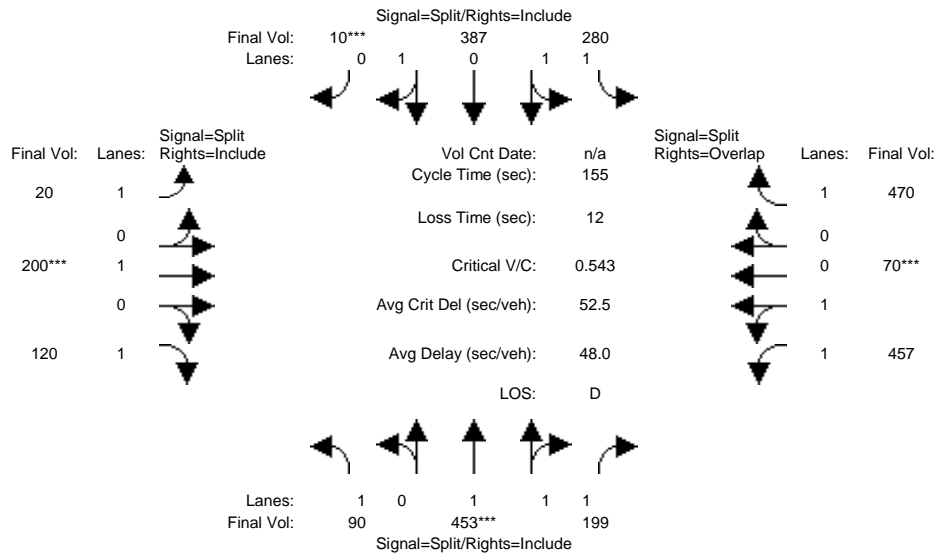
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.10	0.13	0.13	0.13	0.01	0.11	0.07	0.14	0.14	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.9	34.9	34.9	36.3	36.3	36.3	30.4	30.4	30.4	41.3	41.3	77.7
Volume/Cap:	0.23	0.54	0.46	0.54	0.54	0.54	0.06	0.54	0.35	0.53	0.53	0.54
Delay/Veh:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	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:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	27.0
LOS by Move:	D	D-	D-	D-	D-	D-	D	E+	D-	D	D	C
HCM2k95thQ:	7	17	14	18	18	18	2	16	10	19	19	27

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

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	3	19	0	7	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	453	199	280	387	10	20	200	120	457	70	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	453	199	280	387	10	20	200	120	457	70	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	453	199	280	387	10	20	200	120	457	70	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	453	199	280	387	10	20	200	120	457	70	470

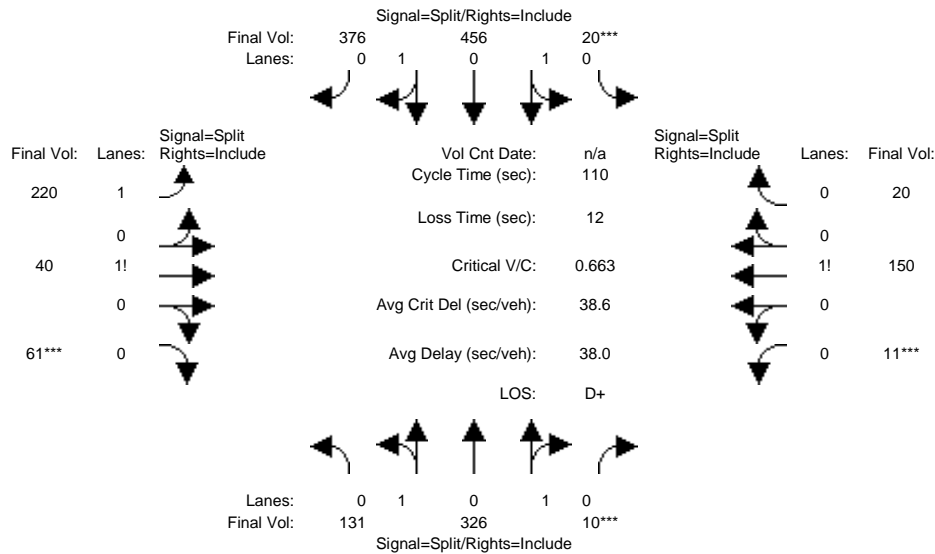
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.26	1.70	0.04	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3744	1800	2212	3058	79	1750	1900	1750	3078	472	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.12	0.11	0.13	0.13	0.13	0.01	0.11	0.07	0.15	0.15	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.5	34.5	34.5	36.1	36.1	36.1	30.0	30.0	30.0	42.4	42.4	78.5
Volume/Cap:	0.23	0.54	0.50	0.54	0.54	0.54	0.06	0.54	0.35	0.54	0.54	0.53
Delay/Veh:	49.7	53.8	52.9	52.7	52.7	52.7	51.0	58.0	54.7	48.7	48.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	53.8	52.9	52.7	52.7	52.7	51.0	58.0	54.7	48.7	48.7	26.5
LOS by Move:	D	D-	D-	D-	D-	D-	D-	E+	D-	D	D	C
HCM2k95thQ:	7	17	16	18	18	18	2	17	10	20	20	27

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

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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	6	0	0	6	6	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	326	10	20	456	376	220	40	61	11	150	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:	131	326	10	20	456	376	220	40	61	11	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	326	10	20	456	376	220	40	61	11	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	326	10	20	456	376	220	40	61	11	150	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.56	1.40	0.04	0.05	1.07	0.88	1.52	0.19	0.29	0.06	0.83	0.11
Final Sat.:	1010	2513	77	85	1927	1589	2662	332	506	106	1450	193

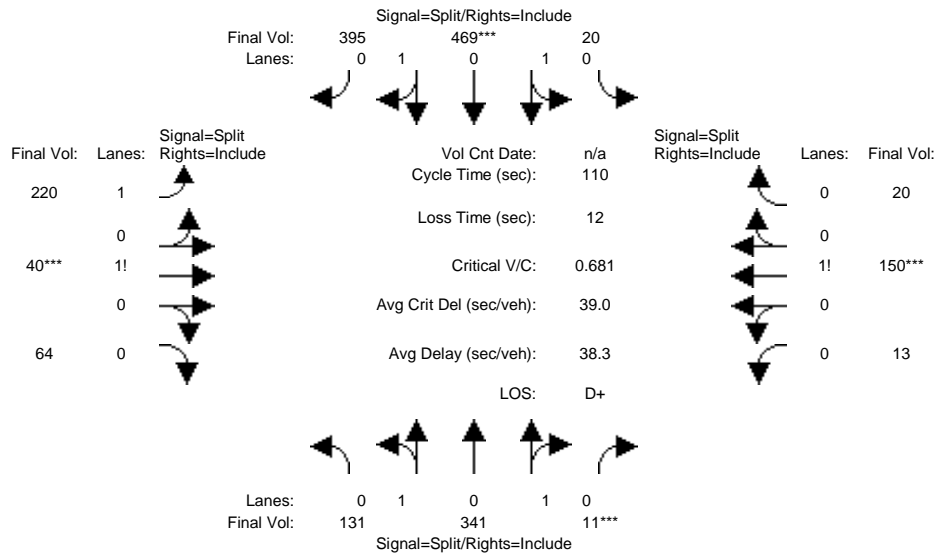
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:			****	****					****	****		
Green Time:	21.5	21.5	21.5	39.3	39.3	39.3	20.0	20.0	20.0	17.2	17.2	17.2
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.45	0.66	0.66	0.66	0.66	0.66
Delay/Veh:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
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:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	15	15	15	23	23	23	9	14	14	14	14	14

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

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
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:	Middlefield Road NB			Middlefield Road SB			Lytton Avenue EB			Lytton Avenue WB		
Base Vol:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	21	1	0	19	25	0	0	4	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	341	11	20	469	395	220	40	64	13	150	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:	131	341	11	20	469	395	220	40	64	13	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	341	11	20	469	395	220	40	64	13	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	341	11	20	469	395	220	40	64	13	150	20

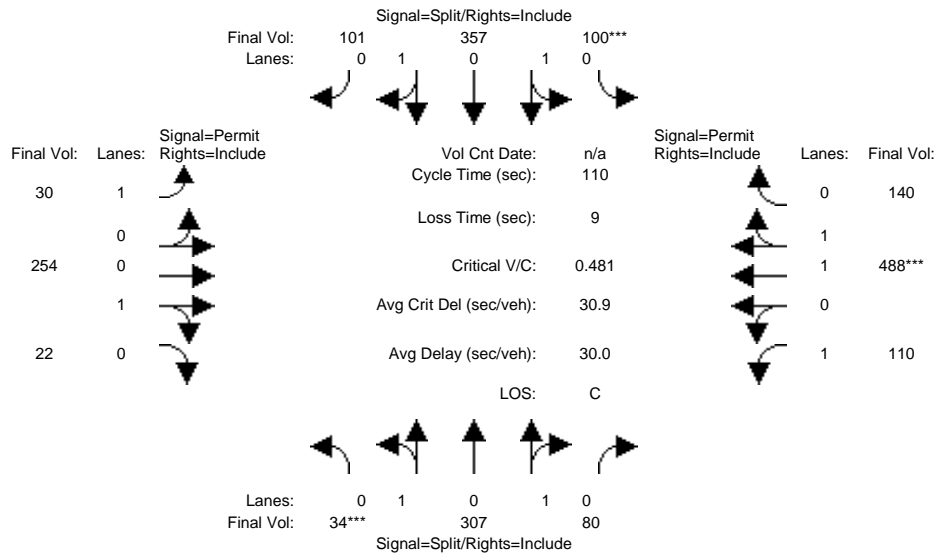
Saturation Flow Module:	Middlefield Road NB			Middlefield Road SB			Lytton Avenue EB			Lytton Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.54	1.41	0.05	0.05	1.06	0.89	1.51	0.19	0.30	0.07	0.82	0.11
Final Sat.:	976	2542	82	81	1910	1609	2650	327	523	124	1434	191

Capacity Analysis Module:	Middlefield Road NB			Middlefield Road SB			Lytton Avenue EB			Lytton Avenue WB		
Vol/Sat:	0.13	0.13	0.13	0.25	0.25	0.25	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:			****			****			****			****
Green Time:	21.7	21.7	21.7	39.7	39.7	39.7	19.8	19.8	19.8	16.9	16.9	16.9
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.46	0.68	0.68	0.68	0.68	0.68
Delay/Veh:	43.7	43.7	43.7	31.3	31.3	31.3	40.9	46.2	46.2	50.9	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	43.7	43.7	31.3	31.3	31.3	40.9	46.2	46.2	50.9	50.9	50.9
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	15	15	15	23	23	23	9	14	14	14	14	14

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

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
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:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	4	7	0	0	7	1	0	4	2	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	307	80	100	357	101	30	254	22	110	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	307	80	100	357	101	30	254	22	110	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	307	80	100	357	101	30	254	22	110	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	307	80	100	357	101	30	254	22	110	488	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	1.46	0.38	0.36	1.28	0.36	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	291	2625	684	645	2303	652	1750	1657	143	1750	2875	825

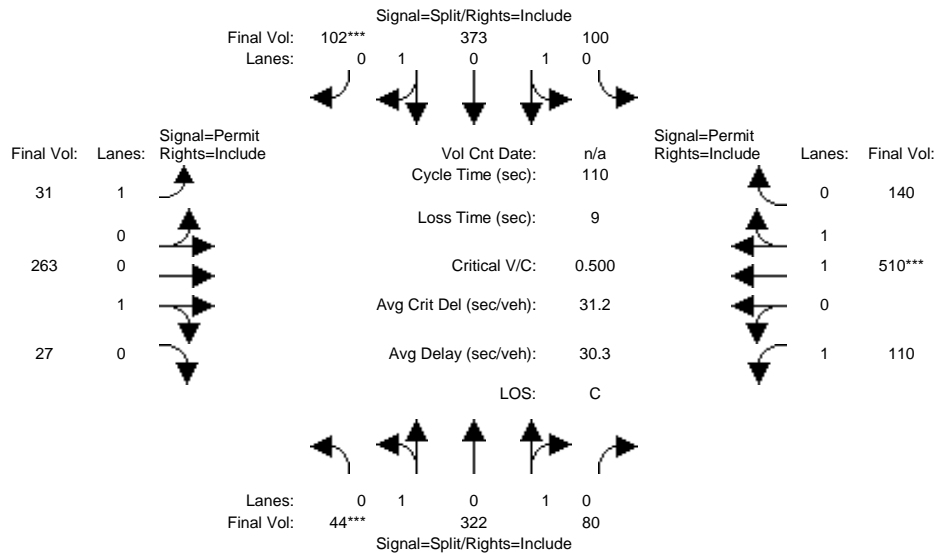
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.02	0.15	0.15	0.06	0.17	0.17
Crit Moves:	***			****						****		
Green Time:	26.7	26.7	26.7	35.4	35.4	35.4	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.05	0.43	0.43	0.18	0.48	0.48
Delay/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	12	12	12	14	14	14	1	14	14	5	15	15

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

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
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:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	14	22	0	0	23	2	1	13	7	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	322	80	100	373	102	31	263	27	110	510	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	322	80	100	373	102	31	263	27	110	510	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	322	80	100	373	102	31	263	27	110	510	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	322	80	100	373	102	31	263	27	110	510	140

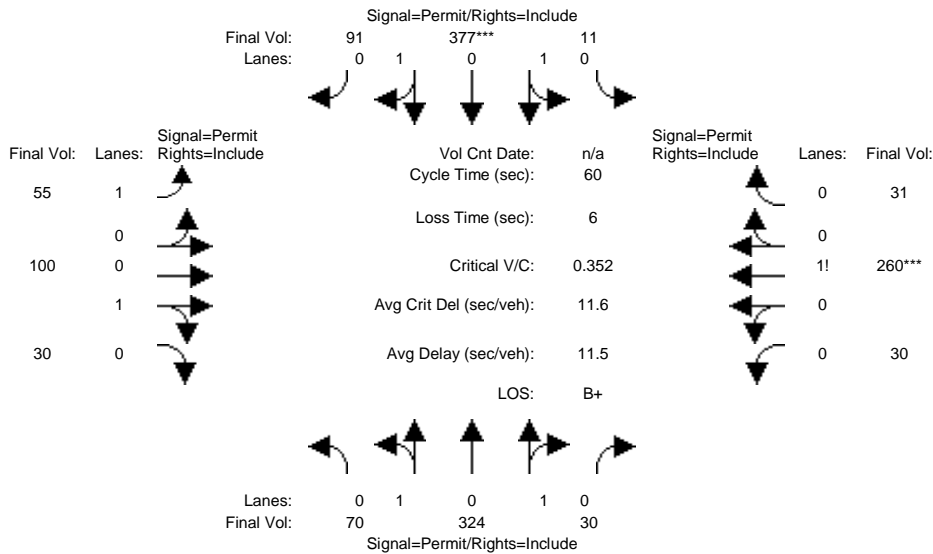
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.20	1.44	0.36	0.35	1.30	0.35	1.00	0.91	0.09	1.00	1.56	0.44
Final Sat.:	355	2599	646	626	2335	639	1750	1632	168	1750	2902	797

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.02	0.16	0.16	0.06	0.18	0.18
Crit Moves:	****					****				****		
Green Time:	27.2	27.2	27.2	35.1	35.1	35.1	38.6	38.6	38.6	38.6	38.6	38.6
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.46	0.46	0.18	0.50	0.50
Delay/Veh:	36.0	36.0	36.0	30.7	30.7	30.7	23.6	28.1	28.1	24.8	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	36.0	30.7	30.7	30.7	23.6	28.1	28.1	24.8	28.4	28.4
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	13	13	13	15	15	15	1	15	15	5	16	16

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

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	0	4	0	1	7	1	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	324	30	11	377	91	55	100	30	30	260	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:	70	324	30	11	377	91	55	100	30	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	324	30	11	377	91	55	100	30	30	260	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
Final Volume:	70	324	30	11	377	91	55	100	30	30	260	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.33	1.53	0.14	0.05	1.57	0.38	1.00	0.77	0.23	0.09	0.81	0.10
Final Sat.:	594	2751	255	83	2833	684	1750	1385	415	164	1417	169

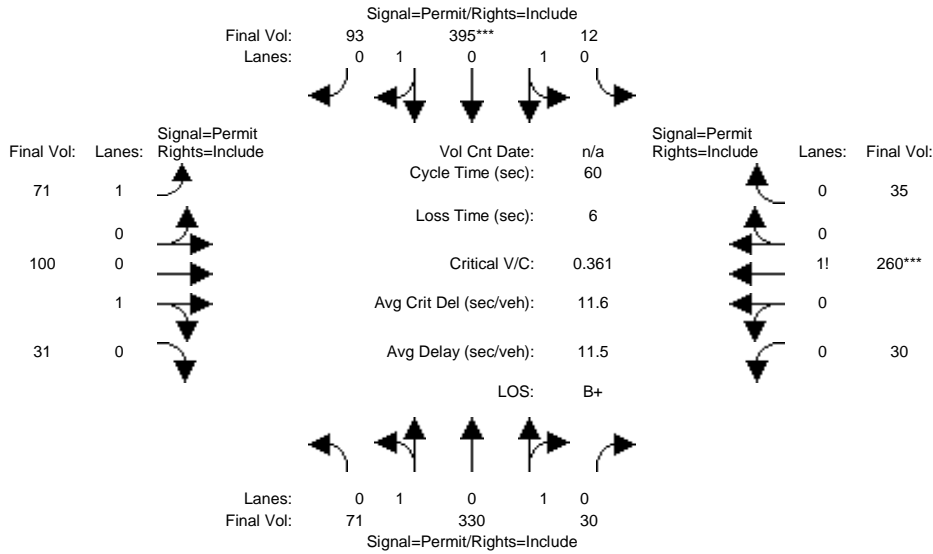
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.13	0.13	0.03	0.07	0.07	0.18	0.18	0.18
Crit Moves:					****						****	
Green Time:	22.7	22.7	22.7	22.7	22.7	22.7	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.31	0.31	0.31	0.35	0.35	0.35	0.06	0.14	0.14	0.35	0.35	0.35
Delay/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	6	6	6	6	6	6	1	3	3	8	8	8

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

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
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:	Middlefield Road NB			Middlefield Road SB			Hamilton Avenue EB			Hamilton Avenue WB		
Base Vol:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	1	10	0	2	25	3	21	0	1	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	330	30	12	395	93	71	100	31	30	260	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:	71	330	30	12	395	93	71	100	31	30	260	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	330	30	12	395	93	71	100	31	30	260	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
Final Volume:	71	330	30	12	395	93	71	100	31	30	260	35

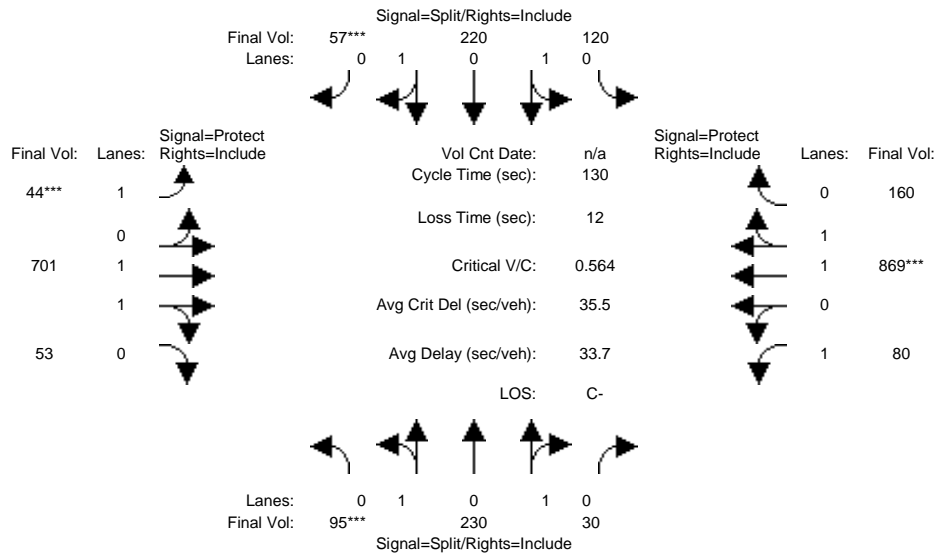
Saturation Flow Module:	Middlefield Road NB			Middlefield Road SB			Hamilton Avenue EB			Hamilton Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.33	1.53	0.14	0.05	1.58	0.37	1.00	0.76	0.24	0.09	0.80	0.11
Final Sat.:	593	2756	251	86	2844	670	1750	1374	426	162	1400	188

Capacity Analysis Module:	Middlefield Road NB			Middlefield Road SB			Hamilton Avenue EB			Hamilton Avenue WB		
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.07	0.07	0.19	0.19	0.19
Crit Moves:					****						****	
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.31	0.31	0.31	0.36	0.36	0.36	0.08	0.14	0.14	0.36	0.36	0.36
Delay/Veh:	13.0	13.0	13.0	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
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:	13.0	13.0	13.0	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	6	6	6	7	7	7	1	3	3	8	8	8

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

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	5	0	0	0	0	7	4	11	3	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	230	30	120	220	57	44	701	53	80	869	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	230	30	120	220	57	44	701	53	80	869	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	230	30	120	220	57	44	701	53	80	869	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	230	30	120	220	57	44	701	53	80	869	160

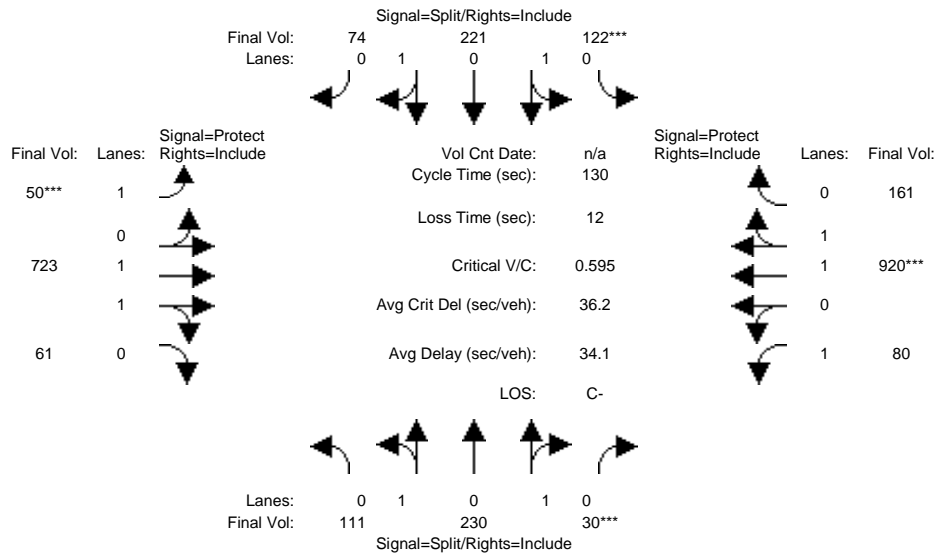
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.53	1.30	0.17	0.60	1.11	0.29	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	963	2332	304	1088	1995	517	1750	3440	260	1750	3124	575

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.20	0.20	0.05	0.28	0.28
Crit Moves:	***					***	***				***	
Green Time:	22.5	22.5	22.5	25.1	25.1	25.1	7.0	55.7	55.7	14.7	63.4	63.4
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.47	0.48	0.48	0.40	0.57	0.57
Delay/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
LOS by Move:	D	D	D	D	D	D	E	C	C	D-	C	C
HCM2k95thQ:	13	13	13	14	14	14	4	20	20	6	25	25

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

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	21	0	0	2	1	24	10	33	11	0	70	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	230	30	122	221	74	50	723	61	80	920	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	230	30	122	221	74	50	723	61	80	920	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	230	30	122	221	74	50	723	61	80	920	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	230	30	122	221	74	50	723	61	80	920	161

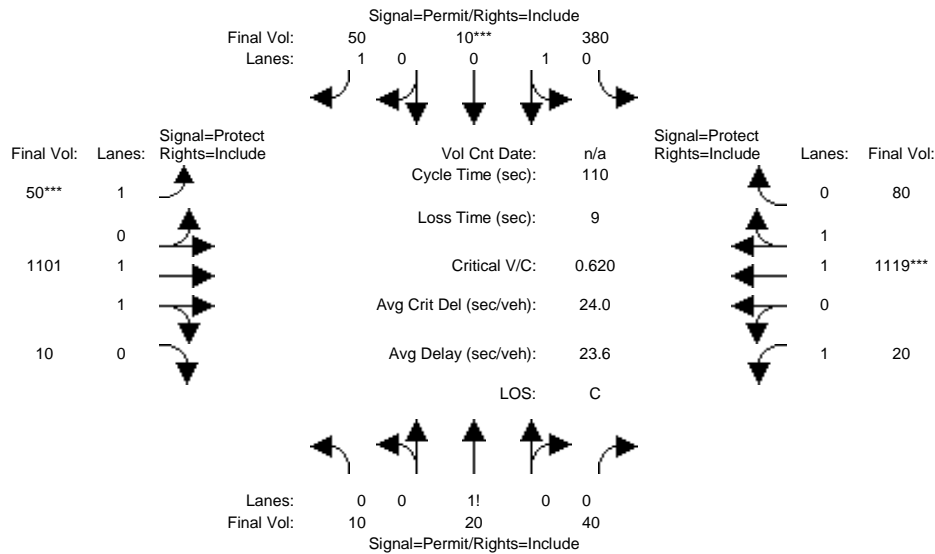
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.60	1.24	0.16	0.59	1.06	0.35	1.00	1.84	0.16	1.00	1.69	0.31
Final Sat.:	1077	2232	291	1053	1908	639	1750	3412	288	1750	3149	551

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.21	0.21	0.05	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	22.4	22.4	22.4	25.2	25.2	25.2	7.0	56.2	56.2	14.3	63.5	63.5
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.53	0.49	0.49	0.42	0.60	0.60
Delay/Veh:	51.3	51.3	51.3	49.3	49.3	49.3	65.6	26.8	26.8	55.4	24.6	24.6
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:	51.3	51.3	51.3	49.3	49.3	49.3	65.6	26.8	26.8	55.4	24.6	24.6
LOS by Move:	D-	D-	D-	D	D	D	E	C	C	E+	C	C
HCM2k95thQ:	13	13	13	15	15	15	4	20	20	6	27	27

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

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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	11	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1101	10	20	1119	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1101	10	20	1119	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1101	10	20	1119	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	20	40	380	10	50	50	1101	10	20	1119	80

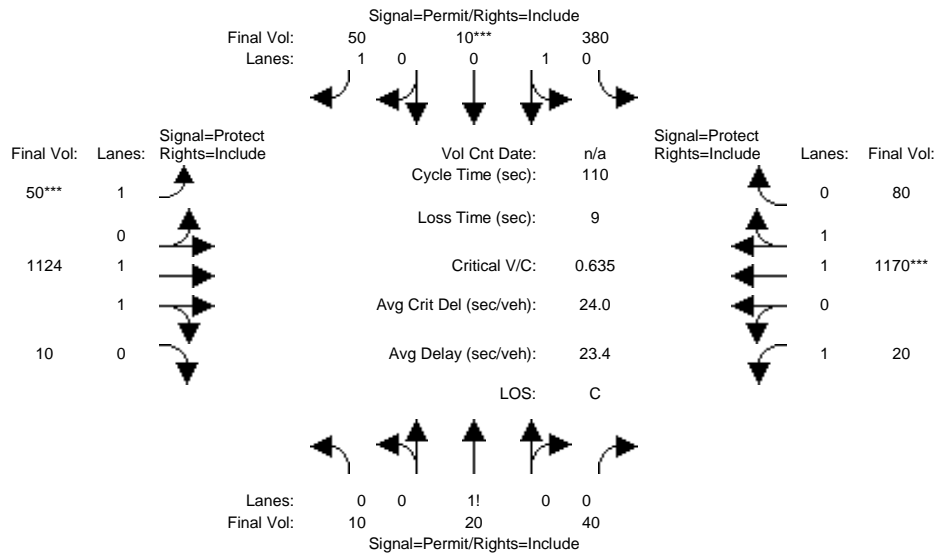
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3667	33	1750	3453	247

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.30	0.30	0.01	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	37.7	37.7	37.7	37.7	37.7	37.7	7.0	52.3	52.3	11.1	56.3	56.3
Volume/Cap:	0.12	0.12	0.12	0.63	0.63	0.08	0.45	0.63	0.63	0.11	0.63	0.63
Delay/Veh:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
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:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	C+	C+
HCM2k95thQ:	4	4	4	22	22	3	4	25	25	2	27	27

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

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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	34	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1124	10	20	1170	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1124	10	20	1170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1124	10	20	1170	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	20	40	380	10	50	50	1124	10	20	1170	80

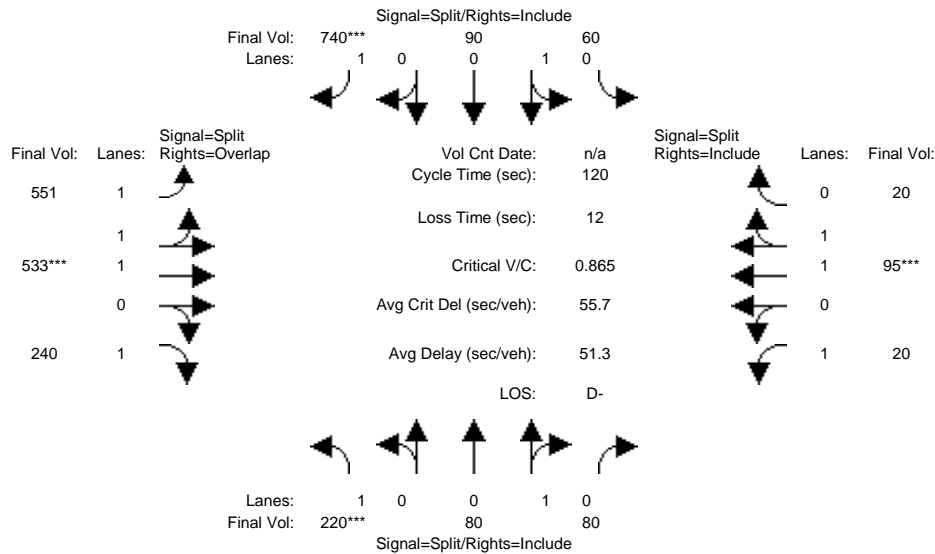
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3667	33	1750	3463	237

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.31	0.31	0.01	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	36.7	36.7	36.7	36.7	36.7	36.7	7.0	53.2	53.2	11.1	57.3	57.3
Volume/Cap:	0.12	0.12	0.12	0.65	0.65	0.09	0.45	0.63	0.63	0.11	0.65	0.65
Delay/Veh:	25.5	25.5	25.5	33.7	33.7	25.2	52.5	21.9	21.9	45.3	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	33.7	33.7	25.2	52.5	21.9	21.9	45.3	19.9	19.9
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	B-	B-
HCM2k95thQ:	4	4	4	22	22	3	4	25	25	2	28	28

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

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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	0	1	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	740	551	533	240	20	95	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:	220	80	80	60	90	740	551	533	240	20	95	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	740	551	533	240	20	95	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	80	80	60	90	740	551	533	240	20	95	20

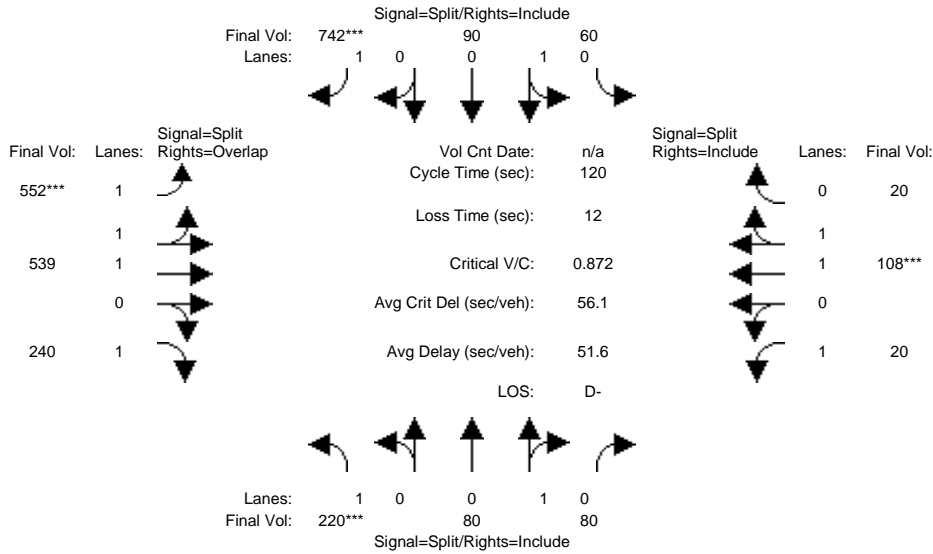
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.57	1.43	1.00	1.00	1.64	0.36
Final Sat.:	1750	900	900	720	1080	1750	2768	2678	1750	1750	3056	643

Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	***					***	***			***		
Green Time:	16.5	16.5	16.5	55.4	55.4	55.4	26.1	26.1	42.6	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.37	0.37
Delay/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
LOS by Move:	F	D-	D-	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2k95thQ:	22	13	13	7	7	50	30	30	14	2	5	5

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

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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	2	2	9	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	742	552	539	240	20	108	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:	220	80	80	60	90	742	552	539	240	20	108	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	742	552	539	240	20	108	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	80	80	60	90	742	552	539	240	20	108	20

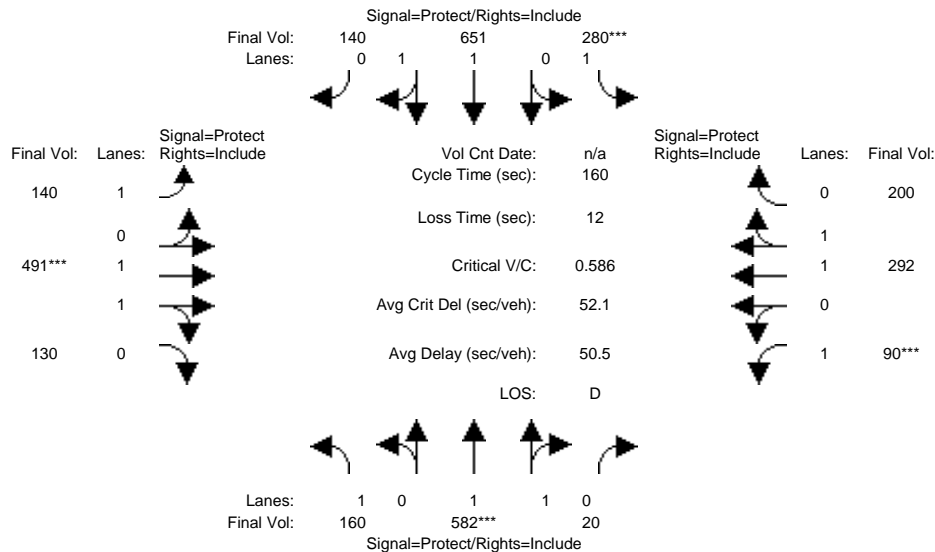
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.56	1.44	1.00	1.00	1.68	0.32
Final Sat.:	1750	900	900	720	1080	1750	2755	2690	1750	1750	3121	578

Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	***					***	***				***	
Green Time:	16.4	16.4	16.4	55.4	55.4	55.4	26.2	26.2	42.6	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.42	0.42
Delay/Veh:	87.9	55.0	55.0	19.1	19.1	45.6	57.2	57.2	29.3	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	55.0	55.0	19.1	19.1	45.6	57.2	57.2	29.3	51.4	53.1	53.1
LOS by Move:	F	E+	E+	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2k95thQ:	22	13	13	7	7	51	30	30	14	2	6	6

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

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Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	160	580	20	280	650	140	140	490	130	90	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	580	20	280	650	140	140	490	130	90	290	200
Added Vol:	0	2	0	0	1	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	582	20	280	651	140	140	491	130	90	292	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	582	20	280	651	140	140	491	130	90	292	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	582	20	280	651	140	140	491	130	90	292	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	582	20	280	651	140	140	491	130	90	292	200

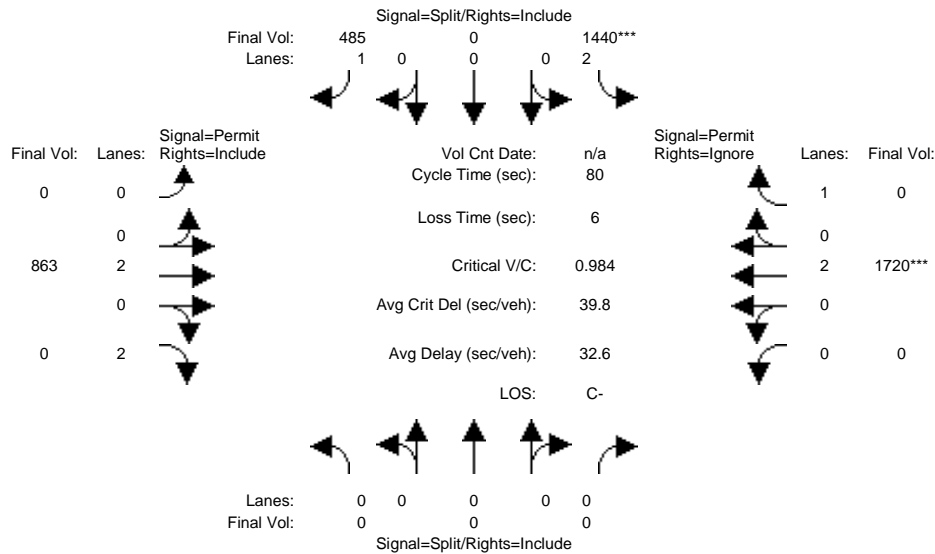
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.64	0.36	1.00	1.57	0.43	1.00	1.16	0.84
Final Sat.:	1750	3577	123	1750	3045	655	1750	2925	774	1750	2195	1503

Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.16	0.21	0.21	0.08	0.17	0.17	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	26.4	44.4	44.4	43.7	61.7	61.7	22.5	45.8	45.8	14.0	37.4	37.4
Volume/Cap:	0.55	0.59	0.59	0.59	0.55	0.55	0.57	0.59	0.59	0.59	0.57	0.57
Delay/Veh:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
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:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
LOS by Move:	E	D	D	D-	D+	D+	E	D	D	E-	E+	E+
HCM2k95thQ:	16	24	24	23	27	27	13	23	23	9	20	20

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

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Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	5	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	485	0	863	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	485	0	863	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	485	0	863	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1440	0	485	0	863	0	0	1720	0

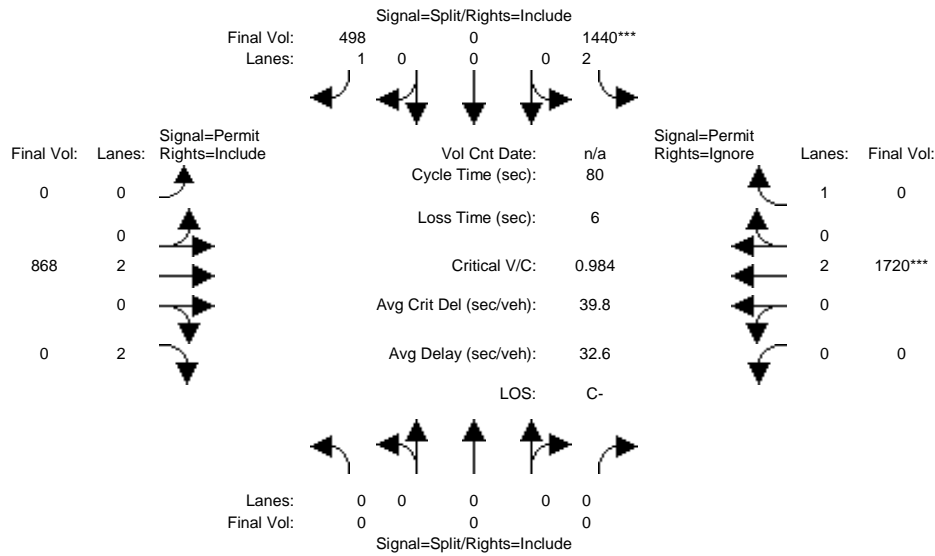
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.60	0.00	0.49	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2k95thQ:	0	0	0	46	0	19	0	14	0	0	42	0

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

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Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	18	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	498	0	868	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	498	0	868	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	498	0	868	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1440	0	498	0	868	0	0	1720	0

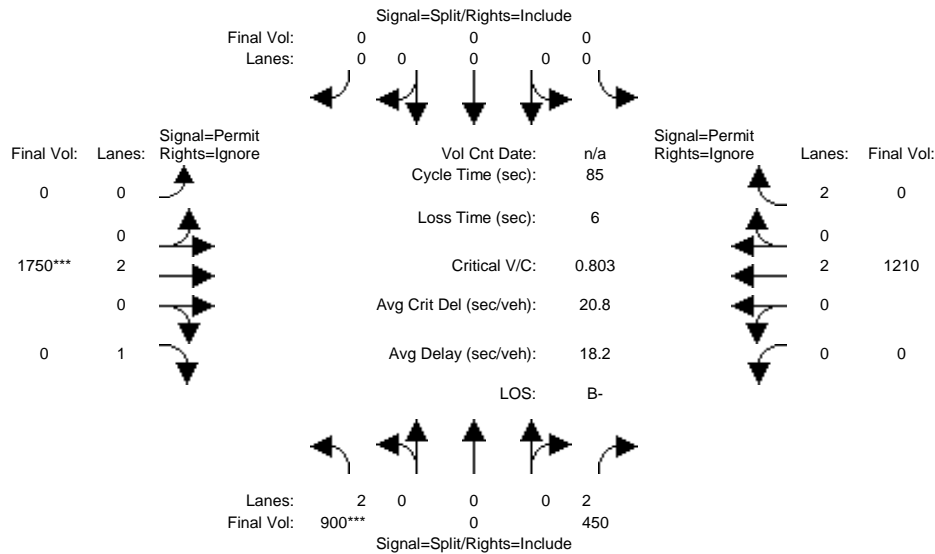
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.61	0.00	0.50	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.4	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.4	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2k95thQ:	0	0	0	46	0	19	0	14	0	0	42	0

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

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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	0	1750	513	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	0	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0

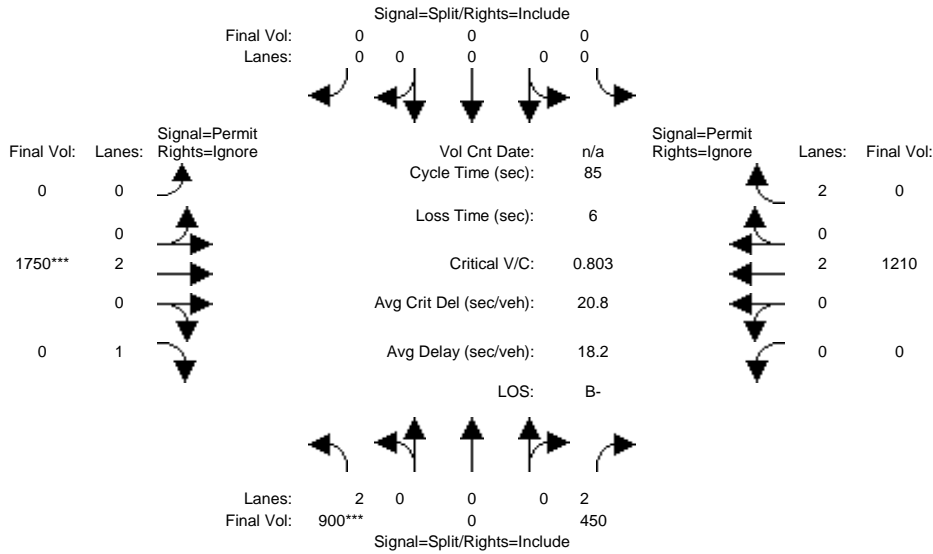
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.32	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8	0.0
Volume/Cap:	0.80	0.00	0.40	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.56	0.00
Delay/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	B+	A
HCM2k95thQ:	26	0	11	0	0	0	0	32	0	0	19	0

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

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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	0	1750	518	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	0	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0

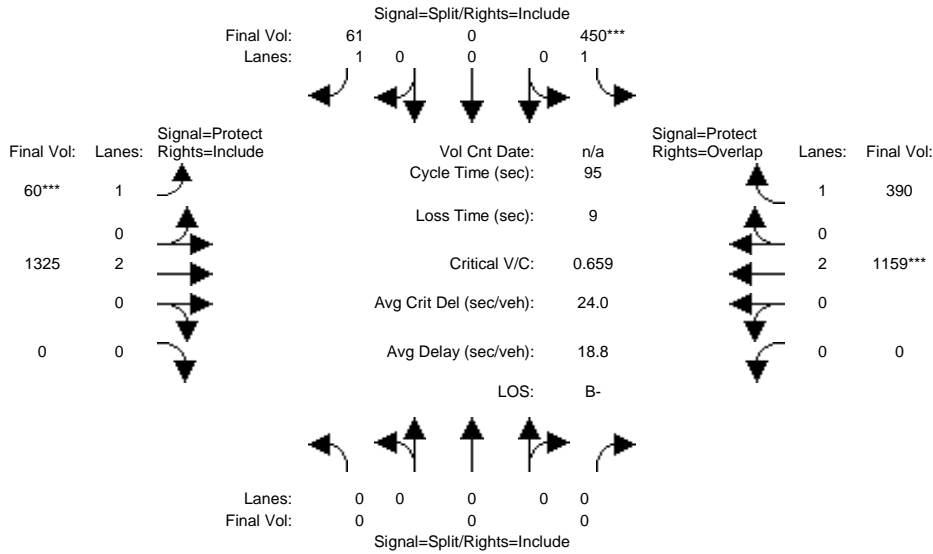
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.32	0.00
Crit Moves:	****							****				
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8	0.0
Volume/Cap:	0.80	0.00	0.40	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.56	0.00
Delay/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	B+	A
HCM2k95thQ:	26	0	11	0	0	0	0	32	0	0	19	0

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

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	1	0	5	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	61	60	1325	0	0	1159	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	61	60	1325	0	0	1159	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	61	60	1325	0	0	1159	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	450	0	61	60	1325	0	0	1159	390

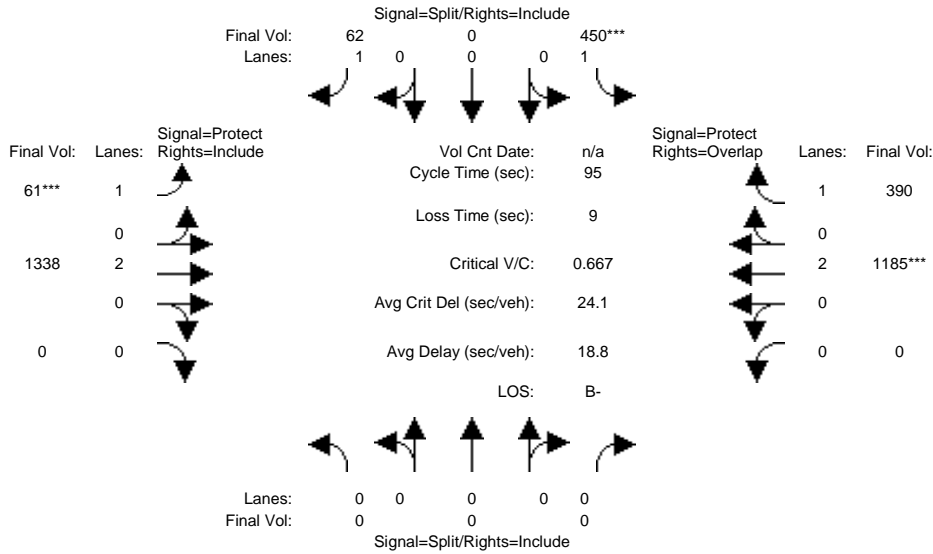
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.03	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.66	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2k95thQ:	0	0	0	23	0	3	4	25	0	0	24	6

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

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	2	1	18	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	62	61	1338	0	0	1185	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	62	61	1338	0	0	1185	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	62	61	1338	0	0	1185	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	450	0	62	61	1338	0	0	1185	390

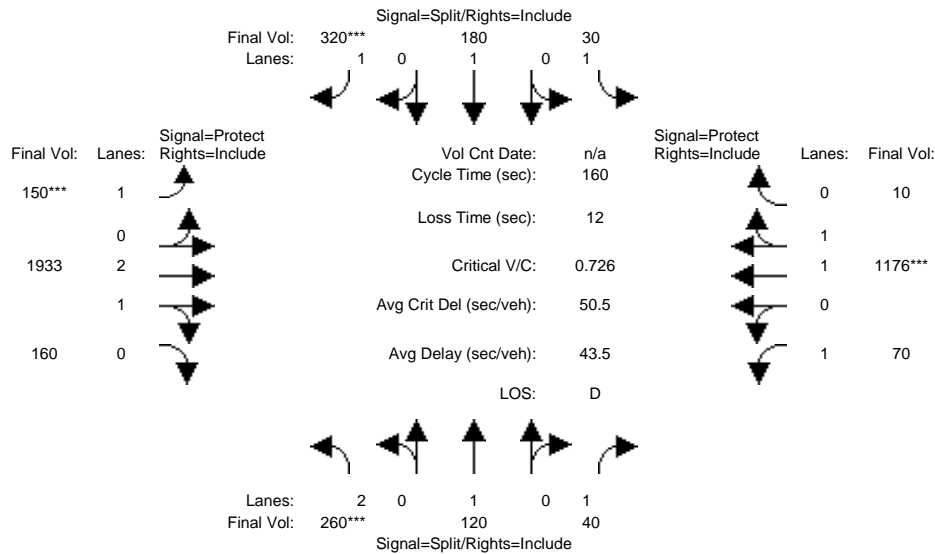
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.04	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.7	0.0	35.7	7.0	50.3	0.0	0.0	43.3	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.67	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.1	0.0	0.0	21.6	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.1	0.0	0.0	21.6	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2k95thQ:	0	0	0	23	0	3	4	25	0	0	24	6

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

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1933	160	70	1176	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1933	160	70	1176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1933	160	70	1176	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	120	40	30	180	320	150	1933	160	70	1176	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5171	428	1750	3669	31

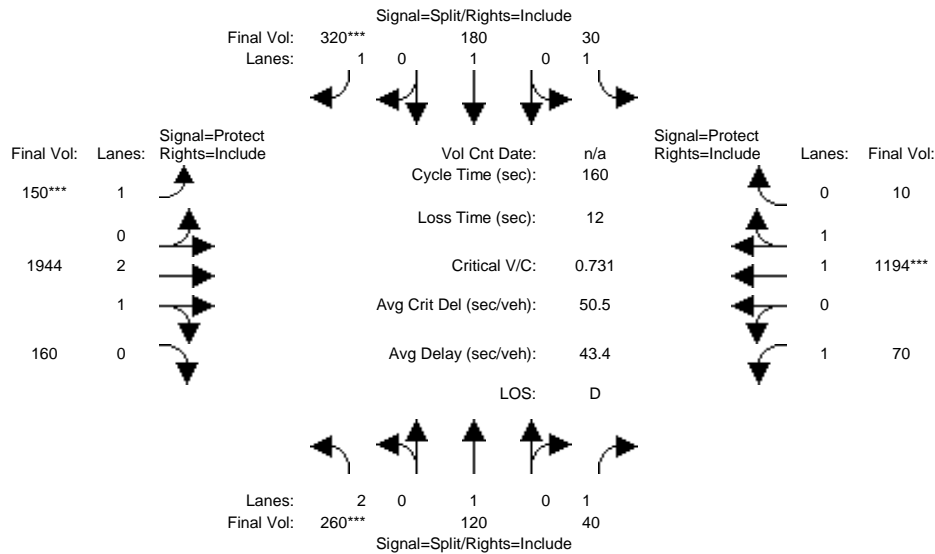
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.37	0.37	0.04	0.32	0.32
Crit Moves:	***					***	***			***		
Green Time:	18.2	18.2	18.2	40.3	40.3	40.3	18.9	80.1	80.1	9.4	70.6	70.6
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	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:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	38.4
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2k95thQ:	16	12	4	2	14	29	15	45	45	7	40	40

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

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1944	160	70	1194	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1944	160	70	1194	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1944	160	70	1194	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	120	40	30	180	320	150	1944	160	70	1194	10

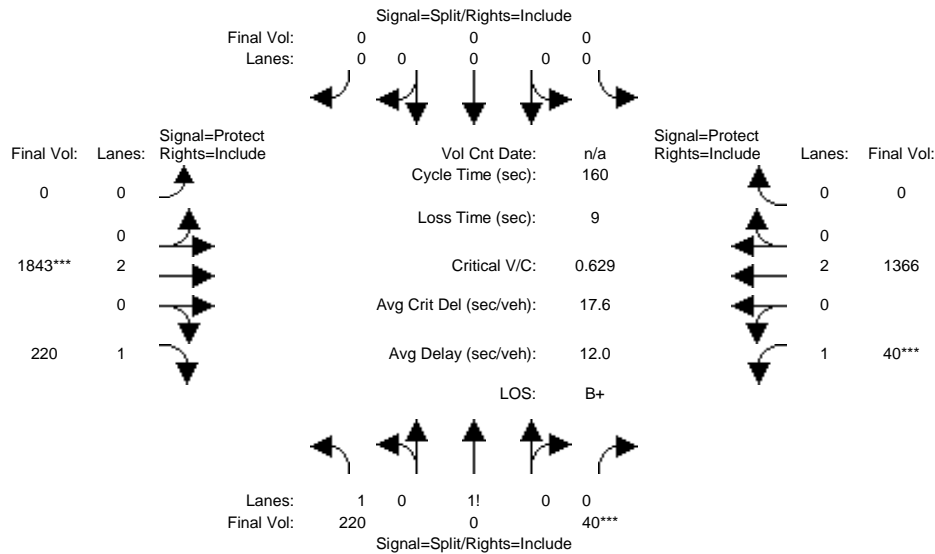
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5174	426	1750	3669	31

Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.38	0.38	0.04	0.33	0.33
Crit Moves:	***					***	***				***	
Green Time:	18.1	18.1	18.1	40.0	40.0	40.0	18.8	80.6	80.6	9.4	71.2	71.2
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	76.2	70.5	64.9	45.8	50.2	61.3	80.8	32.7	32.7	91.1	38.3	38.3
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:	76.2	70.5	64.9	45.8	50.2	61.3	80.8	32.7	32.7	91.1	38.3	38.3
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2k95thQ:	17	12	4	2	14	29	15	45	45	7	41	41

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

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1843	220	40	1366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1843	220	40	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1843	220	40	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	0	40	0	0	0	0	1843	220	40	1366	0

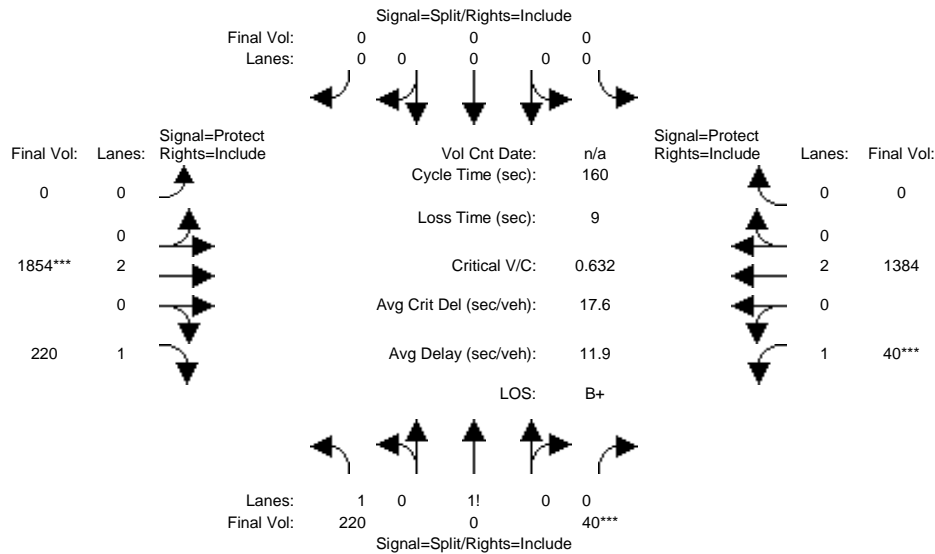
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:	****						****			****		
Green Time:	21.6	0.0	21.6	0.0	0.0	0.0	0.0	122	122.4	7.0	129	0.0
Volume/Cap:	0.54	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.16	0.52	0.44	0.00
Delay/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	16	0	0	0	0	34	6	4	17	0

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

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1854	220	40	1384	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1854	220	40	1384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1854	220	40	1384	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	0	40	0	0	0	0	1854	220	40	1384	0

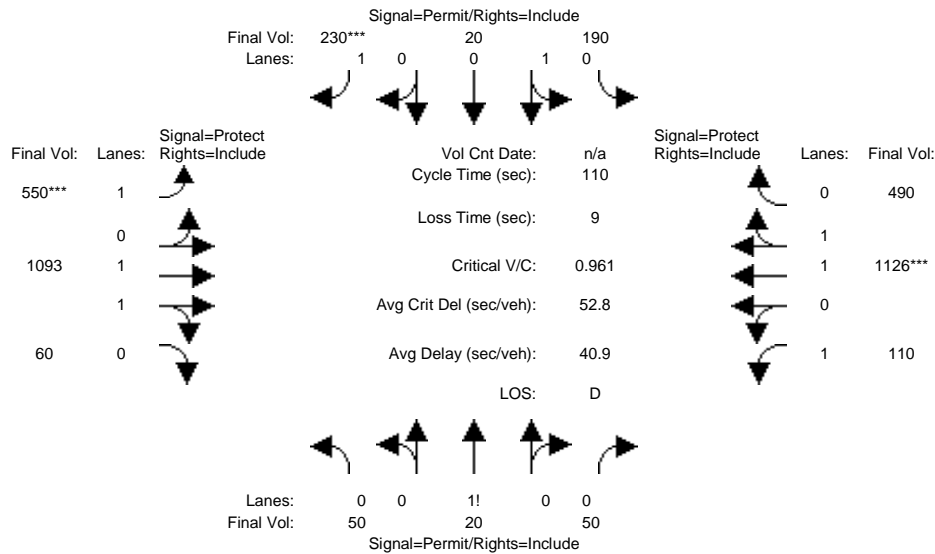
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	21.5	0.0	21.5	0.0	0.0	0.0	0.0	122	122.5	7.0	129	0.0
Volume/Cap:	0.54	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.16	0.52	0.45	0.00
Delay/Veh:	65.8	0.0	68.9	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	0.0	68.9	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	16	0	0	0	0	34	6	4	17	0

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

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1093	60	110	1126	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1093	60	110	1126	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1093	60	110	1126	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	20	50	190	20	230	550	1093	60	110	1126	490

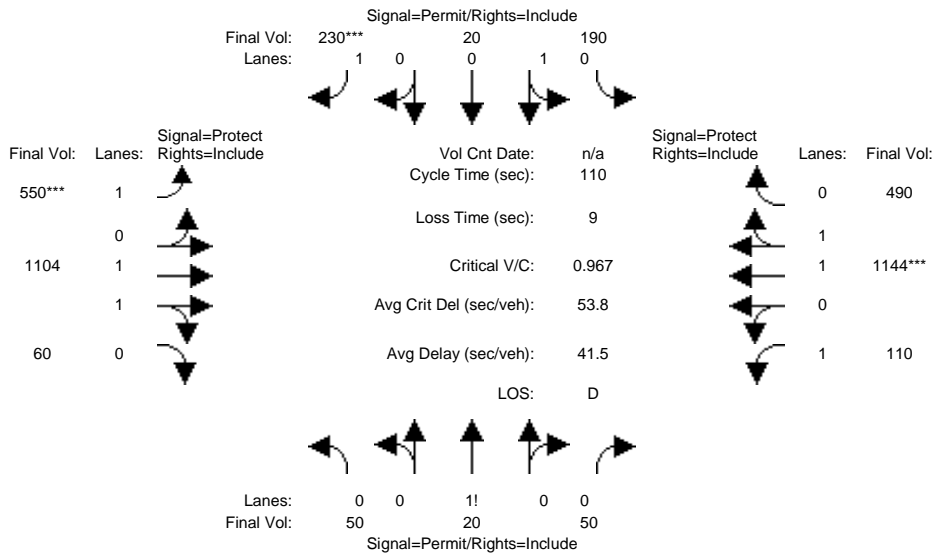
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3507	193	1750	2577	1122

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.31	0.31	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	36.0	71.4	71.4	14.6	50.0	50.0
Volume/Cap:	0.50	0.50	0.50	0.85	0.85	0.96	0.96	0.48	0.48	0.47	0.96	0.96
Delay/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2k95thQ:	9	9	9	18	18	23	37	18	18	7	50	50

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

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1104	60	110	1144	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1104	60	110	1144	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1104	60	110	1144	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	20	50	190	20	230	550	1104	60	110	1144	490

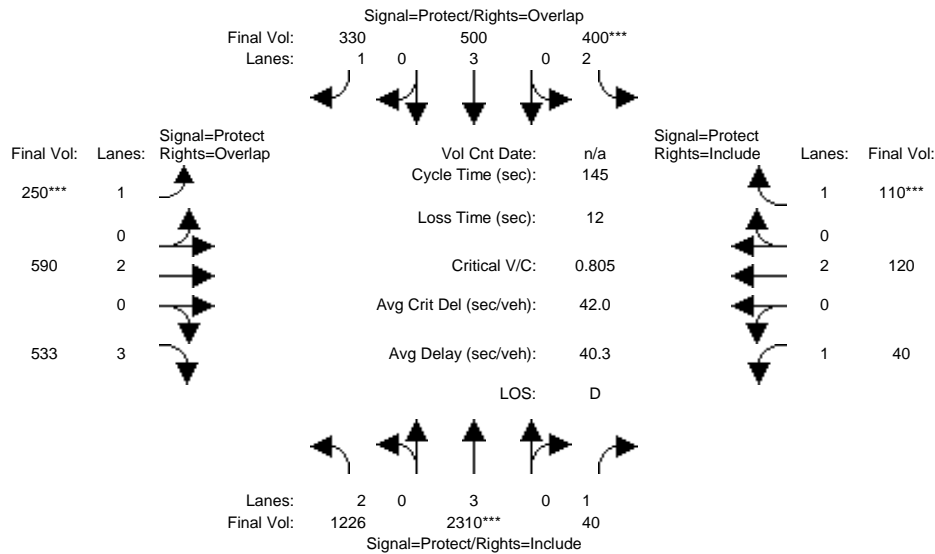
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3509	191	1750	2590	1109

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.31	0.31	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	35.8	71.6	71.6	14.5	50.3	50.3
Volume/Cap:	0.50	0.50	0.50	0.86	0.86	0.97	0.97	0.48	0.48	0.48	0.97	0.97
Delay/Veh:	45.8	45.8	45.8	71.2	71.2	96.1	65.9	10.0	10.0	45.8	43.8	43.8
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:	45.8	45.8	45.8	71.2	71.2	96.1	65.9	10.0	10.0	45.8	43.8	43.8
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2k95thQ:	9	9	9	19	19	23	38	18	18	7	51	51

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

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	6	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1226	2310	40	400	500	330	250	590	533	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1226	2310	40	400	500	330	250	590	533	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1226	2310	40	400	500	330	250	590	533	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1226	2310	40	400	500	330	250	590	533	40	120	110

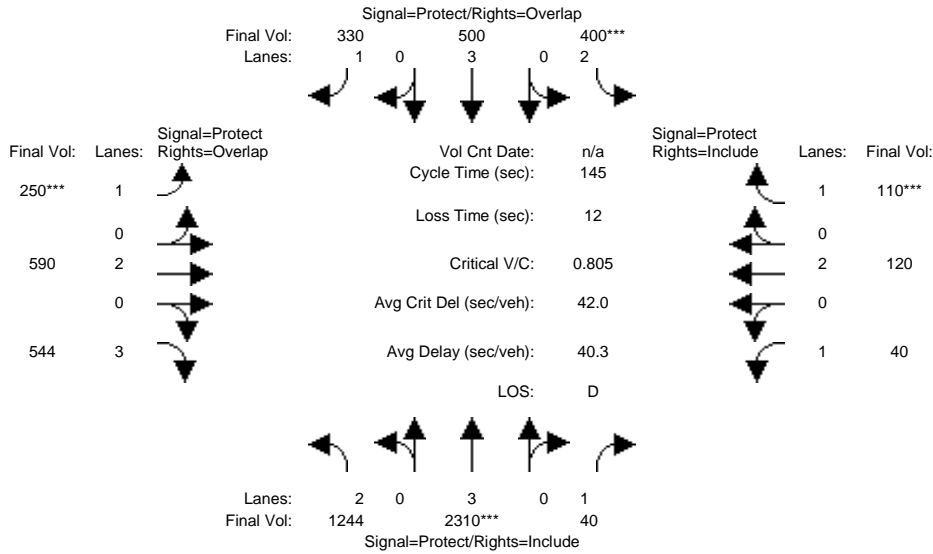
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.39	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	78.3	73.0	73.0	22.9	17.6	43.4	25.7	28.3	106.6	8.8	11.3	11.3
Volume/Cap:	0.72	0.80	0.05	0.80	0.72	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2k95thQ:	41	47	2	22	16	25	22	23	6	5	6	14

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

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	24	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1244	2310	40	400	500	330	250	590	544	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1244	2310	40	400	500	330	250	590	544	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1244	2310	40	400	500	330	250	590	544	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1244	2310	40	400	500	330	250	590	544	40	120	110

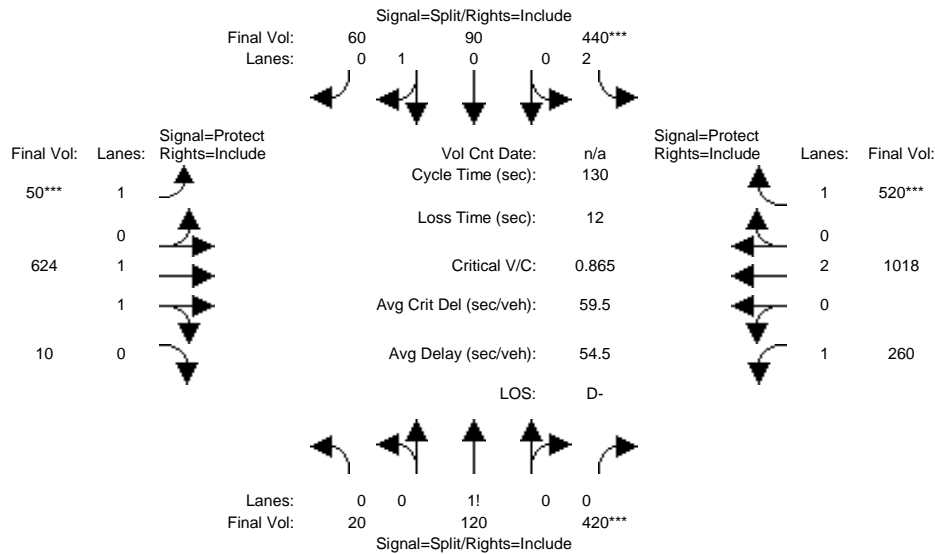
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.39	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	78.5	73.0	73.0	22.9	17.4	43.2	25.7	28.3	106.8	8.8	11.3	11.3
Volume/Cap:	0.73	0.80	0.05	0.80	0.73	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.8	31.8	18.3	68.2	65.5	46.6	71.3	61.6	5.7	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	31.8	18.3	68.2	65.5	46.6	71.3	61.6	5.7	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2k95thQ:	42	47	2	22	16	25	22	23	6	5	6	14

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

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	624	10	260	1018	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	624	10	260	1018	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	624	10	260	1018	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	120	420	440	90	60	50	624	10	260	1018	520

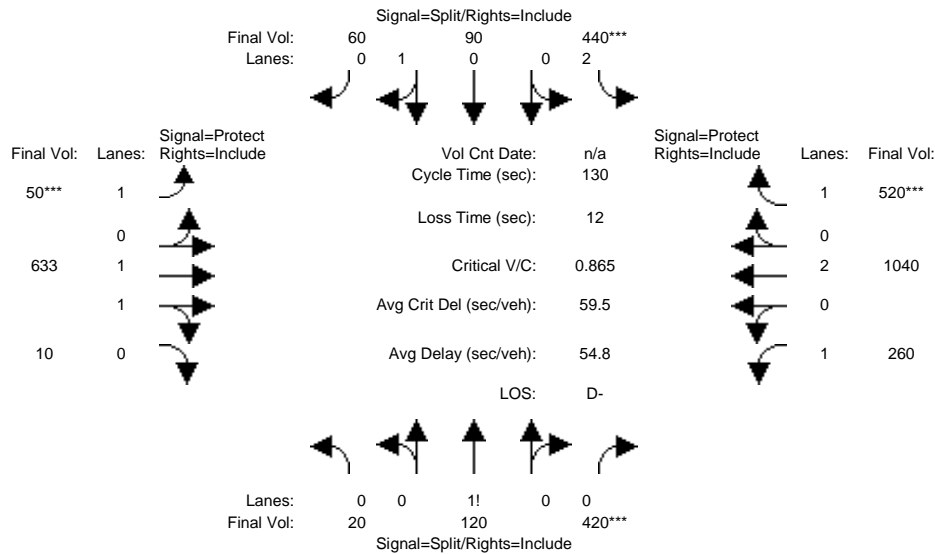
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3642	58	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.17	0.17	0.15	0.27	0.30
Crit Moves:	****			****			****			****		
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.1	27.1	23.5	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.82	0.82	0.82	0.80	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
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:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2k95thQ:	42	42	42	24	12	12	4	23	23	21	32	38

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

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	13	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	633	10	260	1040	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	633	10	260	1040	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	633	10	260	1040	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	120	420	440	90	60	50	633	10	260	1040	520

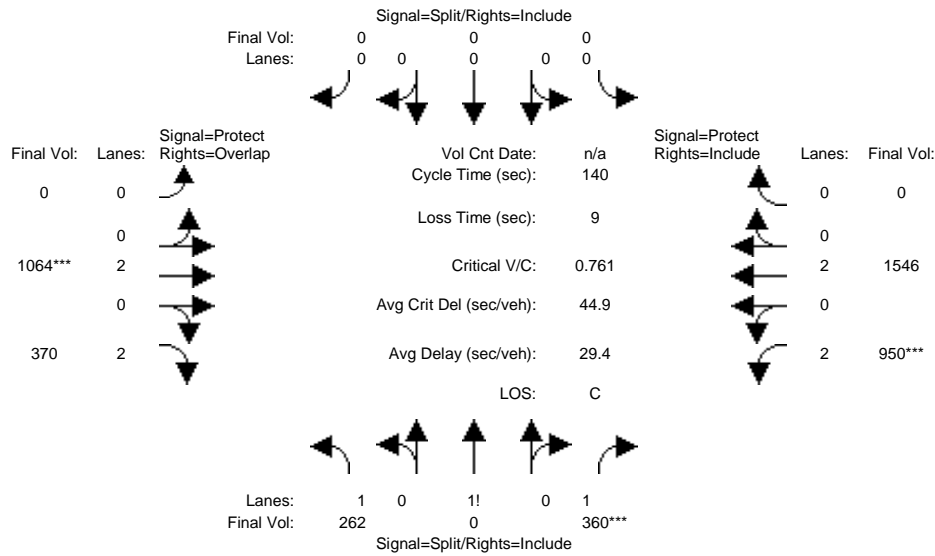
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3642	58	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.17	0.17	0.15	0.27	0.30
Crit Moves:			****	****			****					****
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.3	27.3	23.3	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.83	0.83	0.83	0.82	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.5	56.5	68.0	43.8	56.0
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:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.5	56.5	68.0	43.8	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2k95thQ:	42	42	42	24	12	12	4	24	24	21	33	38

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

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	360	0	0	0	0	1064	370	950	1546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	360	0	0	0	0	1064	370	950	1546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	360	0	0	0	0	1064	370	950	1546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	262	0	360	0	0	0	0	1064	370	950	1546	0

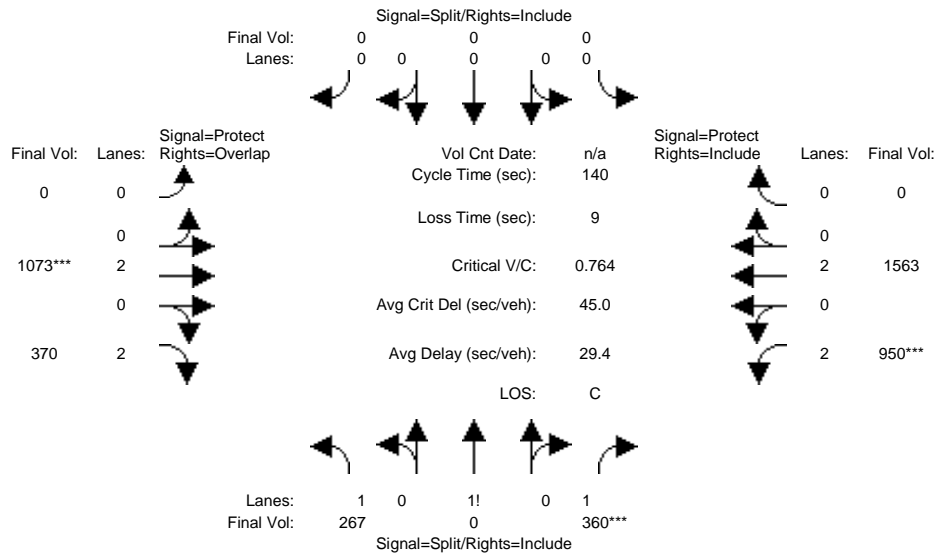
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2487	0	2763	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	51.5	75.5	55.5	107	0.0
Volume/Cap:	0.62	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.76	0.53	0.00
Delay/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
LOS by Move:	D-	A	E+	A	A	A	A	D	B	D	A	A
HCM2k95thQ:	16	0	21	0	0	0	0	33	9	33	22	0

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

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	7	0	0	0	0	0	0	13	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	0	360	0	0	0	0	1073	370	950	1563	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	0	360	0	0	0	0	1073	370	950	1563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	360	0	0	0	0	1073	370	950	1563	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	0	360	0	0	0	0	1073	370	950	1563	0

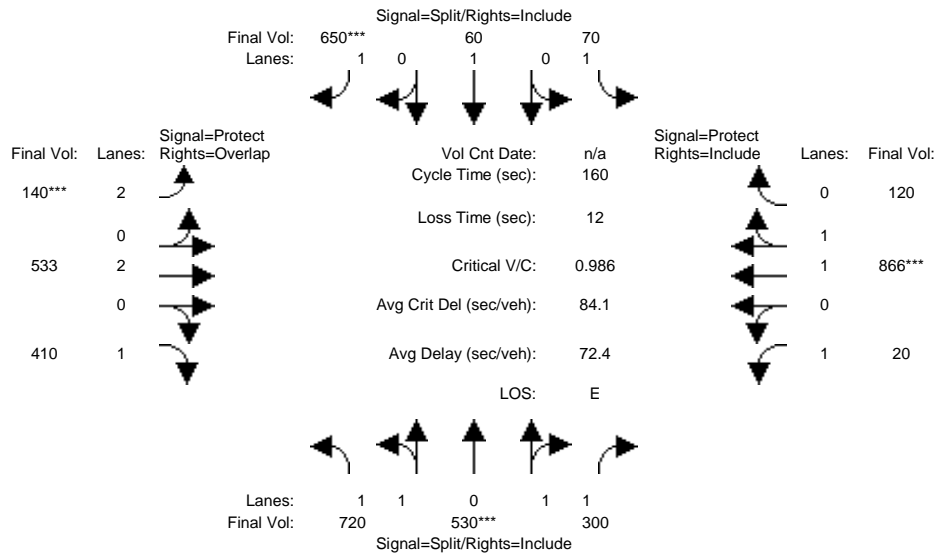
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2495	0	2755	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	51.8	75.7	55.3	107	0.0
Volume/Cap:	0.63	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.76	0.54	0.00
Delay/Veh:	55.1	0.0	59.6	0.0	0.0	0.0	0.0	41.3	16.8	39.6	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	0.0	59.6	0.0	0.0	0.0	0.0	41.3	16.8	39.6	6.8	0.0
LOS by Move:	E+	A	E+	A	A	A	A	D	B	D	A	A
HCM2k95thQ:	17	0	21	0	0	0	0	33	9	33	22	0

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

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	533	410	20	866	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	533	410	20	866	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	533	410	20	866	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	530	300	70	60	650	140	533	410	20	866	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3249	450

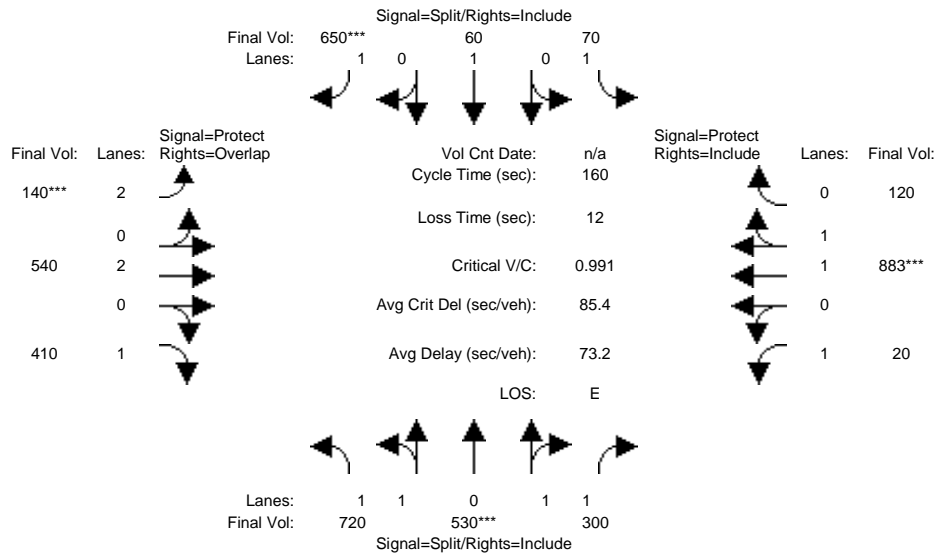
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.14	0.23	0.01	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	37.3	37.3	37.3	60.3	60.3	60.3	7.2	38.5	75.7	12.0	43.3	43.3
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.58	0.50	0.15	0.99	0.99
Delay/Veh:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
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:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2k95thQ:	41	41	26	5	4	62	9	20	25	2	45	45

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

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	10	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	540	410	20	883	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	540	410	20	883	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	540	410	20	883	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	530	300	70	60	650	140	540	410	20	883	120

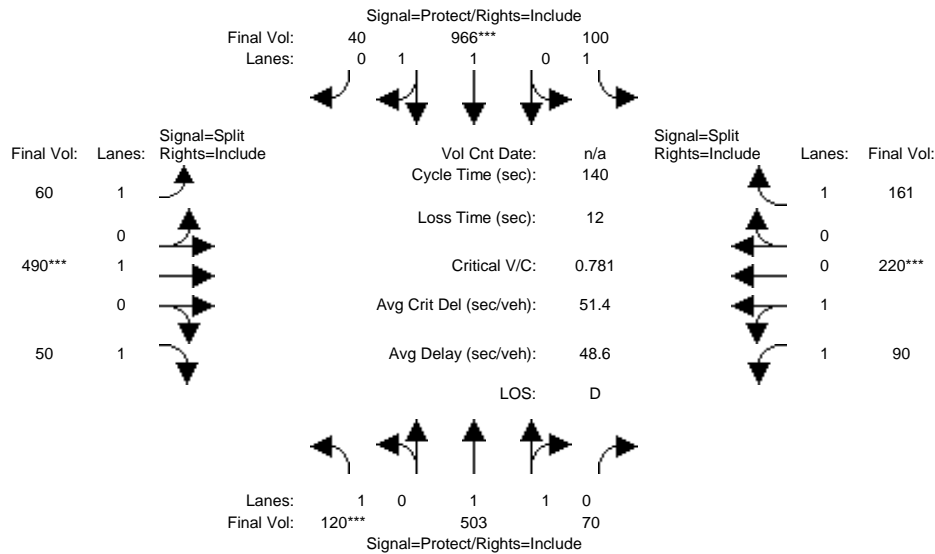
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3257	443

Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.14	0.23	0.01	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	37.1	37.1	37.1	60.0	60.0	60.0	7.2	39.0	76.0	12.0	43.8	43.8
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.58	0.49	0.15	0.99	0.99
Delay/Veh:	81.8	81.8	58.4	32.6	32.3	82.5	149.2	54.3	29.2	69.8	83.9	83.9
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:	81.8	81.8	58.4	32.6	32.3	82.5	149.2	54.3	29.2	69.8	83.9	83.9
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2k95thQ:	41	41	26	5	4	63	9	20	25	2	46	46

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

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	503	70	100	966	40	60	490	50	90	220	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	503	70	100	966	40	60	490	50	90	220	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	503	70	100	966	40	60	490	50	90	220	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	503	70	100	966	40	60	490	50	90	220	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3248	452	1750	3553	147	1750	1900	1750	1750	1900	1750

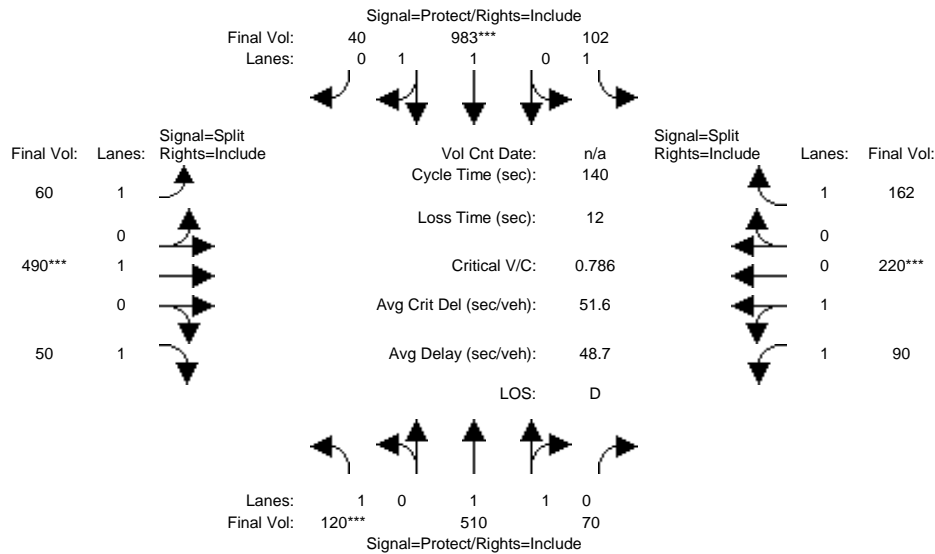
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.06	0.27	0.27	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.3	44.6	44.6	16.4	48.7	48.7	46.2	46.2	46.2	20.8	20.8	20.8
Volume/Cap:	0.78	0.49	0.49	0.49	0.78	0.78	0.10	0.78	0.09	0.35	0.78	0.62
Delay/Veh:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
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:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2k95thQ:	11	18	18	8	34	34	4	34	3	8	20	15

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

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	10	0	2	23	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	510	70	102	983	40	60	490	50	90	220	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	510	70	102	983	40	60	490	50	90	220	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	510	70	102	983	40	60	490	50	90	220	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	510	70	102	983	40	60	490	50	90	220	162

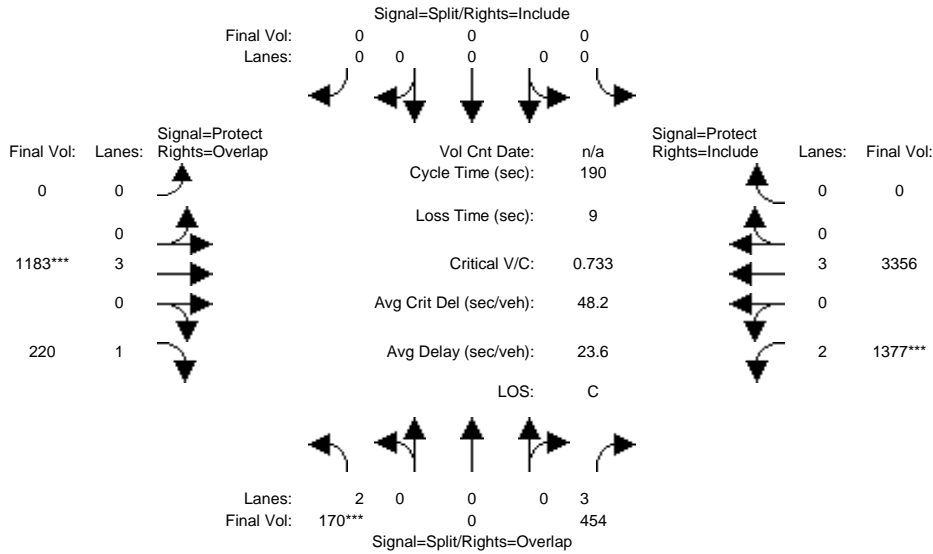
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3253	447	1750	3555	145	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.06	0.28	0.28	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	***			****			****			****		
Green Time:	12.2	44.8	44.8	16.7	49.2	49.2	45.9	45.9	45.9	20.6	20.6	20.6
Volume/Cap:	0.79	0.49	0.49	0.49	0.79	0.79	0.10	0.79	0.09	0.35	0.79	0.63
Delay/Veh:	85.7	38.7	38.7	59.5	43.9	43.9	32.8	49.2	32.6	53.9	67.6	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	38.7	38.7	59.5	43.9	43.9	32.8	49.2	32.6	53.9	67.6	61.0
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2k95thQ:	11	18	18	9	34	34	4	34	3	8	20	15

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

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	4	0	0	0	0	3	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	454	0	0	0	0	1183	220	1377	3356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	454	0	0	0	0	1183	220	1377	3356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	454	0	0	0	0	1183	220	1377	3356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	454	0	0	0	0	1183	220	1377	3356	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

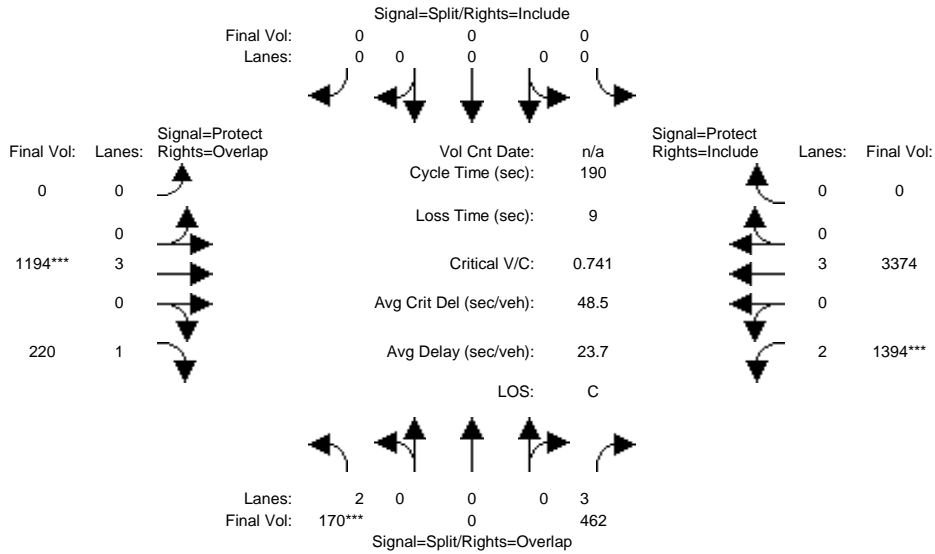
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	***						***			***		
Green Time:	14.0	0.0	127.2	0.0	0.0	0.0	0.0	53.8	67.7	113.3	167	0.0
Volume/Cap:	0.73	0.00	0.15	0.00	0.00	0.00	0.00	0.73	0.35	0.73	0.67	0.00
Delay/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2k95thQ:	12	0	8	0	0	0	0	34	18	54	33	0

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

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	12	0	0	0	0	14	0	24	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	462	0	0	0	0	1194	220	1394	3374	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	462	0	0	0	0	1194	220	1394	3374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	462	0	0	0	0	1194	220	1394	3374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	462	0	0	0	0	1194	220	1394	3374	0

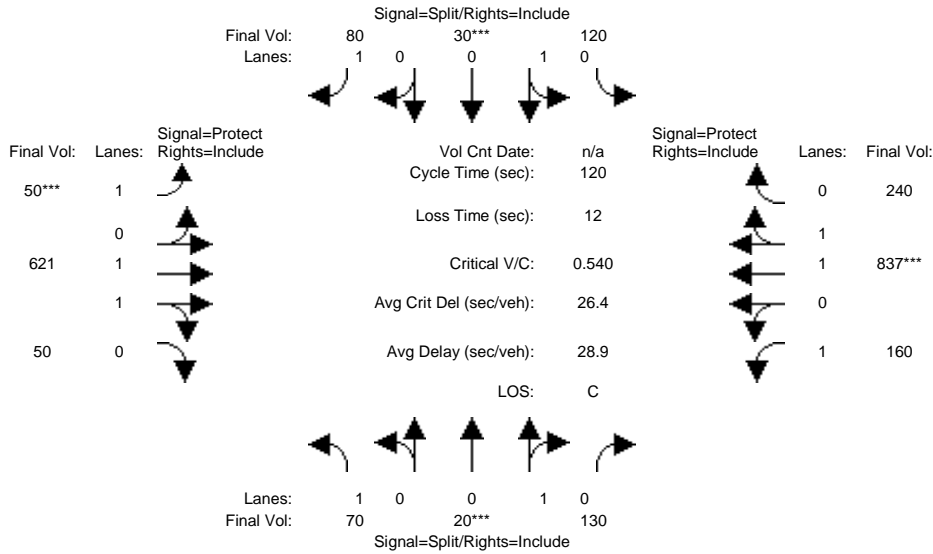
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	****						****			****		
Green Time:	13.8	0.0	127.3	0.0	0.0	0.0	0.0	53.7	67.5	113.5	167	0.0
Volume/Cap:	0.74	0.00	0.15	0.00	0.00	0.00	0.00	0.74	0.35	0.74	0.67	0.00
Delay/Veh:	98.5	0.0	11.5	0.0	0.0	0.0	0.0	63.7	45.5	29.3	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.5	0.0	11.5	0.0	0.0	0.0	0.0	63.7	45.5	29.3	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2k95thQ:	12	0	8	0	0	0	0	34	18	55	33	0

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

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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	21	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	621	50	160	837	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	621	50	160	837	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	621	50	160	837	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	20	130	120	30	80	50	621	50	160	837	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.85	0.15	1.00	1.54	0.46
Final Sat.:	1750	240	1560	1440	360	1750	1750	3424	276	1750	2875	824

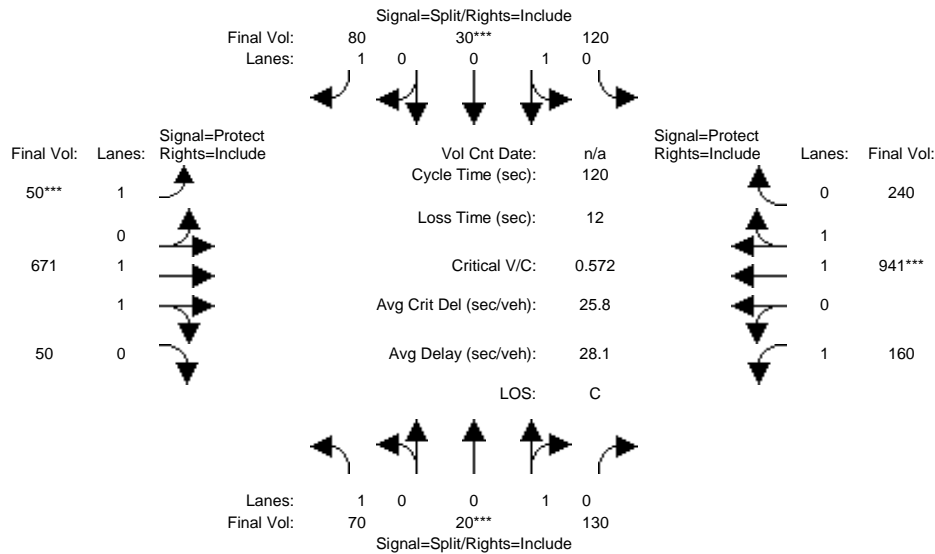
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.18	0.18	0.09	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.4	18.4	18.4	18.4	18.4	18.4	7.0	47.4	47.4	23.9	64.2	64.2
Volume/Cap:	0.26	0.54	0.54	0.54	0.54	0.30	0.49	0.46	0.46	0.46	0.54	0.54
Delay/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
LOS by Move:	D	D	D	D	D	D	E+	C	C	D	B-	B-
HCM2k95thQ:	5	12	12	12	12	6	4	17	17	11	23	23

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

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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	71	0	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	671	50	160	941	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	671	50	160	941	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	671	50	160	941	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	20	130	120	30	80	50	671	50	160	941	240

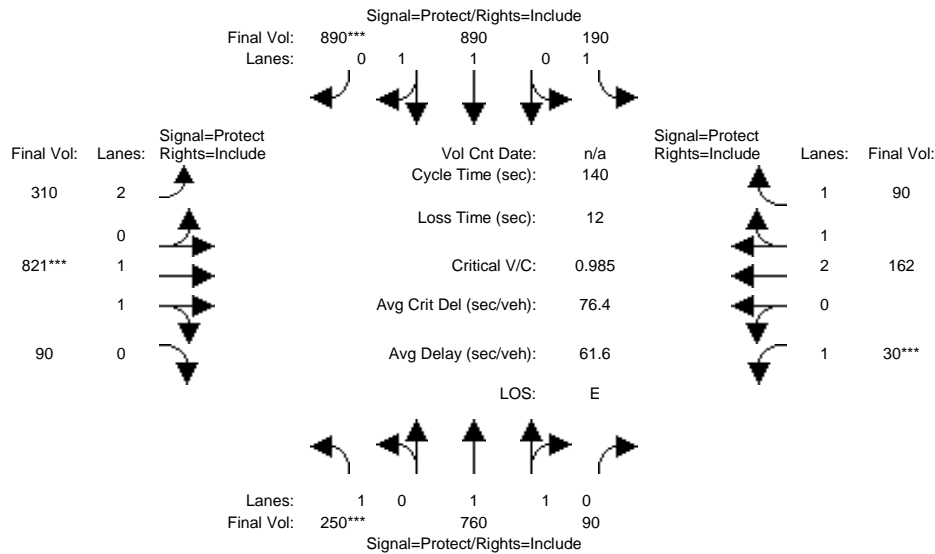
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.86	0.14	1.00	1.58	0.42
Final Sat.:	1750	240	1560	1440	360	1750	1750	3443	257	1750	2948	752

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.19	0.19	0.09	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	7.0	49.9	49.9	23.4	66.4	66.4
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.47	0.47	0.47	0.58	0.58
Delay/Veh:	46.4	51.1	51.1	51.1	51.1	46.8	58.4	25.6	25.6	43.8	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	51.1	51.1	51.1	51.1	46.8	58.4	25.6	25.6	43.8	18.0	18.0
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B-	B-
HCM2k95thQ:	5	12	12	12	12	6	4	17	17	11	25	25

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

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Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	821	90	30	162	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	821	90	30	162	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	821	90	30	162	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	760	90	190	890	890	310	821	90	30	162	90

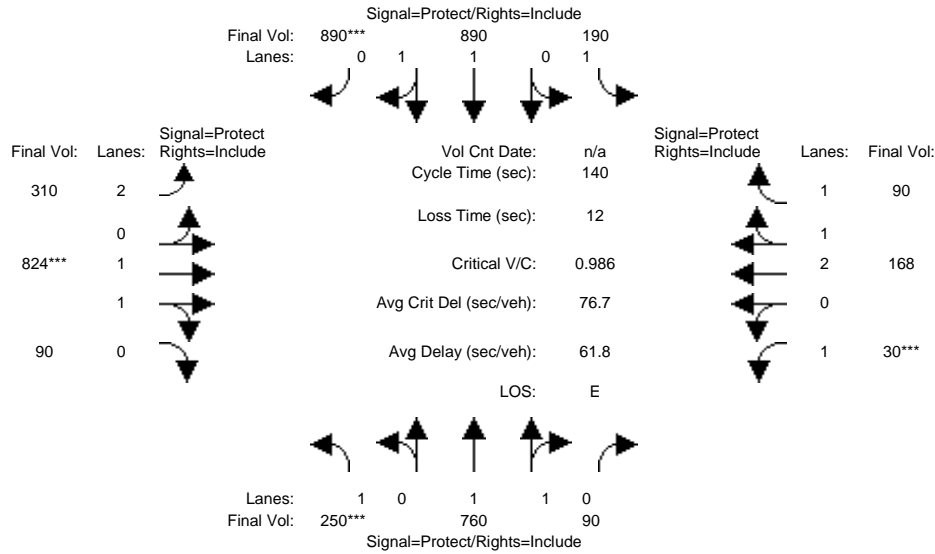
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.50	1.50
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3334	366	1750	4741	2634

Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	***					***	***			***		
Green Time:	19.6	59.3	59.3	28.0	67.7	67.7	23.6	33.7	33.7	7.0	17.1	17.1
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.28	0.28
Delay/Veh:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
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:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2k95thQ:	29	25	25	16	66	75	14	40	40	4	5	5

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

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Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	824	90	30	168	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	824	90	30	168	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	824	90	30	168	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	760	90	190	890	890	310	824	90	30	168	90

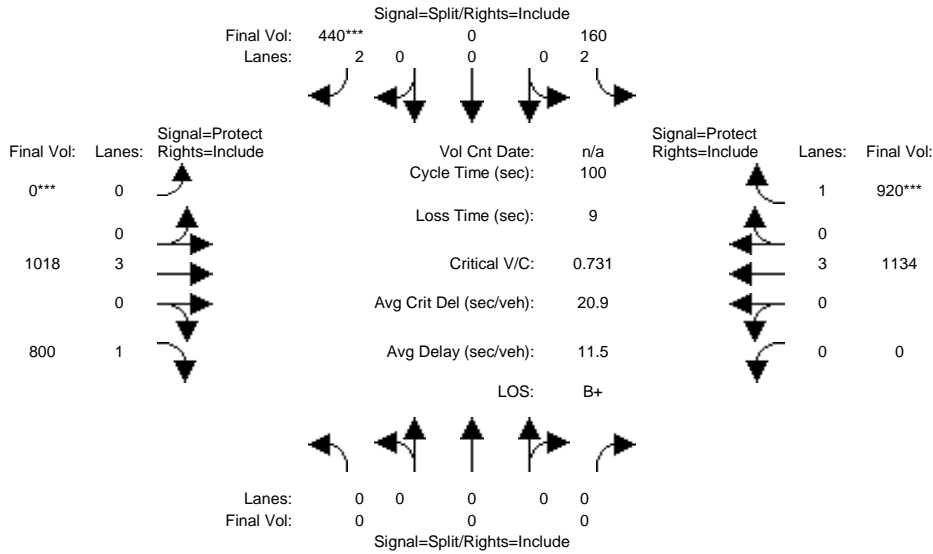
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.53	1.47
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3335	364	1750	4805	2574

Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	***					****		****		****		
Green Time:	19.5	59.2	59.2	28.0	67.7	67.7	23.6	33.8	33.8	7.0	17.2	17.2
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.29	0.29
Delay/Veh:	123.9	30.7	30.7	52.0	49.6	63.8	55.3	89.2	89.2	66.6	56.0	56.0
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:	123.9	30.7	30.7	52.0	49.6	63.8	55.3	89.2	89.2	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2k95thQ:	29	25	25	16	66	75	14	40	40	4	6	6

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

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Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	160	0	430	0	1000	800	0	1110	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1000	800	0	1110	920
Added Vol:	0	0	0	0	0	10	0	18	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	440	0	1018	800	0	1134	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	440	0	1018	800	0	1134	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	440	0	1018	800	0	1134	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	160	0	440	0	1018	800	0	1134	920

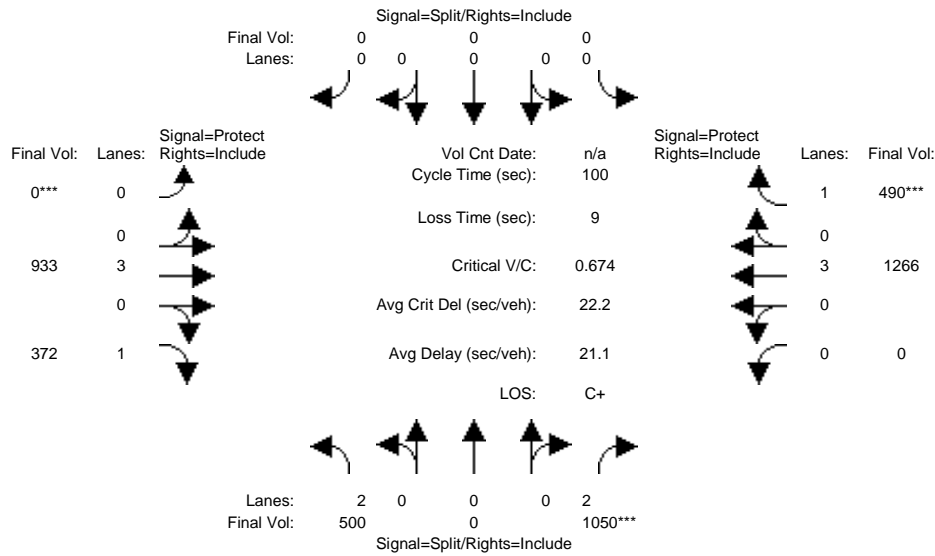
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.18	0.46	0.00	0.20	0.53
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	19.1	0.0	19.1	0.0	71.9	71.9	0.0	71.9	71.9
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.25	0.64	0.00	0.28	0.73
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	42.6	0.0	4.8	8.4	0.0	5.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	42.6	0.0	4.8	8.4	0.0	5.0	10.6
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	5	0	17	0	7	24	0	8	31

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

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Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	0	3	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	0	933	372	0	1266	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	0	933	372	0	1266	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	0	933	372	0	1266	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	0	1050	0	0	0	0	933	372	0	1266	490

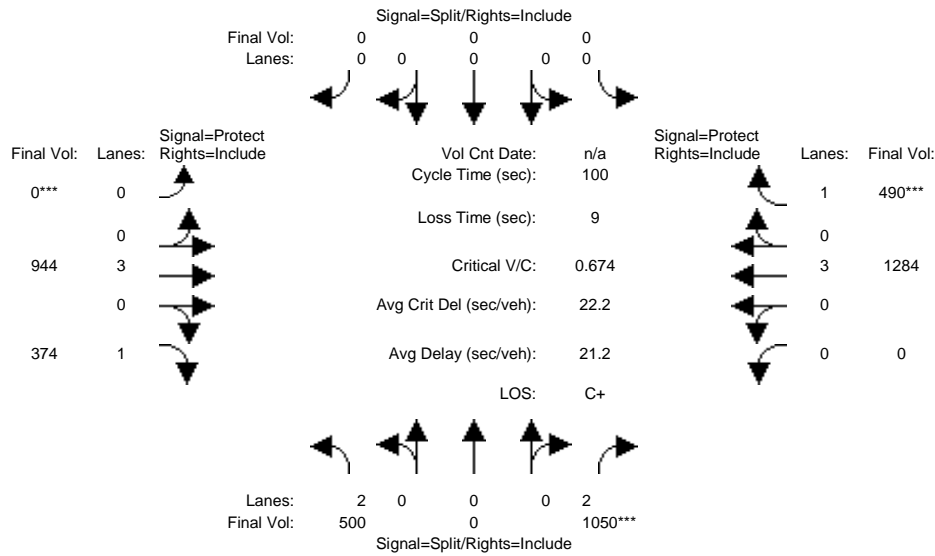
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.16	0.21	0.00	0.22	0.28
Crit Moves:			****					****				****
Green Time:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	41.5	41.5	0.0	41.5	41.5
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.39	0.51	0.00	0.53	0.67
Delay/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	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:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	26.2
LOS by Move:	B	A	C+	A	A	A	A	C+	C+	A	C+	C
HCM2k95thQ:	11	0	27	0	0	0	0	12	17	0	17	23

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

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Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	0	14	4	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	0	944	374	0	1284	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	0	944	374	0	1284	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	0	944	374	0	1284	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	0	1050	0	0	0	0	944	374	0	1284	490

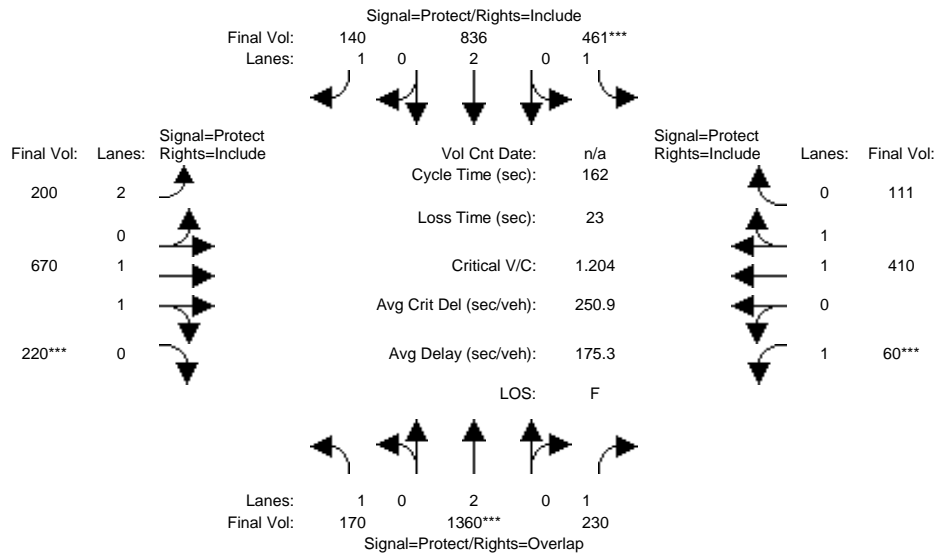
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.21	0.00	0.23	0.28
Crit Moves:			****					****				****
Green Time:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	41.5	41.5	0.0	41.5	41.5
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.40	0.51	0.00	0.54	0.67
Delay/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.6	22.4	0.0	22.3	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:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.6	22.4	0.0	22.3	26.2
LOS by Move:	B	A	C+	A	A	A	A	C+	C+	A	C+	C
HCM2k95thQ:	11	0	27	0	0	0	0	13	17	0	17	23

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

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Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	10	0	1	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1360	230	461	836	140	200	670	220	60	410	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:	170	1360	230	461	836	140	200	670	220	60	410	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1360	230	461	836	140	200	670	220	60	410	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
Final Volume:	170	1360	230	461	836	140	200	670	220	60	410	111

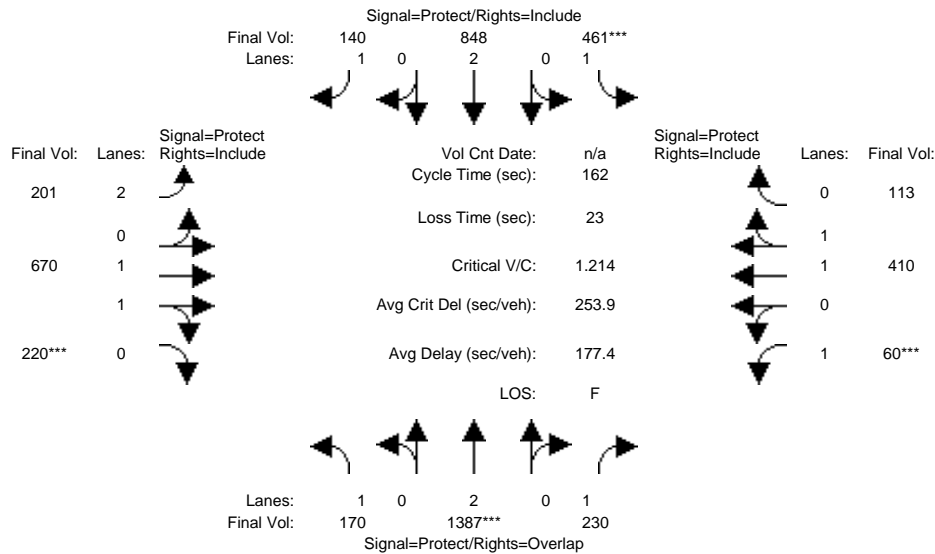
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2474	670

Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.15	0.31	0.26	0.09	0.07	0.28	0.28	0.04	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	37.0	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.11	0.34	3.02	0.87	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
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:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2k95thQ:	18	73	21	103	40	14	12	45	45	8	33	33

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

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Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	37	0	1	18	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1387	230	461	848	140	201	670	220	60	410	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1387	230	461	848	140	201	670	220	60	410	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1387	230	461	848	140	201	670	220	60	410	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1387	230	461	848	140	201	670	220	60	410	113

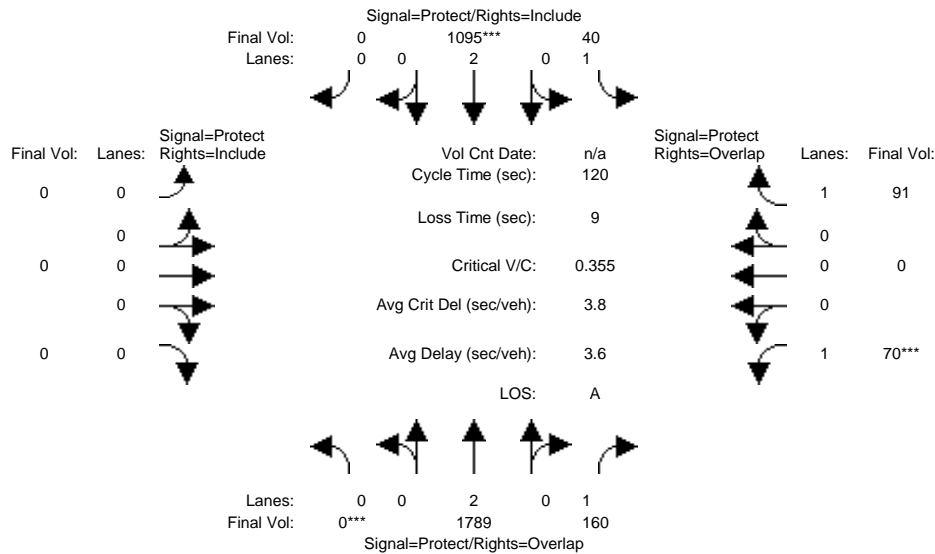
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2465	679

Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.15	0.31	0.26	0.09	0.08	0.28	0.28	0.04	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.9	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.13	0.34	3.02	0.88	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	129	32.9	1008	71.7	50.8	60.0	69.6	69.6	87.2	115	115.5
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:	74.0	129	32.9	1008	71.7	50.8	60.0	69.6	69.6	87.2	115	115.5
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2k95thQ:	18	76	21	103	41	14	12	45	45	8	33	33

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

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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	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	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	9	0	0	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	160	40	1095	0	0	0	0	70	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	160	40	1095	0	0	0	0	70	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	160	40	1095	0	0	0	0	70	0	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1789	160	40	1095	0	0	0	0	70	0	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

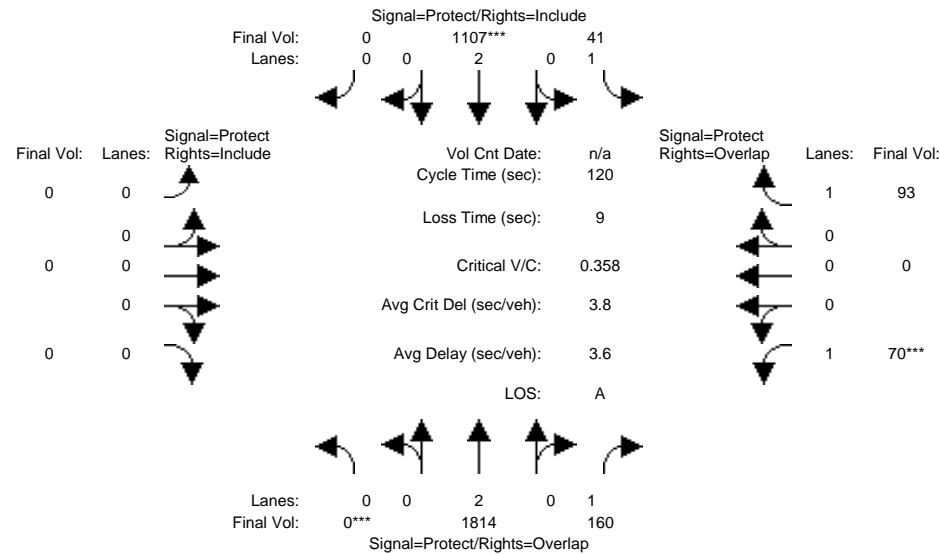
Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.60	0.11	0.29	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.36
Delay/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2k95thQ:	0	2	0	3	0	0	0	0	0	7	0	7

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

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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	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	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	34	0	1	17	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1814	160	41	1107	0	0	0	0	70	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1814	160	41	1107	0	0	0	0	70	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1814	160	41	1107	0	0	0	0	70	0	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1814	160	41	1107	0	0	0	0	70	0	93

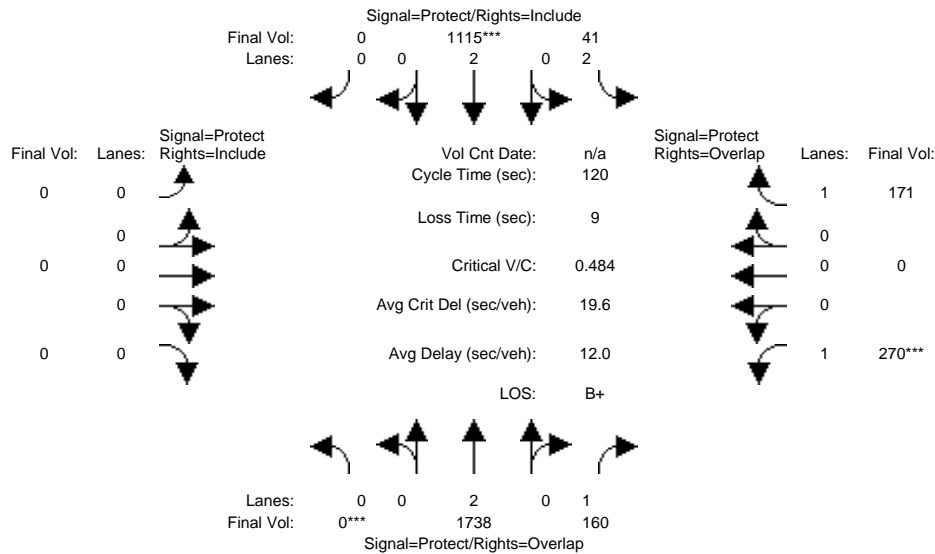
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.61	0.11	0.30	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.37
Delay/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.3
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2k95thQ:	0	2	0	3	0	0	0	0	0	7	0	7

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

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Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
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	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	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	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	8	0	1	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	160	41	1115	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1738	160	41	1115	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	160	41	1115	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1738	160	41	1115	0	0	0	0	270	0	171

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

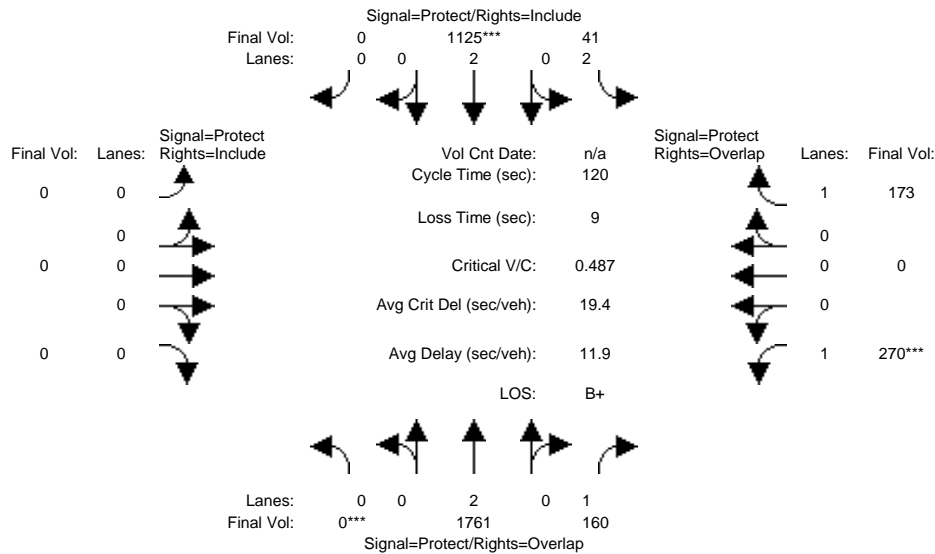
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.01	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	***			****						****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.65	0.11	0.19	0.38	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
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	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	10	0	2	1	0	0	0	0	27	0	12

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

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Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
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	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	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	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	31	0	1	15	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1761	160	41	1125	0	0	0	0	270	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1761	160	41	1125	0	0	0	0	270	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1761	160	41	1125	0	0	0	0	270	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1761	160	41	1125	0	0	0	0	270	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

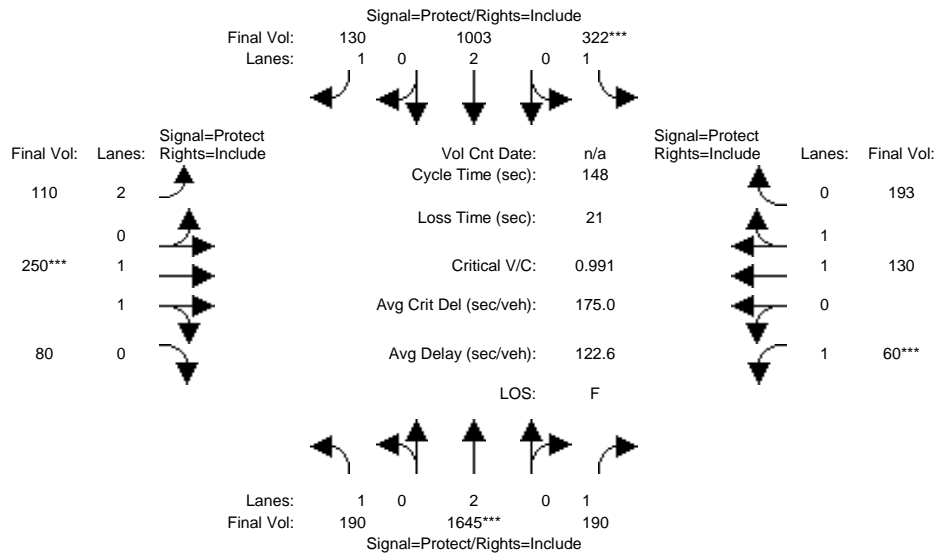
Capacity Analysis Module:

Vol/Sat:	0.00	0.46	0.09	0.01	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.66	0.11	0.19	0.39	0.00	0.00	0.00	0.00	0.98	0.00	0.44
Delay/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	11	0	2	1	0	0	0	0	27	0	12

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

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	5	0	2	3	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1645	190	322	1003	130	110	250	80	60	130	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:	190	1645	190	322	1003	130	110	250	80	60	130	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1645	190	322	1003	130	110	250	80	60	130	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
Final Volume:	190	1645	190	322	1003	130	110	250	80	60	130	193

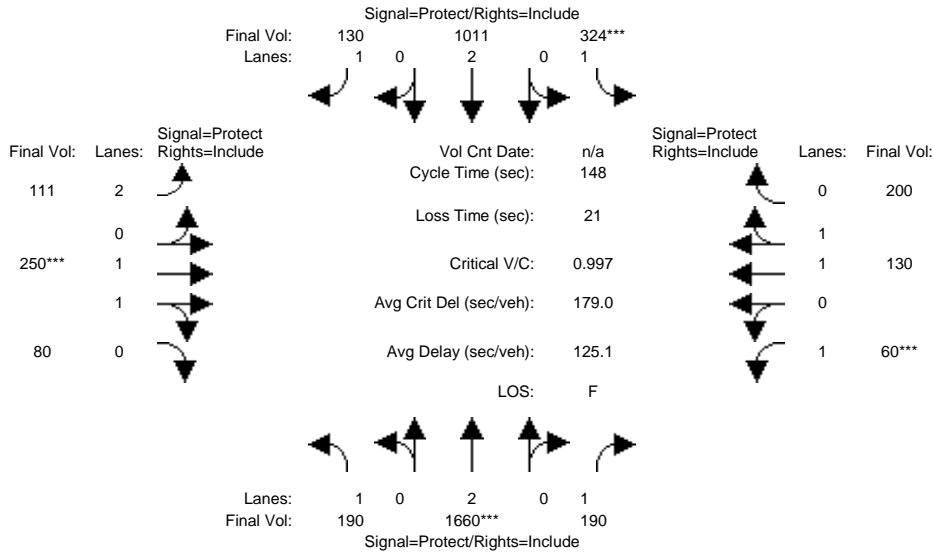
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488

Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.31	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:	****			****			****			****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.5	37.4	37.4	11.9	20.8	20.8
Volume/Cap:	0.79	1.23	0.31	1.64	0.81	0.23	0.21	0.42	0.42	0.50	0.57	0.92
Delay/Veh:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
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:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2k95thQ:	23	96	17	55	43	12	7	16	16	8	14	25

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

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	20	0	4	11	0	1	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1660	190	324	1011	130	111	250	80	60	130	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1660	190	324	1011	130	111	250	80	60	130	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1660	190	324	1011	130	111	250	80	60	130	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1660	190	324	1011	130	111	250	80	60	130	200

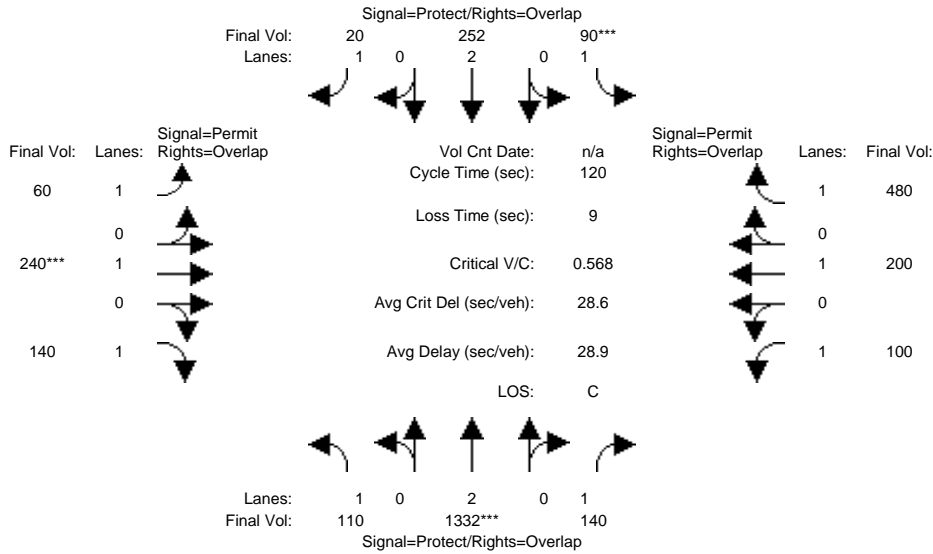
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488

Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.31	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:	****			****			****			****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.1	37.4	37.4	11.9	21.2	21.2
Volume/Cap:	0.79	1.24	0.31	1.65	0.81	0.23	0.22	0.42	0.42	0.50	0.56	0.94
Delay/Veh:	86.7	166	34.6	388.7	52.1	36.3	59.8	54.6	54.6	80.0	70.7	106.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	166	34.6	388.7	52.1	36.3	59.8	54.6	54.6	80.0	70.7	106.0
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2k95thQ:	23	98	17	56	43	12	7	16	16	8	14	26

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

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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1332	140	90	252	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1332	140	90	252	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1332	140	90	252	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1332	140	90	252	20	60	240	140	100	200	480

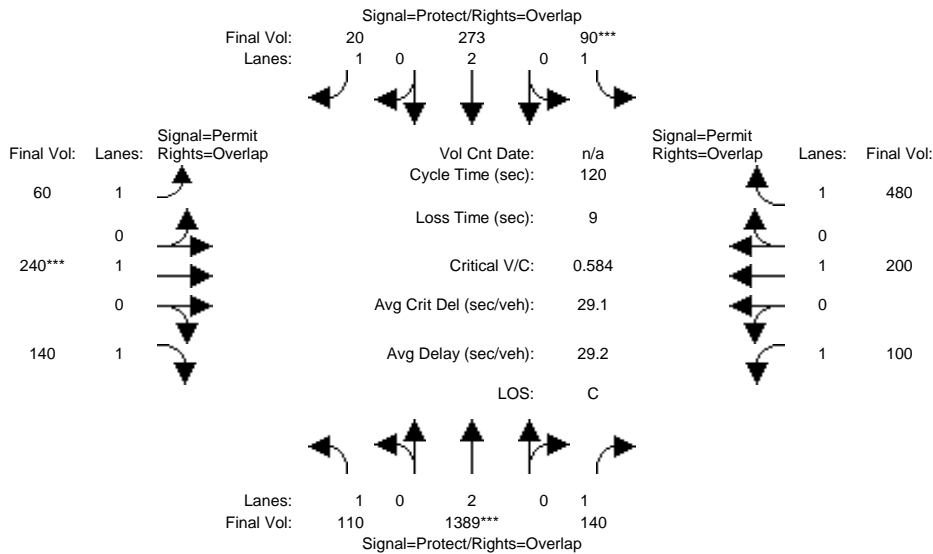
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.69	0.16	0.42	0.14	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
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:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2k95thQ:	8	33	6	7	5	1	4	14	7	6	12	29

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

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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1389	140	90	273	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1389	140	90	273	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1389	140	90	273	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1389	140	90	273	20	60	240	140	100	200	480

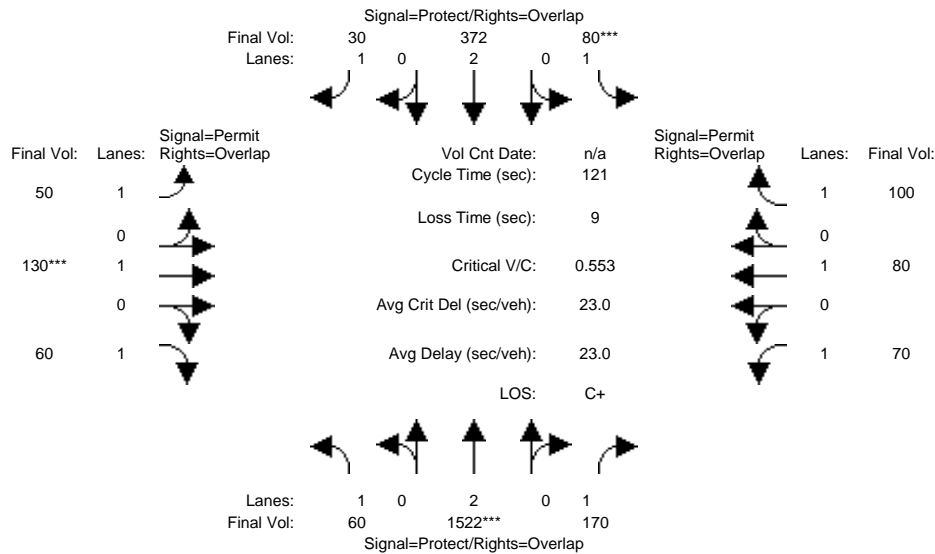
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.37	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.72	0.16	0.42	0.15	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	26.2	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
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:	52.6	26.2	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2k95thQ:	8	35	6	7	6	1	4	14	7	6	12	29

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

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Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	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:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1522	170	80	372	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1522	170	80	372	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1522	170	80	372	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1522	170	80	372	30	50	130	60	70	80	100

Saturation 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	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

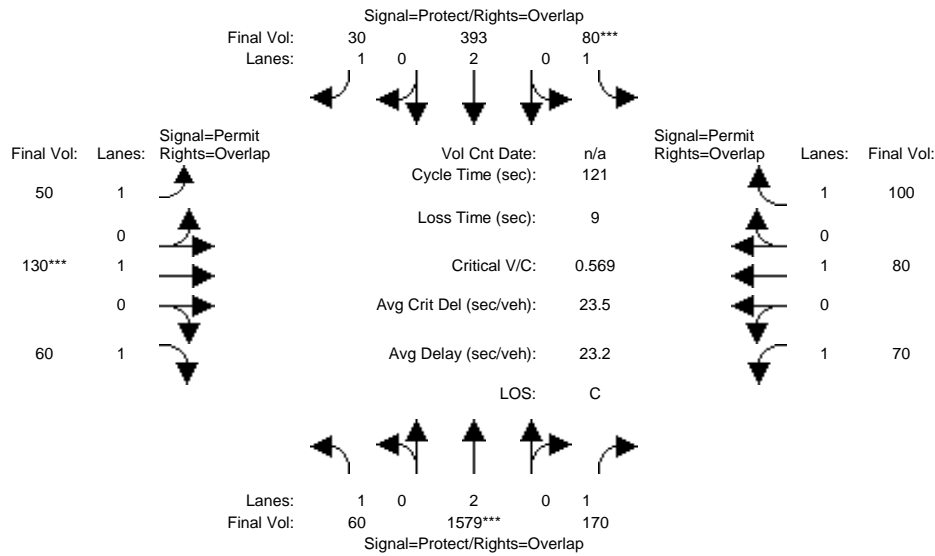
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.69	0.17	0.42	0.17	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	B-	B	E+	B	B+	D	D	C	D	D	C
HCM2k95thQ:	5	34	6	6	6	1	4	8	3	5	5	6

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

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Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						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:	13	75	75	14	76	76	31	31	31	31	31	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1579	170	80	393	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1579	170	80	393	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1579	170	80	393	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1579	170	80	393	30	50	130	60	70	80	100

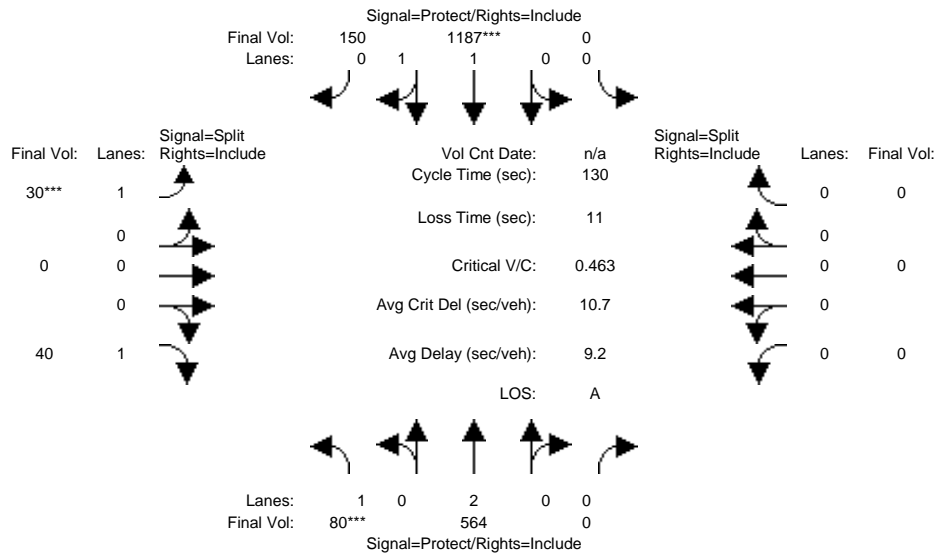
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.42	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.71	0.17	0.42	0.18	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	20.5	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	20.5	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	C+	B	E+	B	B+	D	D	C	D	D	C
HCM2k95thQ:	5	36	6	6	7	1	4	8	3	5	5	6

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

Stanford GUP EIR
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 2000 HCM Operations (Future Volume Alternative)
 2018 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	564	0	0	1187	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	564	0	0	1187	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	564	0	0	1187	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	564	0	0	1187	150	30	0	40	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3285	415	1750	0	1750	0	0	0

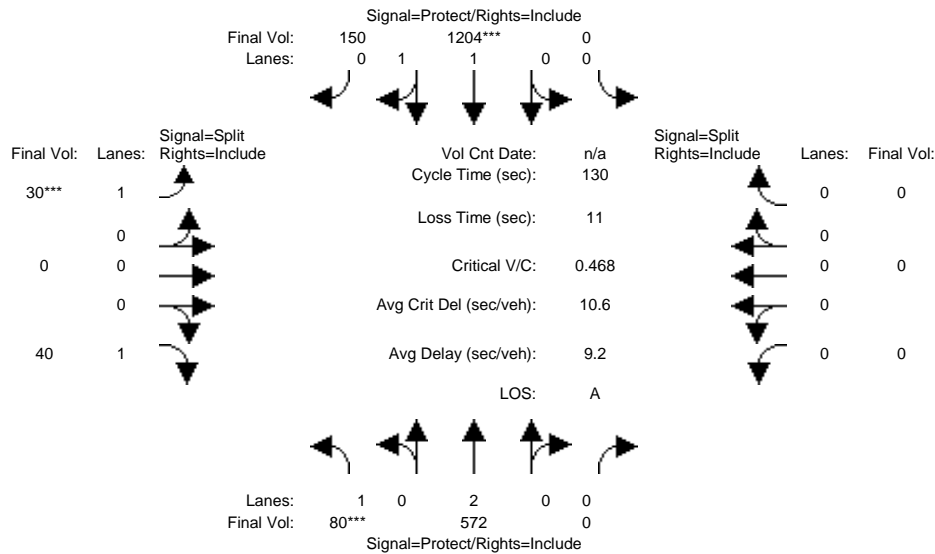
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.36	0.36	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	12.2	109	0.0	0.0	96.8	96.8	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	6	4	0	0	20	20	3	0	4	0	0	0

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

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Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	12	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	572	0	0	1204	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	572	0	0	1204	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	572	0	0	1204	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	572	0	0	1204	150	30	0	40	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3290	410	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.37	0.37	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	12.1	109	0.0	0.0	96.9	96.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.3	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	6	4	0	0	20	20	3	0	4	0	0	0

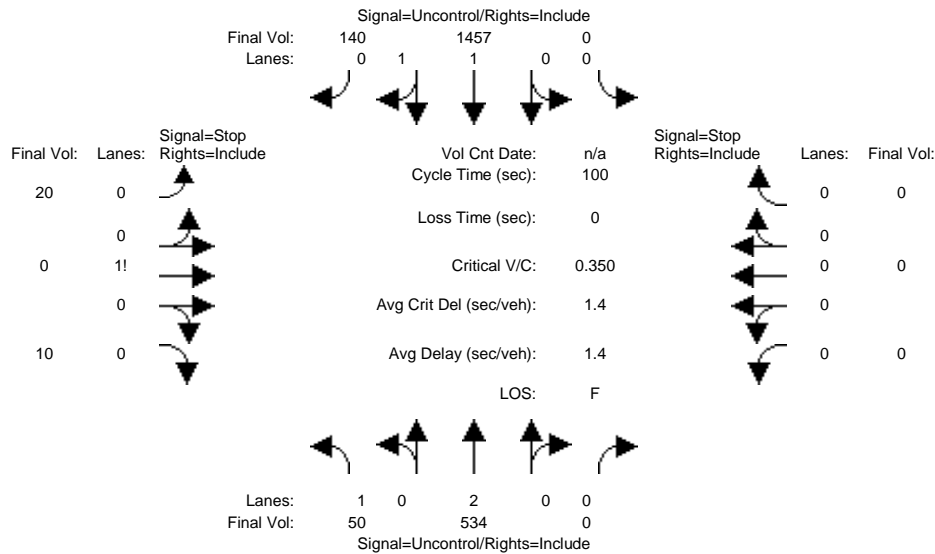
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	50	530	0	0	1450	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	0	0	1450	140	20	0	10	0	0	0
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	534	0	0	1457	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	534	0	0	1457	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	534	0	0	1457	140	20	0	10	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1597	xxxx	xxxxx	xxxx	xxxx	xxxxx	1894	2161	799	xxxx	xxxx	xxxxx
Potent Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	48	333	xxxx	xxxx	xxxxx
Move Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	42	333	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

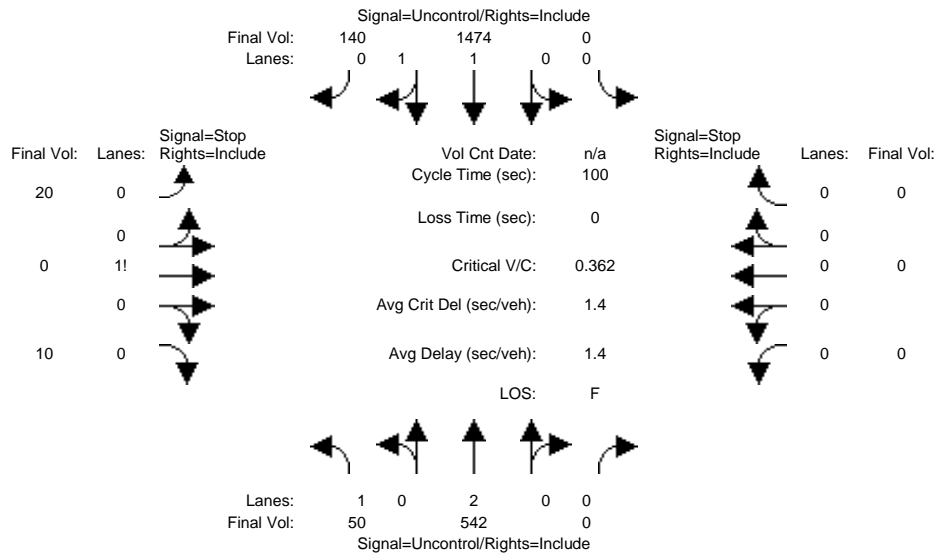
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	79	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	76.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				76.3		xxxxxxx		
ApproachLOS:	*			*				F		*		*

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

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Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	50	530	0	0	1450	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	0	0	1450	140	20	0	10	0	0	0
Added Vol:	0	12	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	542	0	0	1474	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	542	0	0	1474	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	542	0	0	1474	140	20	0	10	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx	1915	2186	807	xxxx	xxxx	xxxxx
Potent Cap.:	410	xxxx	xxxxx	xxxx	xxxx	xxxxx	61	46	329	xxxx	xxxx	xxxxx
Move Cap.:	410	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	41	329	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.03	xxxx	xxxx	xxxx

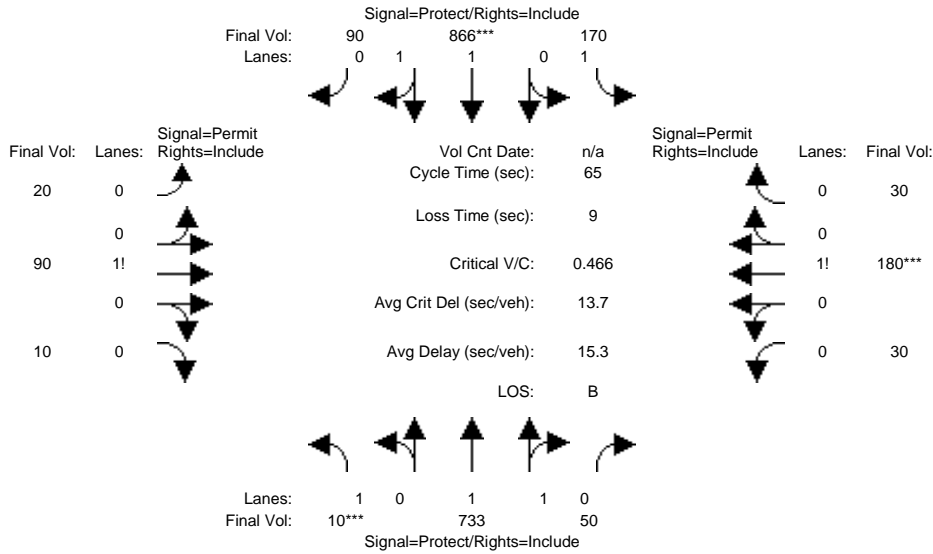
Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	76	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	79.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				79.8		xxxxxxx		
ApproachLOS:	*			*				F		*		*

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

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Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East 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:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	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:	10	733	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	733	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	733	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	733	50	170	866	90	20	90	10	30	180	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3464	236	1750	3351	348	292	1313	146	219	1313	219

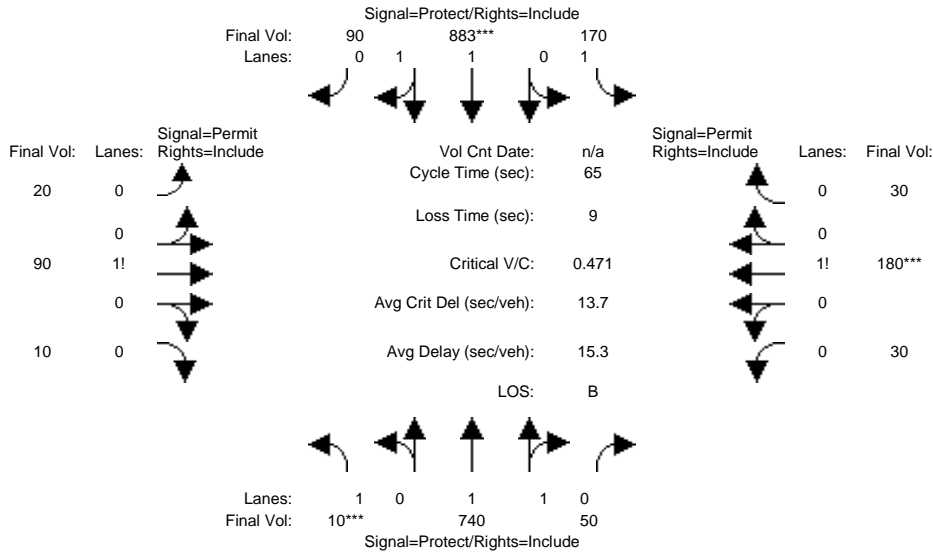
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****			****						****		
Green Time:	7.0	25.9	25.9	13.2	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.53	0.53	0.48	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	0	12	12	6	12	12	5	5	5	10	10	10

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

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Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	740	50	170	883	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	740	50	170	883	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	740	50	170	883	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	740	50	170	883	90	20	90	10	30	180	30

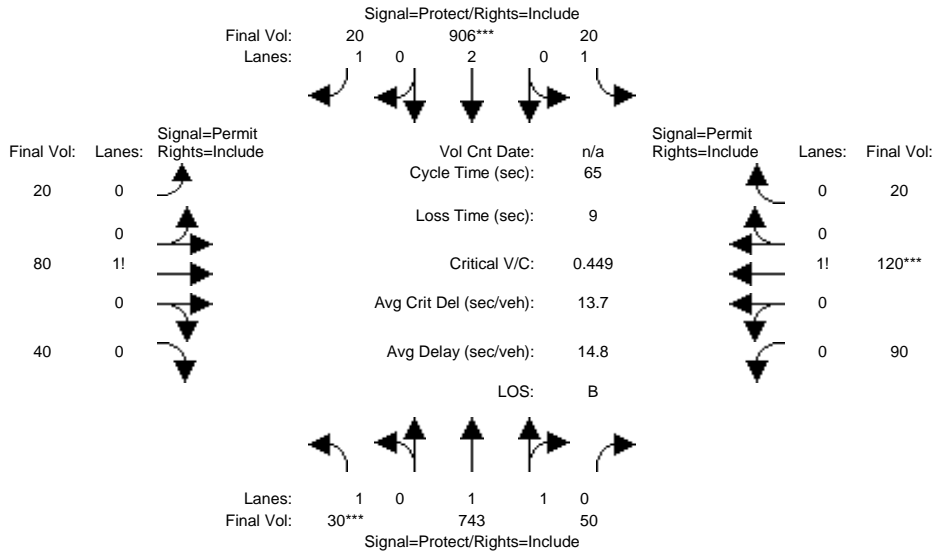
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3466	234	1750	3358	342	292	1313	146	219	1313	219

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.21	0.21	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	***			****						****		
Green Time:	7.0	26.1	26.1	13.1	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.53	0.53	0.48	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	23.9	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	23.9	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	0	12	12	6	12	12	5	5	5	10	10	10

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

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Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	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:	30	743	50	20	906	20	20	80	40	90	120	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:	30	743	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	743	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	743	50	20	906	20	20	80	40	90	120	20

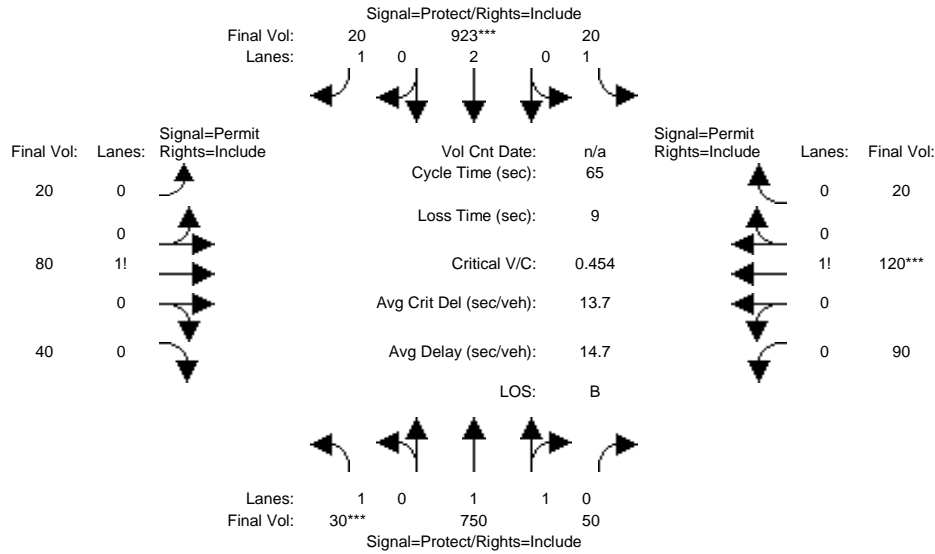
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3467	233	1750	3800	1750	250	1000	500	685	913	152

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	***			****						****		
Green Time:	7.0	25.7	25.7	12.9	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.54	0.54	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	1	11	11	1	11	0	5	5	5	9	9	9

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

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Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	750	50	20	923	20	20	80	40	90	120	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:	30	750	50	20	923	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	750	50	20	923	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	750	50	20	923	20	20	80	40	90	120	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3469	231	1750	3800	1750	250	1000	500	685	913	152

Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.9	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.54	0.54	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.2	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.2	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	1	11	11	1	12	0	5	5	5	9	9	9

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

Stanford GUP EIR
 SJ15-1585
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2018 PM				2018 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.5	0.824	11.0	B	13.5	0.856	+ 0.032	12.1	+ 1.1
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	C+	21.2	0.601	21.4	C+	21.4	0.623	+ 0.021	21.5	+ 0.2
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.0	0.747	22.3	C+	21.7	0.779	+ 0.032	23.6	+ 1.3
#4	Sand Hill Rd / Saga Ln (MP)	C+	21.7	0.565	21.8	C+	21.2	0.596	+ 0.031	21.3	- 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.6	0.615	18.9	B	16.3	0.647	+ 0.032	18.7	- 0.1
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.9	0.665	24.2	B	16.8	0.665	+ 0.000	24.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.1	0.737	51.8	D	49.0	0.775	+ 0.038	53.6	+ 1.7
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.502	3.1	A	3.9	0.525	+ 0.024	3.2	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	28.2	0.555	26.5	C	29.2	0.582	+ 0.027	27.7	+ 1.2
#10	Pastuer Drive / Sand Hill Road	C	27.3	0.494	27.1	C	27.7	0.511	+ 0.017	27.7	+ 0.7
#11	Arboretum Road / Sand Hill Road	C	27.3	0.648	31.7	C	27.8	0.665	+ 0.017	32.6	+ 0.9
#12	El Camino Real / Sand Hill Road (SC CMP)	C-	34.1	0.702	43.7	C-	34.3	0.717	+ 0.016	44.0	+ 0.3
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	85.9	1.174	85.9	F	88.3	1.185	+ 0.011	88.3	+ 2.4
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	B	0.3	0.119	0.3	B	0.4	0.121	+ 0.001	0.4	+ 0.0
#15	Deer Creek Road / Page Mill Road (SCC)	B	13.5	0.466	20.4	B	13.7	0.487	+ 0.021	20.1	- 0.3
#16	Coyote Hill Road / Page Mill Road (SCC)	A	9.0	0.394	13.8	A	9.4	0.414	+ 0.021	13.6	- 0.2
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.0	0.908	129.4	F	109.9	0.971	+ 0.063	148.7	+ 19.3
#18	Page Mill Rd / Peter Couotts (SCC)	C	29.7	0.490	27.5	C	29.8	0.505	+ 0.015	27.5	- 0.0
#19	Hanover St / Page Mill Rd (SC CMP)	D	47.6	0.466	49.3	D	48.2	0.483	+ 0.017	49.2	- 0.1
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	66.2	0.892	73.7	E	68.8	0.913	+ 0.021	76.4	+ 2.7
#21	Middlefield Road / Oregon Expressway (SC CMP)	E+	58.5	0.702	62.8	E+	58.9	0.714	+ 0.012	63.3	+ 0.5
#22	Oregon Expy / West Bayshore Rd (SCC)	B-	18.9	0.492	31.0	B-	19.1	0.500	+ 0.008	31.2	+ 0.2
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.2	0.331	2.2	C	2.2	0.334	+ 0.002	2.2	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.8	0.850	26.8	D	29.9	0.887	+ 0.037	29.9	+ 3.0
#25	Junipero Serra / Alpine Road (MP)	D	48.8	0.737	48.3	D	50.9	0.785	+ 0.048	50.7	+ 2.4
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	40.7	0.734	40.3	D	45.4	0.786	+ 0.052	46.2	+ 5.9

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 Future Volume Alternative

Intersection		2018 PM				2018 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	16.3	0.541	9.8	B	17.9	0.577	+ 0.036	12.5	+ 2.8
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	21.1	0.637	30.0	C	25.1	0.713	+ 0.076	34.4	+ 4.4
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	34.9	0.515	35.1	D+	35.1	0.529	+ 0.015	35.3	+ 0.2
#30	Foothill Expressway / Arastradero Road (SCC)	F	92.3	0.674	115.9	F	95.8	0.825	+ 0.150	114.8	- 1.0
#31	Foothill Expressway / San Antonio Road (SC CMP)	E-	79.6	1.117	114.7	F	82.7	1.139	+ 0.022	119.4	+ 4.7
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	88.9	0.972	122.7	F	89.9	0.976	+ 0.004	124.0	+ 1.3
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	71.9	0.794	82.4	E	73.2	0.804	+ 0.010	84.6	+ 2.3
#34	Bowdoin Street / Stanford Avenue	C	18.5	0.785	18.5	D	27.6	0.933	+ 0.148	27.6	+ 9.1
#35	Arboretum Road / Quarry Road	D	41.5	0.480	47.4	D	42.1	0.518	+ 0.039	48.9	+ 1.4
#36	Arboretum Road / Palm Drive	C	28.6	0.601	30.4	C	29.4	0.645	+ 0.044	31.8	+ 1.3
#37	El Camino Real / Encinal Avenue (MP)	C	29.9	0.749	34.8	C	29.8	0.764	+ 0.015	34.9	+ 0.1
#38	El Camino Real / Valpariso Avenue (MP)	D	42.0	0.806	47.6	D	42.2	0.822	+ 0.015	48.1	+ 0.5
#39	El Camino Real / Oak Grove Avenue (MP)	D+	35.6	0.678	36.5	D+	35.4	0.694	+ 0.017	36.4	- 0.1
#40	El Camino Real / Santa Cruz Avenue (MP)	C	23.0	0.571	24.9	C+	22.7	0.587	+ 0.016	24.6	- 0.4
#41	El Camino Real / Ravenswood Avenue (MP)	D	47.0	0.785	53.3	D	47.2	0.805	+ 0.020	53.9	+ 0.7
#42	El Camino Real / Roble Avenue (MP)	B	14.7	0.471	12.5	B	14.3	0.484	+ 0.013	12.2	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.5	0.661	42.6	C	27.2	0.669	+ 0.009	42.5	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B-	19.6	0.569	32.1	B-	19.5	0.578	+ 0.009	32.0	- 0.2
#45	El Camino Real / Quarry Road	C-	33.2	0.694	40.0	C-	34.2	0.725	+ 0.031	41.5	+ 1.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	20.3	0.480	27.9	C+	20.0	0.510	+ 0.030	27.6	- 0.3
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	26.3	0.545	30.3	C	26.4	0.578	+ 0.033	31.1	+ 0.8
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	51.1	0.856	55.6	D-	54.9	0.915	+ 0.059	62.6	+ 7.0
#49	El Camino Real / Churchill Avenue	C	26.6	0.671	38.4	C	26.4	0.690	+ 0.018	38.3	- 0.1
#50	El Camino Real / Serra Street	C	28.0	0.633	31.6	C-	33.2	0.745	+ 0.112	39.6	+ 8.0
#51	El Camino Real / Stanford Avenue	C	31.9	0.733	36.7	C-	33.1	0.787	+ 0.054	38.7	+ 2.0
#52	El Camino Real / California Avenue	C	28.8	0.580	27.5	C	27.9	0.610	+ 0.031	26.7	- 0.7

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Intersection		2018 PM				2018 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E+	55.6	0.823	64.5	E+	56.3	0.831	+ 0.007	64.9	+ 0.4
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.6	0.700	53.8	D-	53.5	0.708	+ 0.007	53.7	- 0.1
#55	Alma Street / Lytton Avenue	B	18.0	0.536	16.7	B-	18.6	0.551	+ 0.015	17.5	+ 0.8
#56	Alma Street / Hamilton Avenue	B	14.9	0.821	21.0	B	15.3	0.833	+ 0.012	21.8	+ 0.8
#57	Alma Street / Churchill Avenue	D	48.3	0.701	58.6	D	48.3	0.706	+ 0.005	58.7	+ 0.0
#58	Alma Street / Charleston Road	D-	55.0	0.770	60.9	E+	55.9	0.787	+ 0.017	61.9	+ 1.1
#59	Middlefield Road / Marsh Road	D-	53.9	0.909	63.6	D-	54.4	0.914	+ 0.005	64.4	+ 0.8
#60	Middlefield Road / Ravenswood Avenue (MP)	D	40.4	0.663	61.5	D	41.2	0.675	+ 0.012	62.4	+ 0.9
#61	Middlefield Road / Ringwood Avenue (MP)	D	50.6	0.588	59.6	D	50.7	0.593	+ 0.005	59.8	+ 0.2
#62	Middlefield Road / Willow Road (MP)	D	47.3	0.637	51.4	D	47.5	0.644	+ 0.006	51.5	+ 0.2
#63	Middlefield Road / Lytton Avenue	D	45.9	0.719	47.0	D	46.5	0.735	+ 0.016	47.6	+ 0.6
#64	Middlefield Road / University Avenue	D+	35.6	0.597	38.1	D+	36.1	0.629	+ 0.031	39.0	+ 0.9
#65	Middlefield Road / Hamilton Avenue	B+	11.6	0.425	11.9	B+	11.6	0.432	+ 0.007	11.9	+ 0.0
#66	Middlefield Road / Embarcadero Road	D	39.6	0.697	41.9	D	40.1	0.722	+ 0.025	42.4	+ 0.5
#67	Saint Francis Drive / Embarcadero Road	B	17.5	0.556	16.5	B	17.3	0.570	+ 0.014	16.4	- 0.1
#68	East Bayshore Road / Embarcadero Road	E+	57.6	0.879	64.5	E+	58.1	0.884	+ 0.005	65.1	+ 0.6
#69	Middlefield Road / Charleston Road	D-	52.6	0.671	52.6	D-	52.7	0.677	+ 0.006	52.9	+ 0.2
#70	US 101 SB Ramps / Marsh Road (MP)	C-	33.9	0.944	37.1	C-	33.9	0.944	+ 0.000	37.1	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C+	20.7	0.867	23.6	C+	20.7	0.867	+ 0.000	23.6	+ 0.0
#72	Bay Road / Willow Road (MP)	B+	10.7	0.631	15.8	B+	10.7	0.636	+ 0.006	15.8	+ 0.0
#73	Newbridge Street / Willow Road (MP)	D	44.1	0.838	52.3	D	44.1	0.842	+ 0.004	52.5	+ 0.2
#74	O'Brien Drive / Willow Road (MP)	B	14.5	0.656	22.9	B	14.5	0.661	+ 0.005	22.8	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	45.3	0.866	54.4	D	45.5	0.869	+ 0.003	54.7	+ 0.3
#76	Bayfront Expressway / Willow Road (SM CMP)	E+	57.8	0.851	62.7	E+	58.0	0.855	+ 0.004	62.9	+ 0.2
#77	Woodland Drive / University Avenue	E	60.1	0.817	63.1	E	60.3	0.817	+ 0.000	63.1	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	25.5	0.704	36.7	C	25.5	0.710	+ 0.006	36.7	+ 0.1

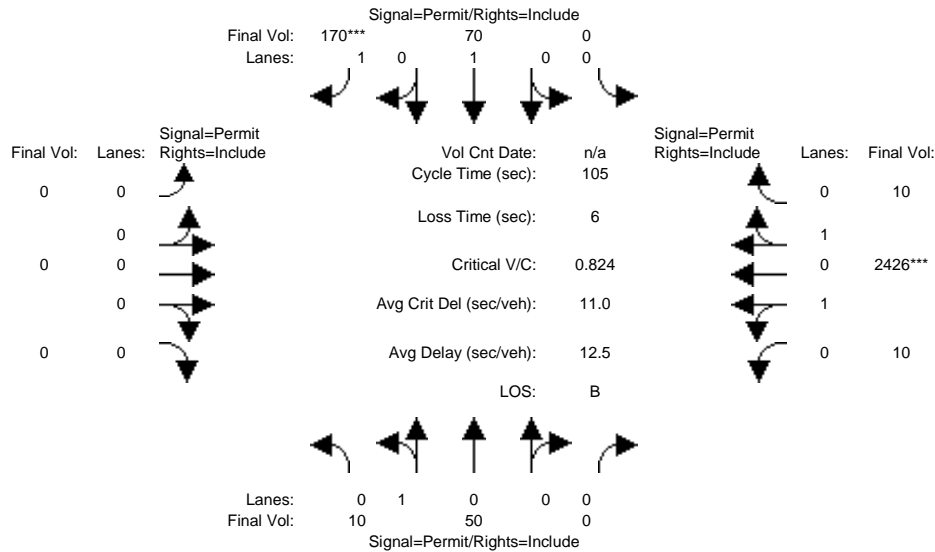
Stanford GUP EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2018 PM				2018 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	44.3	0.683	51.6	D	44.3	0.686	+ 0.004	51.7	+ 0.1
#80	University Avenue / Bay Road	D	50.1	0.860	55.8	D	50.6	0.868	+ 0.009	56.6	+ 0.9
#81	University Ave / Bayfront Expy (SM CMP)	F	94.4	1.081	110.4	F	96.9	1.089	+ 0.007	113.5	+ 3.1
#82	Town & Country Driveway / Embarcadero Road	C	28.4	0.577	30.7	C	28.0	0.598	+ 0.021	30.5	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	62.5	0.951	65.9	E	62.7	0.953	+ 0.002	66.3	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B	13.0	0.619	20.0	B	13.0	0.619	+ 0.000	20.0	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	23.5	0.737	24.2	C	23.5	0.740	+ 0.002	24.2	+ 0.1
#86	Central Expy / Rengstorff Ave (SC CMP)	F	83.9	0.844	91.2	F	86.1	0.852	+ 0.008	92.4	+ 1.3
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	7.0	0.466	5.0	A	6.9	0.473	+ 0.007	5.0	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.6	0.486	10.1	A	7.5	0.491	+ 0.005	10.1	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	94.4	0.886	114.3	F	97.1	0.892	+ 0.006	117.6	+ 3.3
#90	Foothill Expy / Edith Ave (SCC)	D+	39.0	0.423	31.9	D	43.2	0.712	+ 0.288	54.7	+ 22.9
#91	Foothill Expy / Main St (SC CMP)	C	24.4	0.411	34.7	C	24.5	0.420	+ 0.009	34.3	- 0.4
#92	University Ave / O'Brien Dr	B	12.7	0.641	10.8	B	12.7	0.647	+ 0.006	10.8	+ 0.0
#93	University Ave / Adams Dr	D	0.8	0.261	0.8	D	0.8	0.270	+ 0.010	0.8	+ 0.0
#94	University Ave / Runnymede St	B-	19.9	0.515	19.3	B-	19.8	0.520	+ 0.005	19.2	- 0.0
#95	University Ave / Bell St	B-	18.2	0.513	17.1	B-	18.1	0.518	+ 0.005	17.0	- 0.1

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Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2426	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2426	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2426	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	50	0	0	70	170	0	0	0	10	2426	10

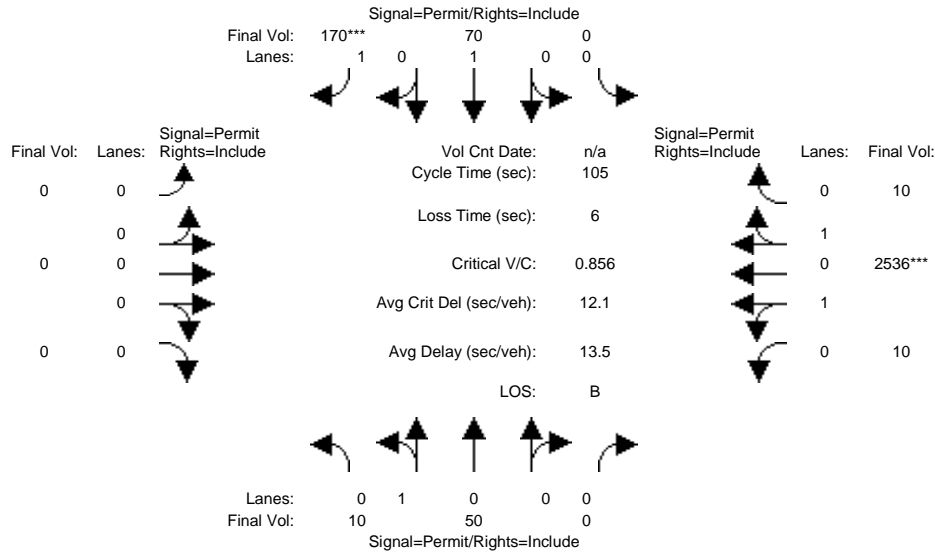
Saturation Flow Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15

Capacity Analysis Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****						****
Green Time:	12.4	12.4	0.0	0.0	12.4	12.4	0.0	0.0	0.0	86.6	86.6	86.6
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2k95thQ:	4	4	0	0	5	15	0	0	0	38	38	38

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

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Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2536	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2536	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2536	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	50	0	0	70	170	0	0	0	10	2536	10

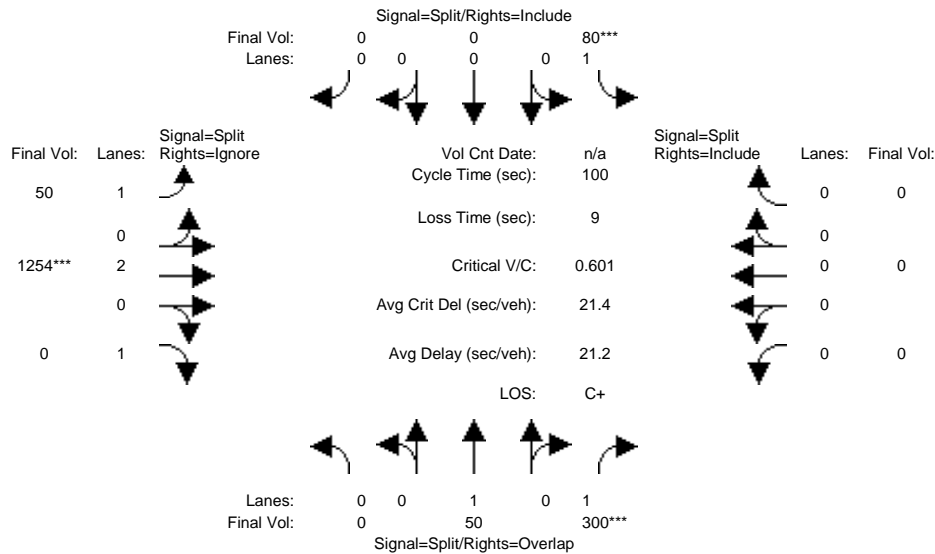
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.71	0.71	0.71
Crit Moves:						****						****
Green Time:	11.9	11.9	0.0	0.0	11.9	11.9	0.0	0.0	0.0	87.1	87.1	87.1
Volume/Cap:	0.29	0.29	0.00	0.00	0.32	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.5	43.5	0.0	0.0	43.7	74.4	0.0	0.0	0.0	7.9	7.9	7.9
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:	43.5	43.5	0.0	0.0	43.7	74.4	0.0	0.0	0.0	7.9	7.9	7.9
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2k95thQ:	4	4	0	0	5	16	0	0	0	42	42	42

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

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	300	80	0	0	50	1254	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	300	80	0	0	50	1254	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	300	80	0	0	50	1254	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	300	80	0	0	50	1254	0	0	0	0

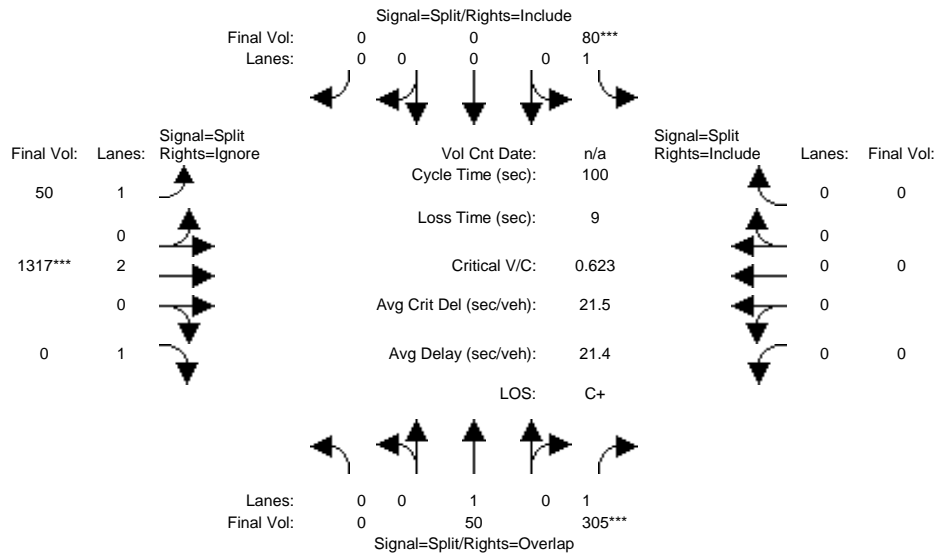
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.17	0.05	0.00	0.00	0.03	0.33	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	27.7	27.7	10.0	0.0	0.0	53.3	53.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.62	0.46	0.00	0.00	0.05	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	B+	B	A	A	A	A
HCM2k95thQ:	0	2	17	5	0	0	2	24	0	0	0	0

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

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	5	0	0	0	0	97	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	305	80	0	0	50	1317	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	305	80	0	0	50	1317	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	305	80	0	0	50	1317	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	305	80	0	0	50	1317	0	0	0	0

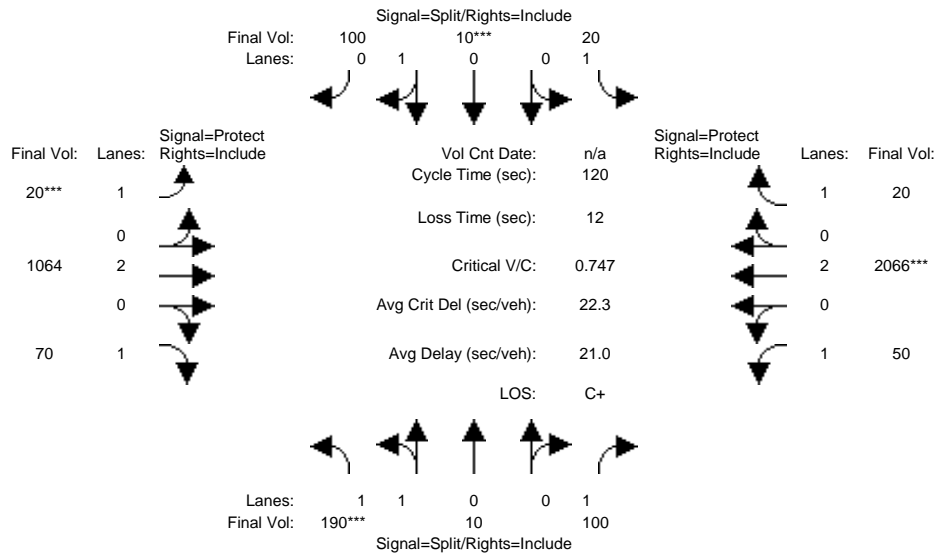
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.17	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	27.1	27.1	10.0	0.0	0.0	53.9	53.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.64	0.46	0.00	0.00	0.05	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.4	35.2	44.3	0.0	0.0	11.0	17.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.4	35.2	44.3	0.0	0.0	11.0	17.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	B+	B	A	A	A	A
HCM2k95thQ:	0	2	18	5	0	0	2	26	0	0	0	0

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

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Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	10	100	20	10	100	20	1030	70	50	2020	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	1030	70	50	2020	20
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1064	70	50	2066	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:	190	10	100	20	10	100	20	1064	70	50	2066	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1064	70	50	2066	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1064	70	50	2066	20

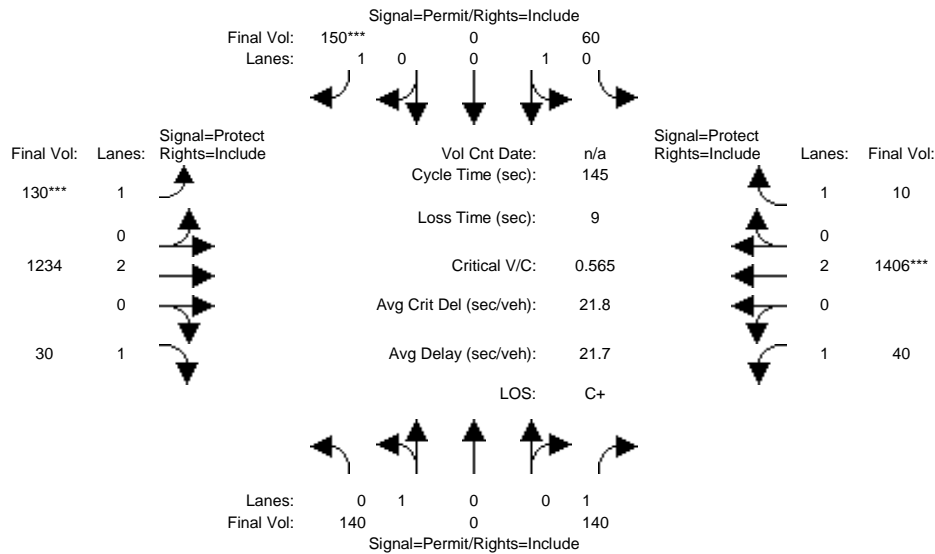
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.28	0.04	0.03	0.54	0.01
Crit Moves:	***			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.8	72.8	15.2	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.46	0.07	0.23	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2k95thQ:	10	10	10	2	11	11	2	19	2	3	45	1

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1234	30	40	1406	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1234	30	40	1406	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1234	30	40	1406	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	0	140	60	0	150	130	1234	30	40	1406	10

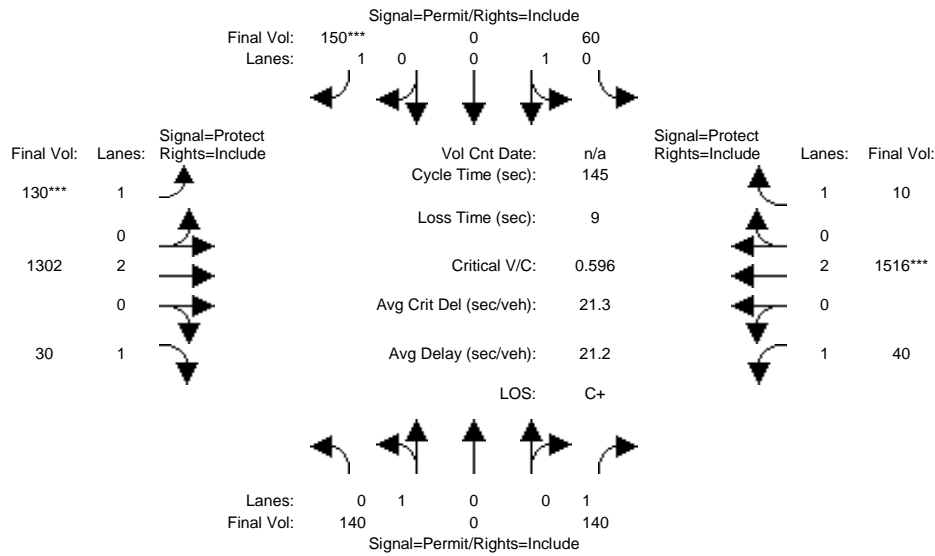
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.32	0.02	0.02	0.37	0.01
Crit Moves:						****	****				****	
Green Time:	22.0	0.0	22.0	22.0	0.0	22.0	19.1	99.3	99.3	14.8	94.9	94.9
Volume/Cap:	0.51	0.00	0.53	0.22	0.00	0.57	0.57	0.47	0.03	0.22	0.57	0.01
Delay/Veh:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
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:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
LOS by Move:	E+	A	E+	D-	A	E+	E	B+	A	E	B	A
HCM2k95thQ:	12	0	13	5	0	14	11	22	1	3	29	0

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	102	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1302	30	40	1516	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1302	30	40	1516	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1302	30	40	1516	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	0	140	60	0	150	130	1302	30	40	1516	10

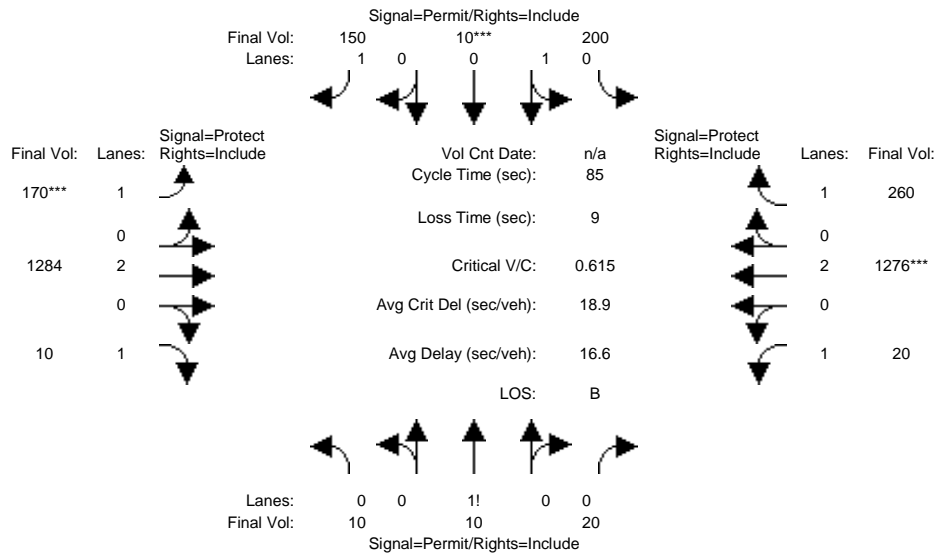
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.34	0.02	0.02	0.40	0.01
Crit Moves:						****	****				****	
Green Time:	20.9	0.0	20.9	20.9	0.0	20.9	18.1	101	100.9	14.2	97.1	97.1
Volume/Cap:	0.54	0.00	0.56	0.23	0.00	0.60	0.60	0.49	0.02	0.23	0.60	0.01
Delay/Veh:	59.9	0.0	60.5	55.4	0.0	62.0	64.4	10.3	6.8	61.1	13.6	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	60.5	55.4	0.0	62.0	64.4	10.3	6.8	61.1	13.6	8.0
LOS by Move:	E+	A	E	E+	A	E	E	B+	A	E	B	A
HCM2k95thQ:	13	0	13	5	0	14	11	23	1	4	31	0

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

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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1284	10	20	1276	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1284	10	20	1276	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1284	10	20	1276	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	20	200	10	150	170	1284	10	20	1276	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750

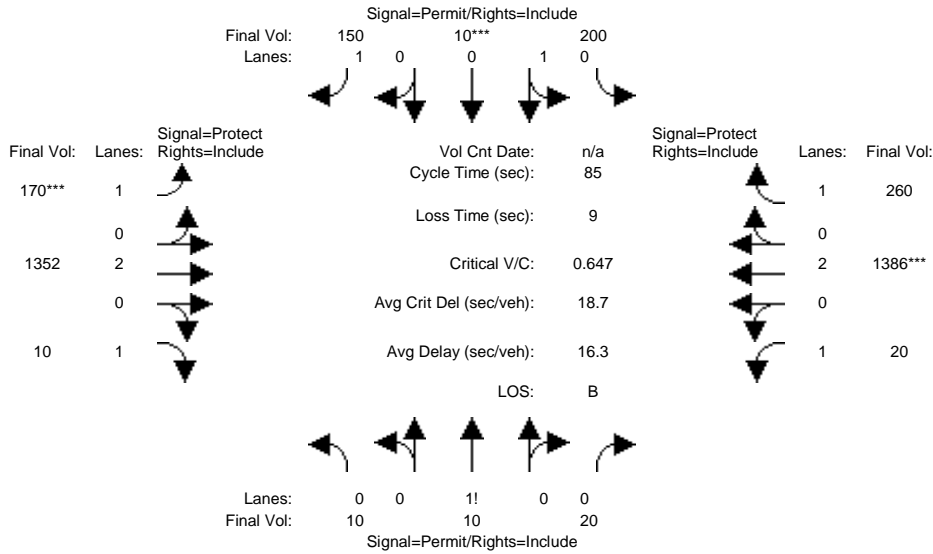
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.34	0.01	0.01	0.34	0.15
Crit Moves:					****		****				****	
Green Time:	16.1	16.1	16.1	16.1	16.1	16.1	13.4	48.1	48.1	11.7	46.4	46.4
Volume/Cap:	0.12	0.12	0.12	0.61	0.61	0.45	0.61	0.60	0.01	0.08	0.61	0.27
Delay/Veh:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
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:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
LOS by Move:	C	C	C	C-	C-	C	D+	B	A	C-	B	B+
HCM2k95thQ:	2	2	2	12	12	8	9	20	0	1	20	7

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

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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	102	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1352	10	20	1386	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1352	10	20	1386	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1352	10	20	1386	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	20	200	10	150	170	1352	10	20	1386	260

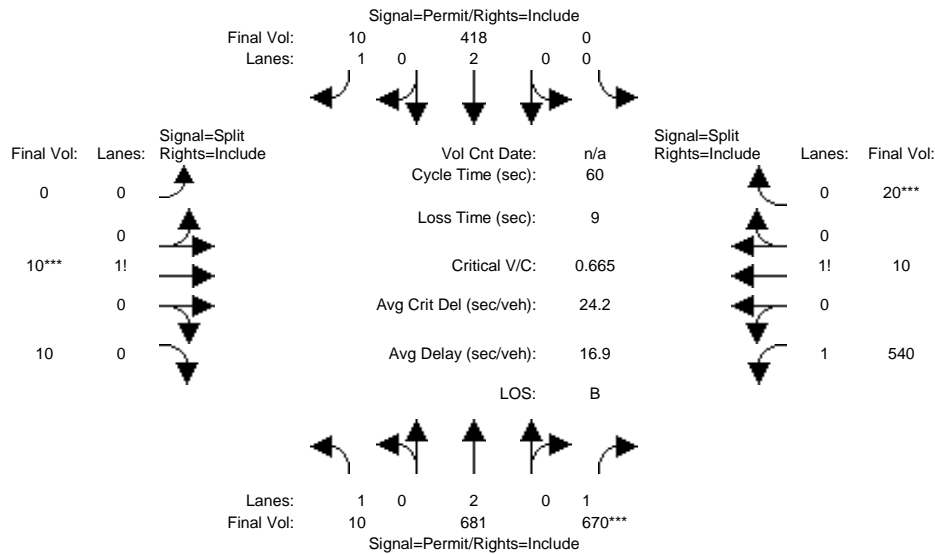
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.36	0.01	0.01	0.36	0.15
Crit Moves:					****		****				****	
Green Time:	15.3	15.3	15.3	15.3	15.3	15.3	12.8	49.3	49.3	11.4	47.9	47.9
Volume/Cap:	0.13	0.13	0.13	0.65	0.65	0.48	0.65	0.61	0.01	0.09	0.65	0.26
Delay/Veh:	29.4	29.4	29.4	36.8	36.8	32.4	39.5	12.2	7.6	32.4	13.4	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	36.8	36.8	32.4	39.5	12.2	7.6	32.4	13.4	9.6
LOS by Move:	C	C	C	D+	D+	C-	D	B	A	C-	B	A
HCM2k95thQ:	2	2	2	12	12	9	9	21	0	1	22	7

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
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:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	681	670	0	418	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	681	670	0	418	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	681	670	0	418	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	681	670	0	418	10	0	10	10	540	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117

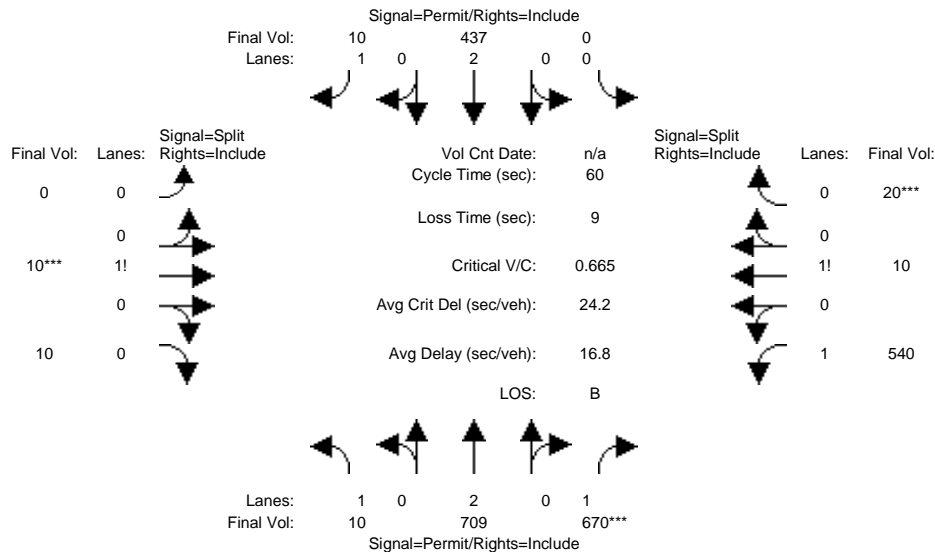
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.38	0.00	0.11	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.38	0.81	0.00	0.23	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
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:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2k95thQ:	0	8	21	0	5	0	0	1	1	14	16	16

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
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:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	39	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	709	670	0	437	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	709	670	0	437	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	709	670	0	437	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	709	670	0	437	10	0	10	10	540	10	20

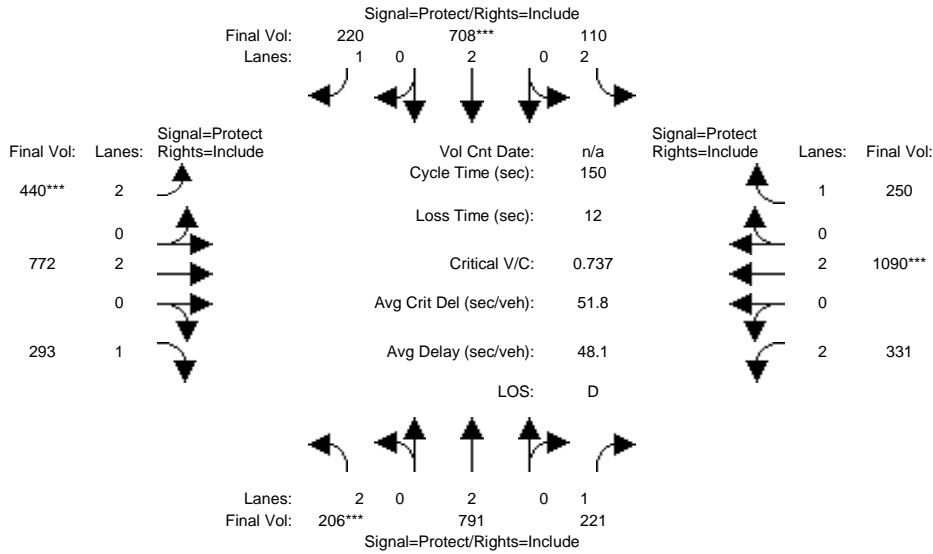
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.38	0.00	0.12	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.81	0.00	0.24	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
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:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2k95thQ:	0	8	21	0	5	0	0	1	1	14	16	16

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

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Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	190	780	220	110	700	220	440	750	280	330	1060	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	780	220	110	700	220	440	750	280	330	1060	250
Added Vol:	16	11	1	0	8	0	0	22	13	1	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	791	221	110	708	220	440	772	293	331	1090	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	791	221	110	708	220	440	772	293	331	1090	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	791	221	110	708	220	440	772	293	331	1090	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	791	221	110	708	220	440	772	293	331	1090	250

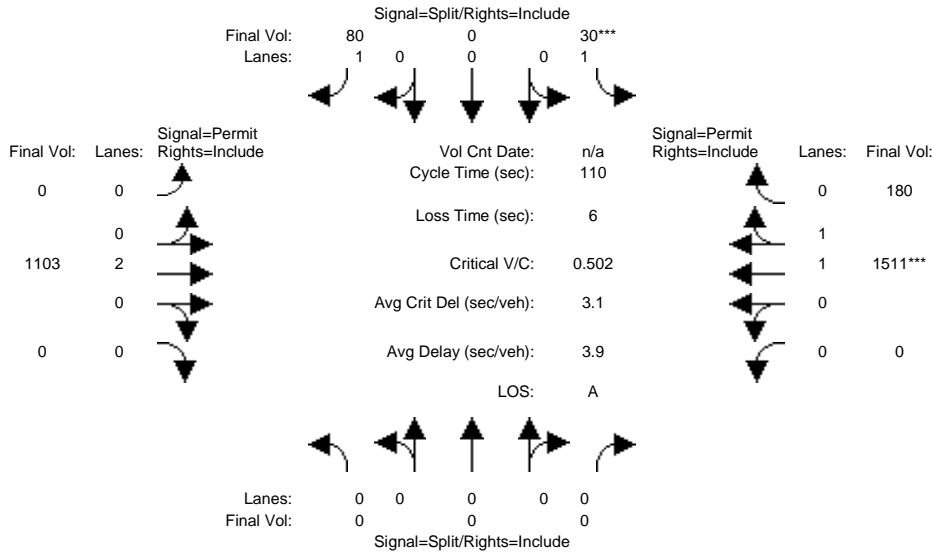
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.13	0.03	0.19	0.13	0.14	0.20	0.17	0.11	0.29	0.14
Crit Moves:	***				***		***				***	
Green Time:	13.3	41.8	41.8	9.4	37.9	37.9	28.4	57.2	57.2	29.6	58.4	58.4
Volume/Cap:	0.74	0.75	0.45	0.56	0.74	0.50	0.74	0.53	0.44	0.53	0.74	0.37
Delay/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
LOS by Move:	E-	D-	D	E	D-	D	E	D+	C-	D-	D	C-
HCM2k95thQ:	11	29	16	6	27	17	21	24	19	15	36	16

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	23	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1103	0	0	1511	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1103	0	0	1511	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1103	0	0	1511	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	80	0	1103	0	0	1511	180

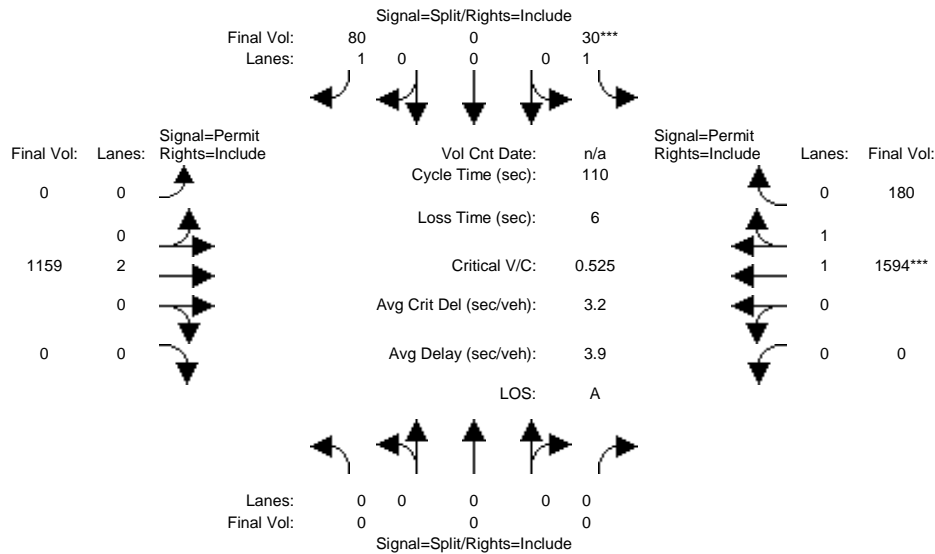
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3306	394

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.29	0.00	0.00	0.46	0.46
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.34	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	7	0	8	0	0	15	15

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	79	0	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1159	0	0	1594	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1159	0	0	1594	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1159	0	0	1594	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	80	0	1159	0	0	1594	180

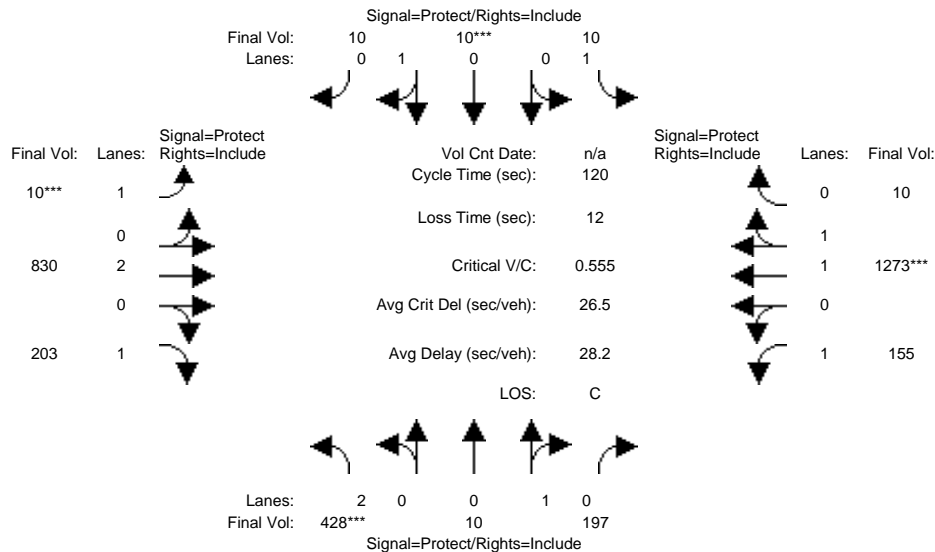
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3324	375

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.31	0.00	0.00	0.48	0.48
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.36	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.7	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.7	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	7	0	8	0	0	16	16

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	18	0	7	0	0	0	0	10	13	5	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	10	197	10	10	10	10	830	203	155	1273	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	10	197	10	10	10	10	830	203	155	1273	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	10	197	10	10	10	10	830	203	155	1273	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	428	10	197	10	10	10	10	830	203	155	1273	10

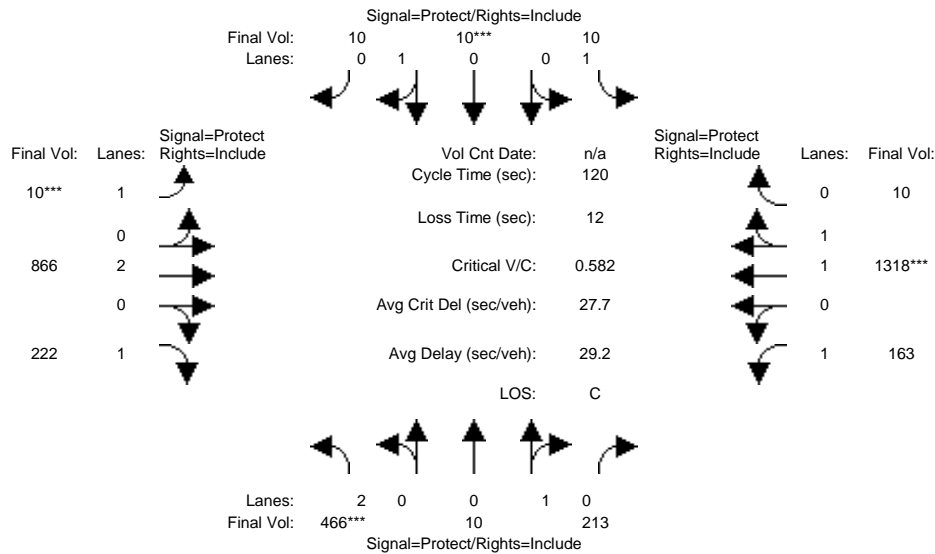
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.05	0.95	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	87	1713	1750	900	900	1750	3800	1750	1750	3671	29

Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.01	0.01	0.01	0.01	0.22	0.12	0.09	0.35	0.35
Crit Moves:	***			****			****			****		
Green Time:	25.6	23.6	23.6	12.0	10.0	10.0	7.0	51.5	51.5	20.9	65.4	65.4
Volume/Cap:	0.64	0.58	0.58	0.06	0.13	0.13	0.10	0.51	0.27	0.51	0.64	0.64
Delay/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
LOS by Move:	D	D	D	D	D-	D-	D-	C	C+	D	B-	B-
HCM2k95thQ:	18	15	15	1	2	2	1	20	10	11	29	29

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	56	0	23	0	0	0	0	46	32	13	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	10	213	10	10	10	10	866	222	163	1318	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	10	213	10	10	10	10	866	222	163	1318	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	10	213	10	10	10	10	866	222	163	1318	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	466	10	213	10	10	10	10	866	222	163	1318	10

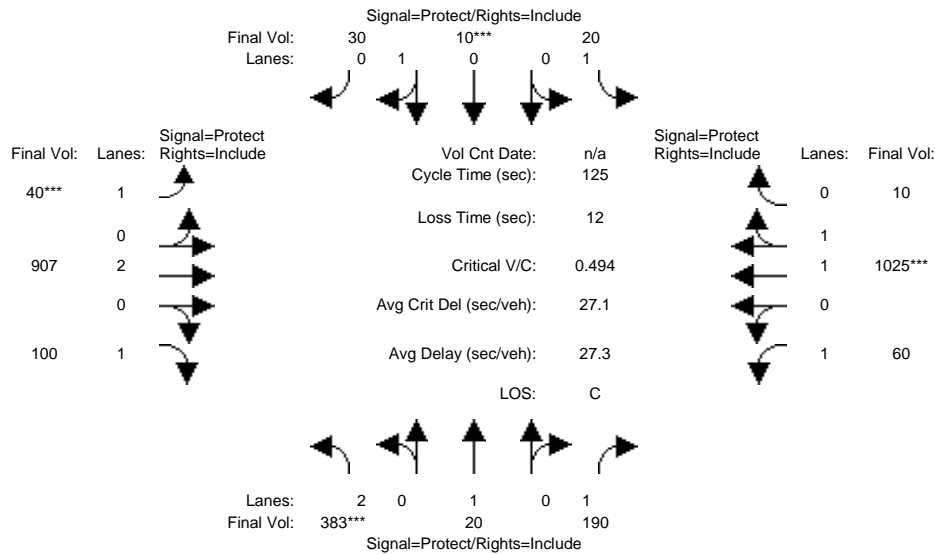
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.04	0.96	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	81	1719	1750	900	900	1750	3800	1750	1750	3672	28

Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.01	0.01	0.01	0.01	0.23	0.13	0.09	0.36	0.36
Crit Moves:	***				***		***				***	
Green Time:	26.6	24.9	24.9	11.7	10.0	10.0	7.0	50.7	50.7	20.7	64.4	64.4
Volume/Cap:	0.67	0.60	0.60	0.06	0.13	0.13	0.10	0.54	0.30	0.54	0.67	0.67
Delay/Veh:	45.2	45.7	45.7	49.3	51.4	51.4	53.9	26.3	23.1	47.2	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.7	45.7	49.3	51.4	51.4	53.9	26.3	23.1	47.2	21.0	21.0
LOS by Move:	D	D	D	D	D-	D-	D-	C	C	D	C+	C+
HCM2k95thQ:	19	16	16	1	2	2	1	21	11	11	31	31

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	13	0	0	0	0	0	0	7	10	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	190	20	10	30	40	907	100	60	1025	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	20	190	20	10	30	40	907	100	60	1025	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	190	20	10	30	40	907	100	60	1025	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	383	20	190	20	10	30	40	907	100	60	1025	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3664	36

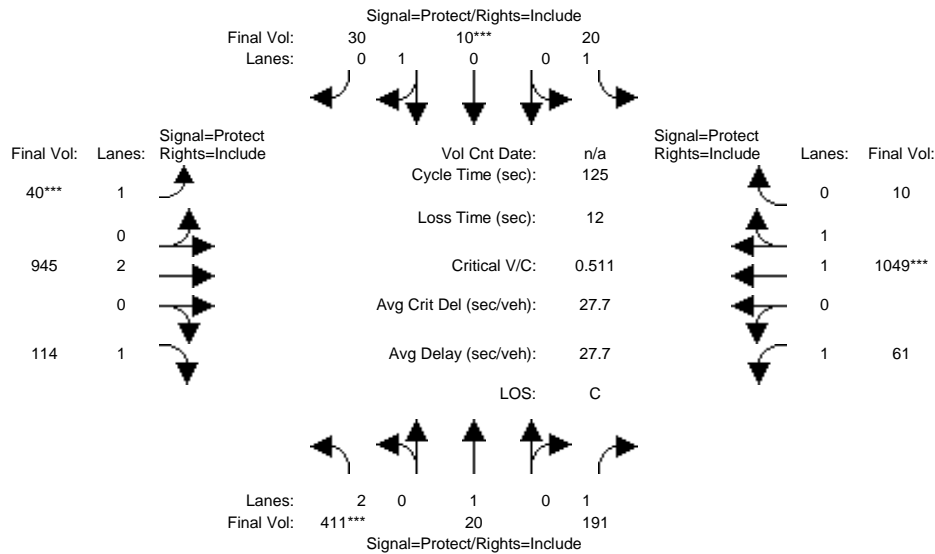
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.11	0.01	0.02	0.02	0.02	0.24	0.06	0.03	0.28	0.28
Crit Moves:	***				***		***				***	
Green Time:	29.1	25.8	25.8	13.3	10.0	10.0	7.0	59.9	59.9	14.0	66.9	66.9
Volume/Cap:	0.52	0.05	0.53	0.11	0.28	0.28	0.41	0.50	0.12	0.31	0.52	0.52
Delay/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B-	D-	B-	B-
HCM2k95thQ:	15	1	14	2	4	4	3	21	4	4	23	23

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	41	0	1	0	0	0	0	45	24	1	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	20	191	20	10	30	40	945	114	61	1049	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	20	191	20	10	30	40	945	114	61	1049	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	20	191	20	10	30	40	945	114	61	1049	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	411	20	191	20	10	30	40	945	114	61	1049	10

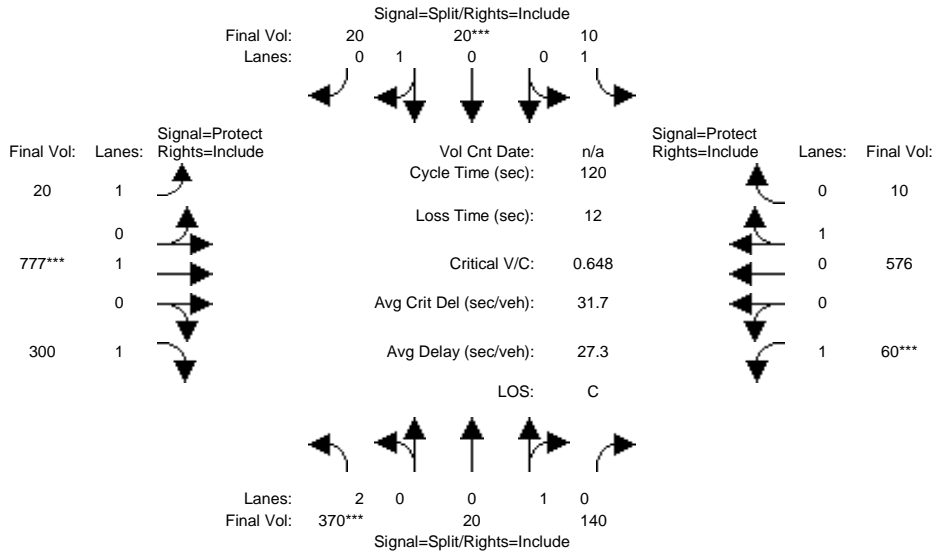
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3665	35

Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.11	0.01	0.02	0.02	0.02	0.25	0.07	0.03	0.29	0.29
Crit Moves:	***				***		***				***	
Green Time:	30.1	26.5	26.5	13.6	10.0	10.0	7.0	59.5	59.5	13.4	65.9	65.9
Volume/Cap:	0.54	0.05	0.52	0.11	0.28	0.28	0.41	0.52	0.14	0.33	0.54	0.54
Delay/Veh:	42.3	39.3	44.8	50.5	55.2	55.2	59.8	23.1	18.4	52.6	19.9	19.9
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:	42.3	39.3	44.8	50.5	55.2	55.2	59.8	23.1	18.4	52.6	19.9	19.9
LOS by Move:	D	D	D	D	E+	E+	E+	C	B-	D-	B-	B-
HCM2k95thQ:	16	1	14	2	4	4	3	22	5	5	24	24

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

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Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	20	140	10	20	20	20	777	300	60	576	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	20	140	10	20	20	20	777	300	60	576	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	20	140	10	20	20	20	777	300	60	576	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	20	140	10	20	20	20	777	300	60	576	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1769	31

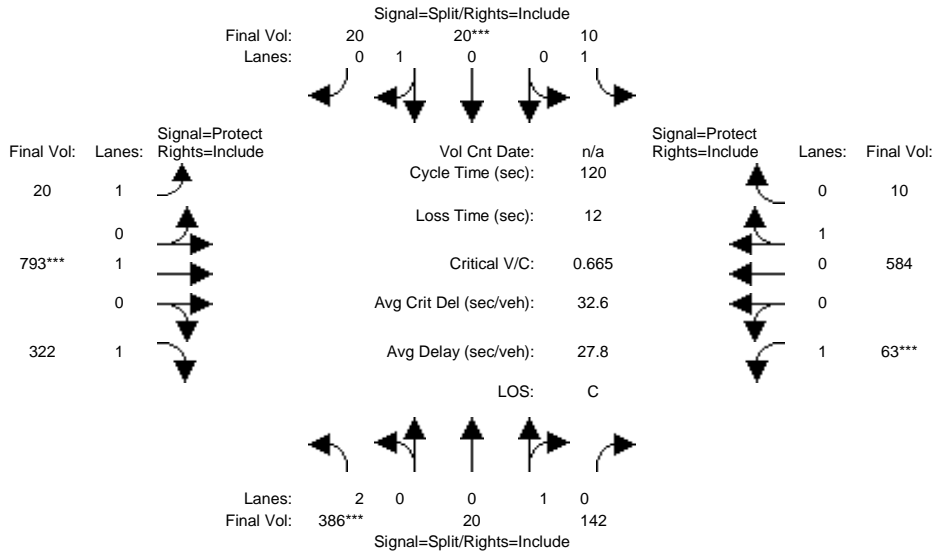
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.02	0.02	0.01	0.41	0.17	0.03	0.33	0.33
Crit Moves:	***				***			***		***		
Green Time:	20.3	20.3	20.3	10.0	10.0	10.0	11.8	70.7	70.7	7.0	65.9	65.9
Volume/Cap:	0.69	0.53	0.53	0.07	0.27	0.27	0.12	0.69	0.29	0.59	0.59	0.59
Delay/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
LOS by Move:	D	D	D	D	D-	D-	D	B-	B	E	B-	B-
HCM2k95thQ:	15	11	11	1	3	3	1	33	11	5	26	26

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

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Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	16	0	2	0	0	0	0	23	22	3	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	20	142	10	20	20	20	793	322	63	584	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	20	142	10	20	20	20	793	322	63	584	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	20	142	10	20	20	20	793	322	63	584	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	386	20	142	10	20	20	20	793	322	63	584	10

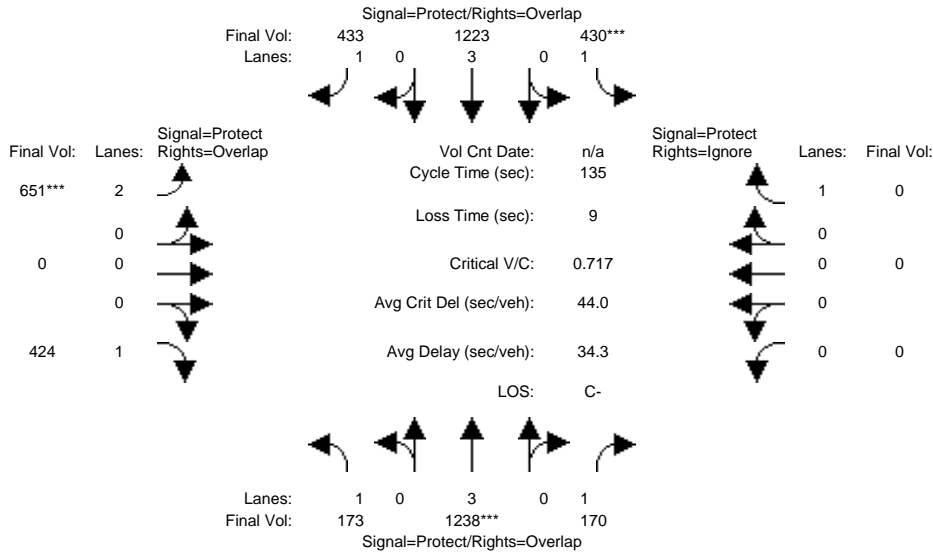
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	222	1578	1750	900	900	1750	1900	1750	1750	1770	30

Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.02	0.02	0.01	0.42	0.18	0.04	0.33	0.33
Crit Moves:	***			****			****			****		
Green Time:	20.7	20.7	20.7	10.0	10.0	10.0	11.6	70.3	70.3	7.0	65.7	65.7
Volume/Cap:	0.71	0.52	0.52	0.07	0.27	0.27	0.12	0.71	0.31	0.62	0.60	0.60
Delay/Veh:	51.3	46.8	46.8	50.9	52.5	52.5	49.8	19.8	12.8	66.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	46.8	46.8	50.9	52.5	52.5	49.8	19.8	12.8	66.1	19.4	19.4
LOS by Move:	D-	D	D	D	D-	D-	D	B-	B	E	B-	B-
HCM2k95thQ:	15	11	11	1	3	3	1	35	12	5	27	27

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

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Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	170	1160	170	430	1170	420	630	0	420	0	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	170	430	1170	420	630	0	420	0	0	800
Added Vol:	3	78	0	0	53	13	21	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1238	170	430	1223	433	651	0	424	0	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	173	1238	170	430	1223	433	651	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1238	170	430	1223	433	651	0	424	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	173	1238	170	430	1223	433	651	0	424	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.10	0.25	0.21	0.25	0.21	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	27.5	40.9	40.9	46.2	59.6	98.5	38.9	0.0	66.4	0.0	0.0	0.0
Volume/Cap:	0.49	0.72	0.32	0.72	0.49	0.34	0.72	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	48.6	43.4	36.7	42.9	26.9	6.7	45.9	0.0	23.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	43.4	36.7	42.9	26.9	6.7	45.9	0.0	23.5	0.0	0.0	0.0
LOS by Move:	D	D	D+	D	C	A	D	A	C	A	A	A
HCM2k95thQ:	13	27	11	29	21	13	25	0	22	0	0	0

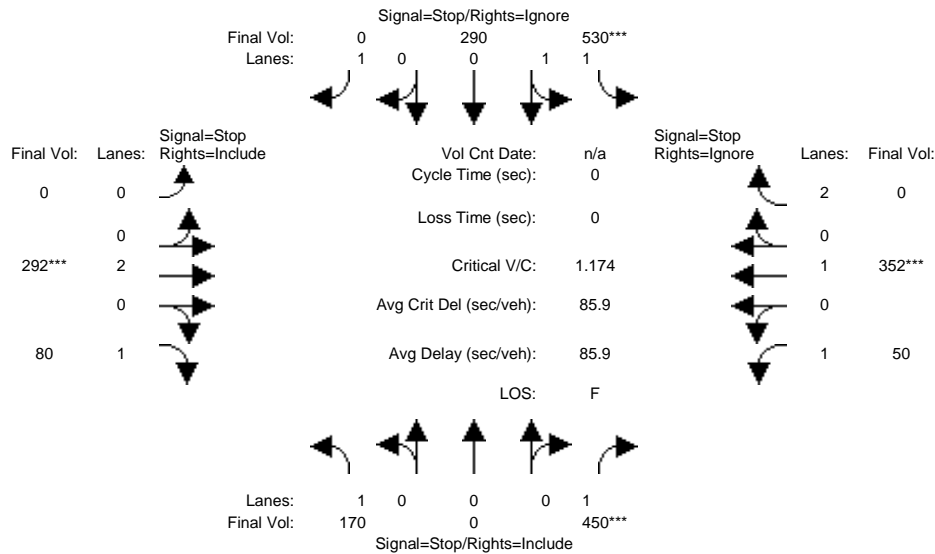
Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
SJ15-1585

2018 PM / 2018 PM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	530	290	100	0	292	80	50	352	948
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	530	290	0	0	292	80	50	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	530	290	0	0	292	80	50	352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	530	290	0	0	292	80	50	352	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.29	0.71	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	429	451	254	385	0	664	355	319	340	713

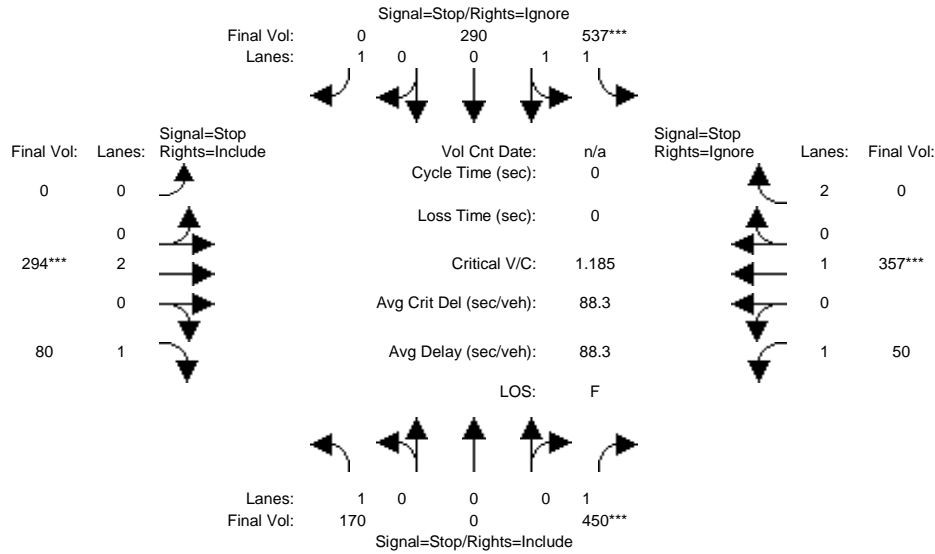
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	1.05	1.17	1.14	0.00	xxxx	0.44	0.23	0.16	1.04	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:	68.1			130.6			20.4			82.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	68.1			130.6			20.4			82.8		
LOS by Appr:	F			F			C			F		
AllWayAvgQ:	0.8	0.0	9.0	11.0	11.0	0.0	0.0	0.8	0.3	0.2	7.5	0.0

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

Stanford GUP EIR
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 2018 PM / 2018 PM + Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 with Project PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:	I-280 SB Ramps						Page Mill Road					
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	7	0	0	0	4	0	0	7	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	1037
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	537	290	0	0	294	80	50	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	0	0	294	80	50	357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	537	290	0	0	294	80	50	357	0

Saturation Flow Module:	I-280 SB Ramps						Page Mill Road					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.30	0.70	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	428	453	251	385	0	664	355	319	339	713

Capacity Analysis Module:	I-280 SB Ramps						Page Mill Road					
Vol/Sat:	0.46	xxxx	1.05	1.18	1.15	0.00	xxxx	0.44	0.23	0.16	1.05	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	20.0	0.0	86.5	138.9	127	0.0	0.0	21.8	15.7	15.8	96.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.5	138.9	127	0.0	0.0	21.8	15.7	15.8	96.9	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		68.3			134.6			20.5			87.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.3			134.6			20.5			87.0	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.8	0.0	9.0	11.3	11.3	0.0	0.0	0.8	0.3	0.2	7.9	0.0

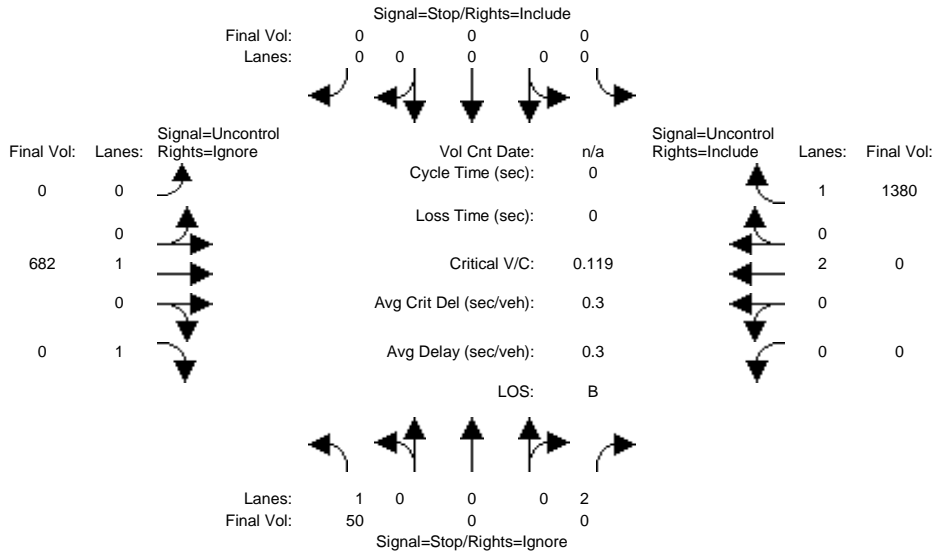
Note: Queue reported is the number of cars per lane.

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Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road

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:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	21	0	0	0	0	2	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	341	0	0	0	0	682	430	0	1281	1380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	682	0	0	0	1380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	682	0	0	0	1380

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	682	xxxx	682	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

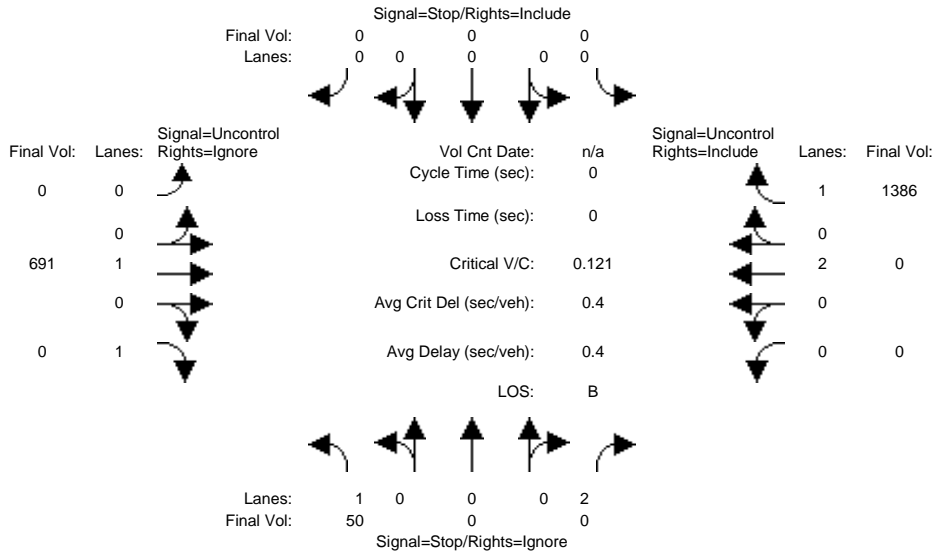
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.8			xxxxxx			xxxxxx		xxxxxx			xxxxxx
ApproachLOS:	B			*			*		*			*

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

Stanford GUP EIR
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Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2018 with Project PM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name: I-280 NB Ramps Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	I-280 NB Ramps			Page Mill Road								
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	86	0	0	0	0	11	0	0	125	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	406	0	0	0	0	691	430	0	1375	1386
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	691	0	0	0	1386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	691	0	0	0	1386

Critical Gap Module:	I-280 NB Ramps			Page Mill Road								
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

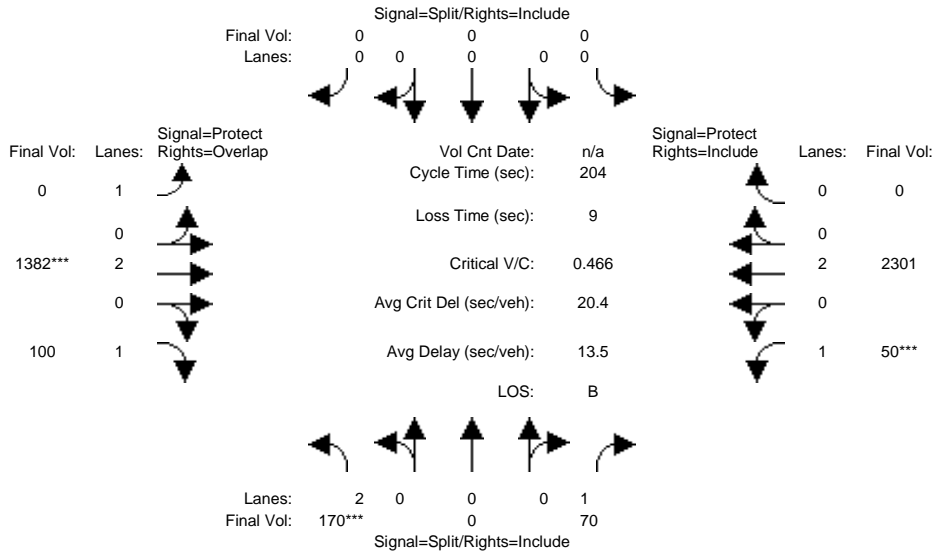
Capacity Module:	I-280 NB Ramps			Page Mill Road								
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	691	xxxx	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	413	xxxx	448	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	413	xxxx	448	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	I-280 NB Ramps			Page Mill Road								
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT		RT	LT - LTR - RT		RT	LT - LTR - RT		RT	LT - LTR - RT		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1382	100	50	2301	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1382	100	50	2301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1382	100	50	2301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	70	0	0	0	0	1382	100	50	2301	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

Capacity Analysis Module:

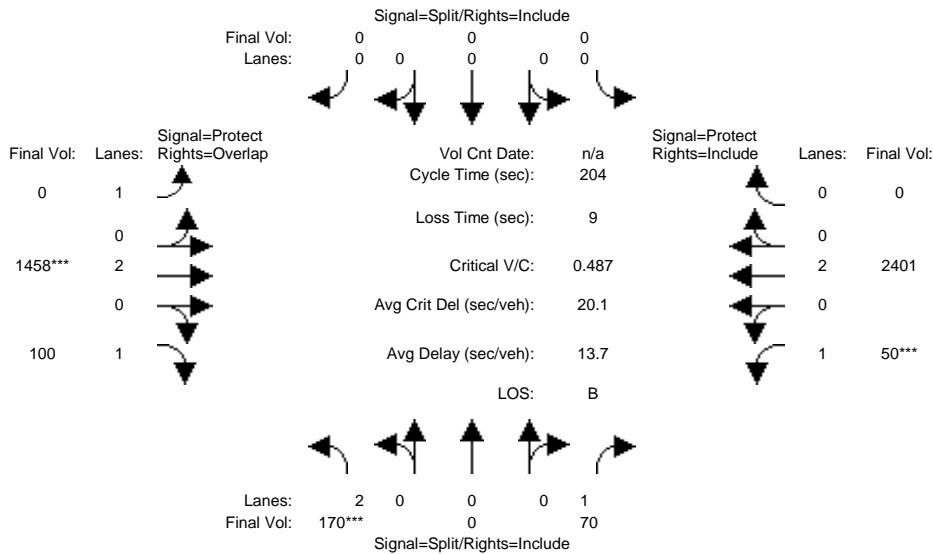
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.36	0.06	0.03	0.61	0.00
Crit Moves:	***						***			***		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.47	0.07	0.36	0.71	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	9	0	0	0	0	27	2	6	46	0

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

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 SJ15-1585
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 2000 HCM Operations (Future Volume Alternative)
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Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	98	0	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1458	100	50	2401	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1458	100	50	2401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1458	100	50	2401	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	70	0	0	0	0	1458	100	50	2401	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

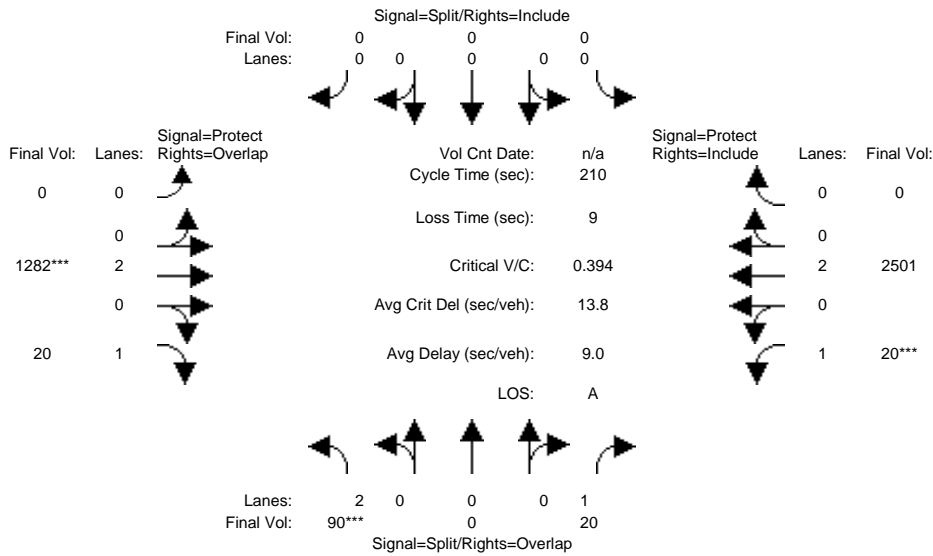
Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.38	0.06	0.03	0.63	0.00
Crit Moves:	***						***			***		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.50	0.07	0.36	0.74	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.2	1.7	94.9	7.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.2	1.7	94.9	7.5	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	9	0	0	0	0	30	2	6	50	0

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

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Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1282	20	20	2501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1282	20	20	2501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1282	20	20	2501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	0	20	0	0	0	0	1282	20	20	2501	0

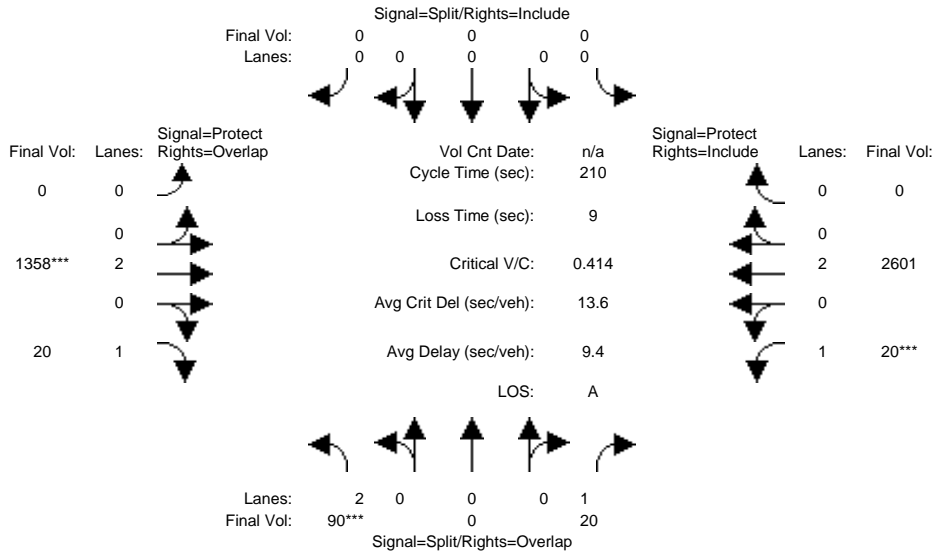
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.34	0.01	0.01	0.66	0.00
Crit Moves:	****						****			****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.01	0.15	0.75	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	7	0	2	0	0	0	0	23	0	3	47	0

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

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Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	98	0	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1358	20	20	2601	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1358	20	20	2601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1358	20	20	2601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	0	20	0	0	0	0	1358	20	20	2601	0

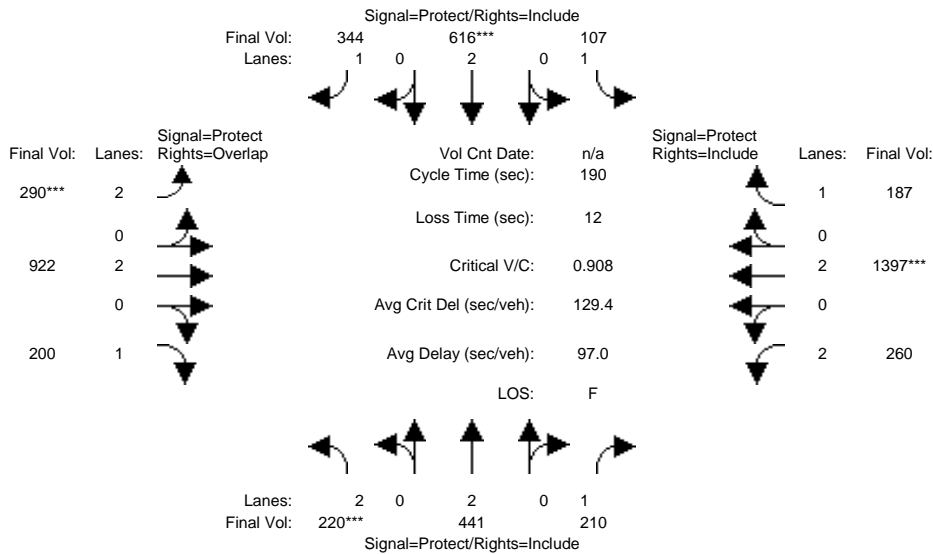
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.36	0.01	0.01	0.68	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.45	0.01	0.15	0.78	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.0	1.6	94.7	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.0	1.6	94.7	6.5	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	7	0	2	0	0	0	0	25	0	3	52	0

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

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
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	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	21	0	7	26	14	10	12	0	0	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	441	210	107	616	344	290	922	200	260	1397	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	441	210	107	616	344	290	922	200	260	1397	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	441	210	107	616	344	290	922	200	260	1397	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	441	210	107	616	344	290	922	200	260	1397	187

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

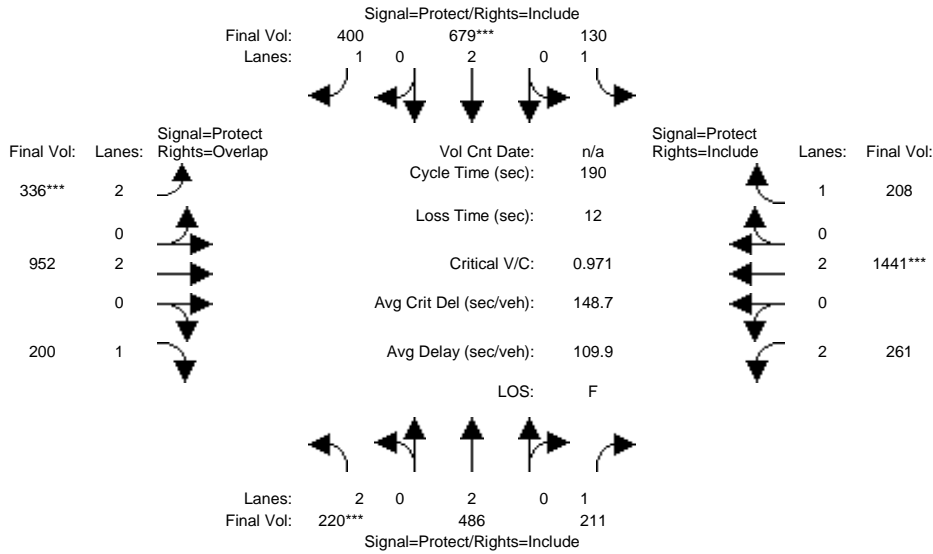
Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.12	0.12	0.32	0.20	0.09	0.24	0.11	0.08	0.37	0.11
Crit Moves:	***				***		***				***	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.67	0.69	0.77	1.39	0.84	0.49	0.48	0.19	0.84	0.87	0.25
Delay/Veh:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
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:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
LOS by Move:	F	F	F	F	F	F	E	D	C	F	F	E+
HCM2k95thQ:	15	23	24	14	47	38	18	36	15	19	67	19

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

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	66	1	30	89	70	56	42	0	1	61	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	486	211	130	679	400	336	952	200	261	1441	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	486	211	130	679	400	336	952	200	261	1441	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	486	211	130	679	400	336	952	200	261	1441	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	486	211	130	679	400	336	952	200	261	1441	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

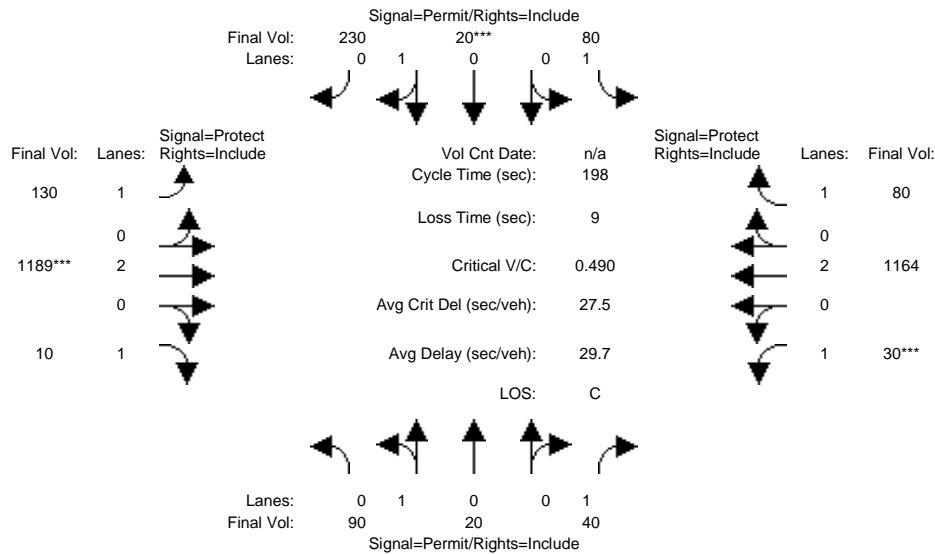
Capacity Analysis Module:

Vol/Sat:	0.07	0.13	0.12	0.15	0.36	0.23	0.11	0.25	0.11	0.08	0.38	0.12
Crit Moves:	***				***		***				***	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.74	0.69	0.94	1.54	0.98	0.57	0.49	0.19	0.84	0.90	0.28
Delay/Veh:	95.3	83.5	85.3	142.1	330	116.9	76.0	40.6	24.7	114.7	88.4	57.3
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:	95.3	83.5	85.3	142.1	330	116.9	76.0	40.6	24.7	114.7	88.4	57.3
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2k95thQ:	15	25	24	18	55	47	21	37	15	19	70	21

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

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	20	40	80	20	230	130	1189	10	30	1164	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	20	40	80	20	230	130	1189	10	30	1164	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	20	40	80	20	230	130	1189	10	30	1164	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	20	40	80	20	230	130	1189	10	30	1164	80

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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.82	0.18	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1473	327	1750	1750	144	1656	1750	3800	1750	1750	3800	1750

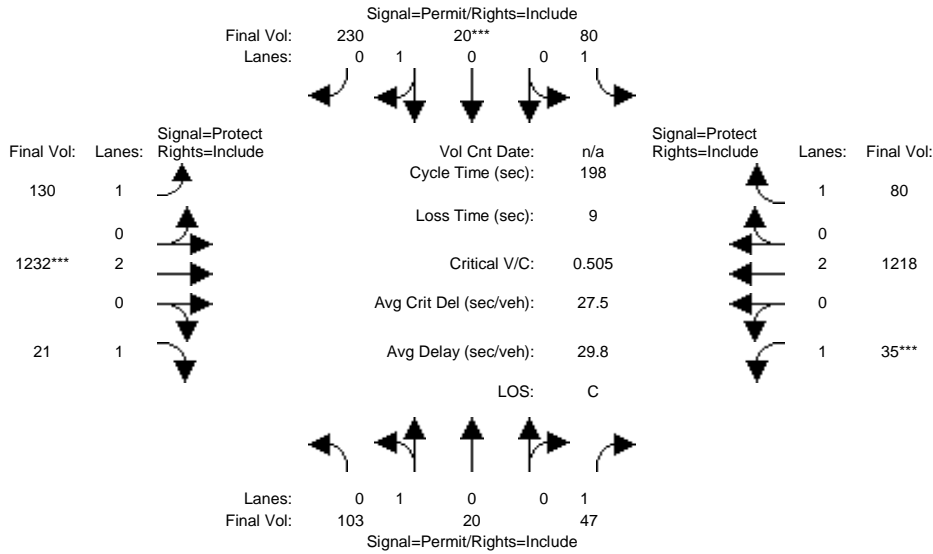
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.05	0.14	0.14	0.07	0.31	0.01	0.02	0.31	0.05
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.34	0.34	0.13	0.25	0.77	0.77	0.65	0.44	0.01	0.30	0.46	0.07
Delay/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2k95thQ:	12	12	5	9	30	30	16	27	0	4	30	4

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

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Peter Coutts NB			Peter Coutts SB			Page Mill Rd EB			Page Mill Rd WB		
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	13	0	7	0	0	0	0	62	11	5	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	20	47	80	20	230	130	1232	21	35	1218	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	20	47	80	20	230	130	1232	21	35	1218	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	20	47	80	20	230	130	1232	21	35	1218	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	20	47	80	20	230	130	1232	21	35	1218	80

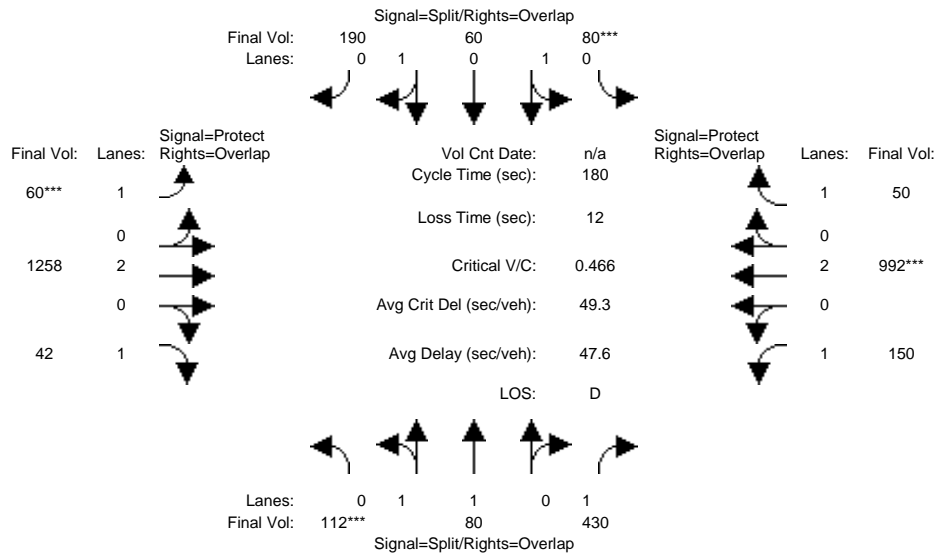
Saturation Flow Module:	Peter Coutts NB			Peter Coutts SB			Page Mill Rd EB			Page Mill Rd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.84	0.16	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1507	293	1750	1750	144	1656	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	Peter Coutts NB			Peter Coutts SB			Page Mill Rd EB			Page Mill Rd WB		
Vol/Sat:	0.07	0.07	0.03	0.05	0.14	0.14	0.07	0.32	0.01	0.02	0.32	0.05
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.38	0.38	0.15	0.25	0.77	0.77	0.65	0.45	0.02	0.35	0.48	0.07
Delay/Veh:	76.3	76.3	72.6	74.2	92.3	92.3	96.7	12.4	8.4	97.4	17.8	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	76.3	72.6	74.2	92.3	92.3	96.7	12.4	8.4	97.4	17.8	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2k95thQ:	14	14	5	9	30	30	16	28	1	5	32	4

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

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	2	0	0	0	0	0	0	18	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	80	430	80	60	190	60	1258	42	150	992	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	80	430	80	60	190	60	1258	42	150	992	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	80	430	80	60	190	60	1258	42	150	992	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	80	430	80	60	190	60	1258	42	150	992	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750

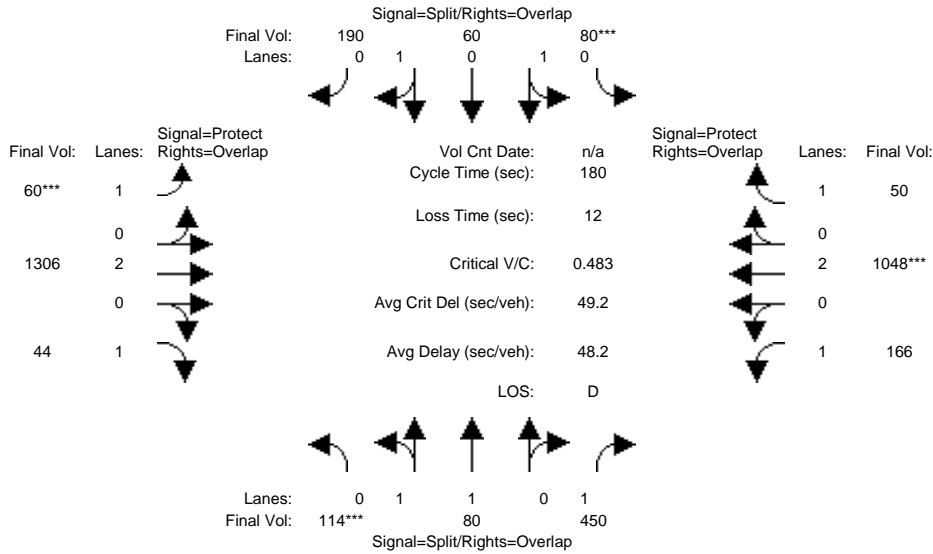
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.25	0.08	0.08	0.11	0.03	0.33	0.02	0.09	0.26	0.03
Crit Moves:	***			****			****			****		
Green Time:	46.6	46.6	69.5	29.1	29.1	48.8	19.7	90.6	137.2	22.9	93.8	122.8
Volume/Cap:	0.25	0.16	0.64	0.48	0.48	0.39	0.31	0.66	0.03	0.67	0.50	0.04
Delay/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
LOS by Move:	E+	E+	D	E	E	E+	E-	D	B+	F	D+	B
HCM2k95thQ:	11	7	37	15	15	17	7	49	3	17	36	3

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

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	4	0	20	0	0	0	0	66	4	16	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	80	450	80	60	190	60	1306	44	166	1048	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	80	450	80	60	190	60	1306	44	166	1048	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	80	450	80	60	190	60	1306	44	166	1048	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	80	450	80	60	190	60	1306	44	166	1048	50

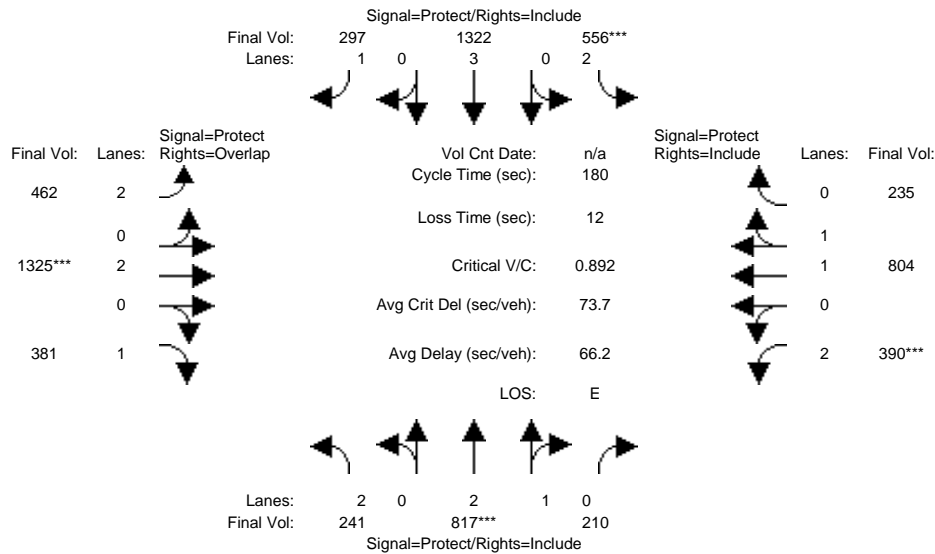
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.26	0.08	0.08	0.11	0.03	0.34	0.03	0.09	0.28	0.03
Crit Moves:	***			****			****			****		
Green Time:	49.2	49.2	72.1	29.1	29.1	48.8	19.7	90.6	139.8	22.9	93.8	122.8
Volume/Cap:	0.24	0.15	0.64	0.48	0.48	0.39	0.31	0.68	0.03	0.75	0.53	0.04
Delay/Veh:	54.4	53.0	48.5	73.7	73.7	57.4	79.8	46.0	9.9	93.7	38.8	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	53.0	48.5	73.7	73.7	57.4	79.8	46.0	9.9	93.7	38.8	15.9
LOS by Move:	D-	D-	D	E	E	E+	E-	D	A	F	D+	B
HCM2k95thQ:	11	7	38	15	15	17	7	51	3	18	38	3

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

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	1	17	0	6	22	17	12	5	1	0	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	817	210	556	1322	297	462	1325	381	390	804	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	817	210	556	1322	297	462	1325	381	390	804	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	817	210	556	1322	297	462	1325	381	390	804	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	817	210	556	1322	297	462	1325	381	390	804	235

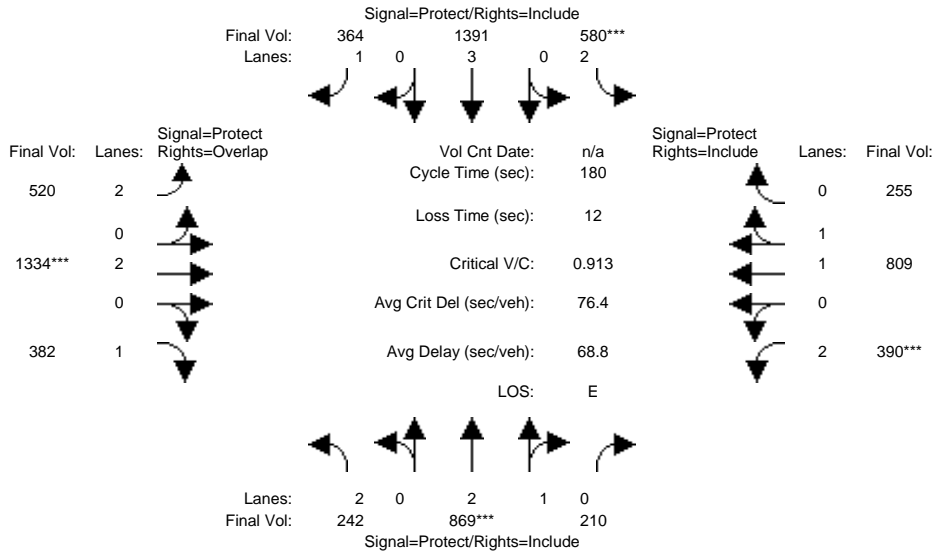
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.36	0.64	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	4453	1145	3150	5700	1750	3150	3800	1750	3150	2863	837

Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.18	0.23	0.17	0.15	0.35	0.22	0.12	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	37.0	37.0	35.6	54.6	54.6	32.7	70.4	88.4	25.0	62.6	62.6
Volume/Cap:	0.76	0.89	0.89	0.89	0.76	0.56	0.81	0.89	0.44	0.89	0.81	0.81
Delay/Veh:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
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:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
LOS by Move:	F	E-	E-	F	E+	D-	E-	E+	C	F	E+	E+
HCM2k95thQ:	17	36	36	32	36	25	26	55	25	25	44	44

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

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	2	69	0	30	91	84	70	14	2	0	9	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	869	210	580	1391	364	520	1334	382	390	809	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	869	210	580	1391	364	520	1334	382	390	809	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	869	210	580	1391	364	520	1334	382	390	809	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	869	210	580	1391	364	520	1334	382	390	809	255

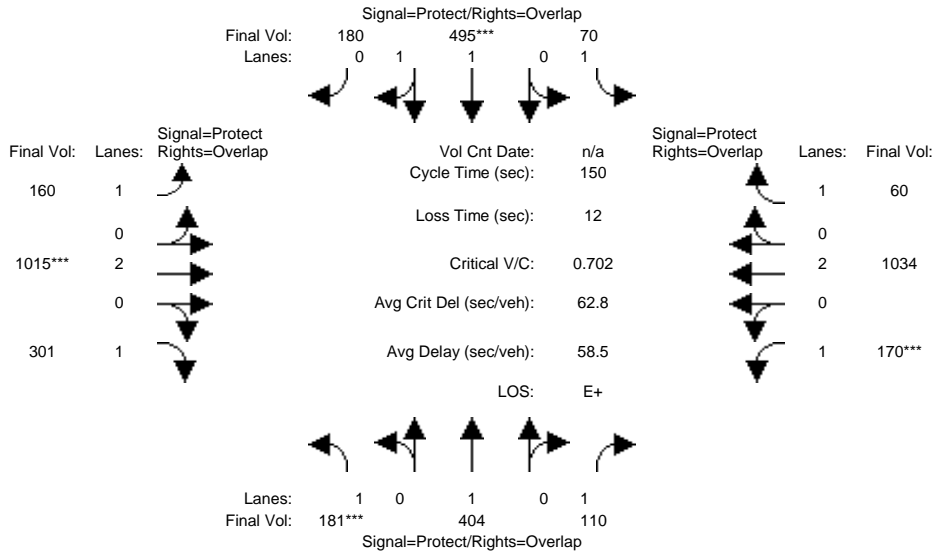
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.39	0.61	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.51	0.49
Final Sat.:	3150	4509	1090	3150	5700	1750	3150	3800	1750	3150	2813	887

Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.18	0.24	0.21	0.17	0.35	0.22	0.12	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	17.8	38.0	38.0	36.3	56.5	56.5	34.2	69.2	87.0	24.4	59.5	59.5
Volume/Cap:	0.78	0.91	0.91	0.91	0.78	0.66	0.87	0.91	0.45	0.91	0.87	0.87
Delay/Veh:	90.8	80.1	80.1	87.9	58.2	56.5	83.8	61.5	31.1	100.4	63.6	63.6
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:	90.8	80.1	80.1	87.9	58.2	56.5	83.8	61.5	31.1	100.4	63.6	63.6
LOS by Move:	F	F	F	F	E+	E+	F	E	C	F	E	E
HCM2k95thQ:	18	38	38	34	38	31	30	56	25	25	48	48

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

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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	1	4	0	0	5	0	0	5	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	404	110	70	495	180	160	1015	301	170	1034	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	404	110	70	495	180	160	1015	301	170	1034	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	404	110	70	495	180	160	1015	301	170	1034	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	404	110	70	495	180	160	1015	301	170	1034	60

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2713	986	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.21	0.06	0.04	0.18	0.18	0.09	0.27	0.17	0.10	0.27	0.03
Crit Moves:	***			****			****			****		
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.64	0.14	0.43	0.67	0.46	0.74	0.72	0.33	0.75	0.72	0.07
Delay/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2k95thQ:	19	30	6	7	26	22	16	40	24	17	40	5

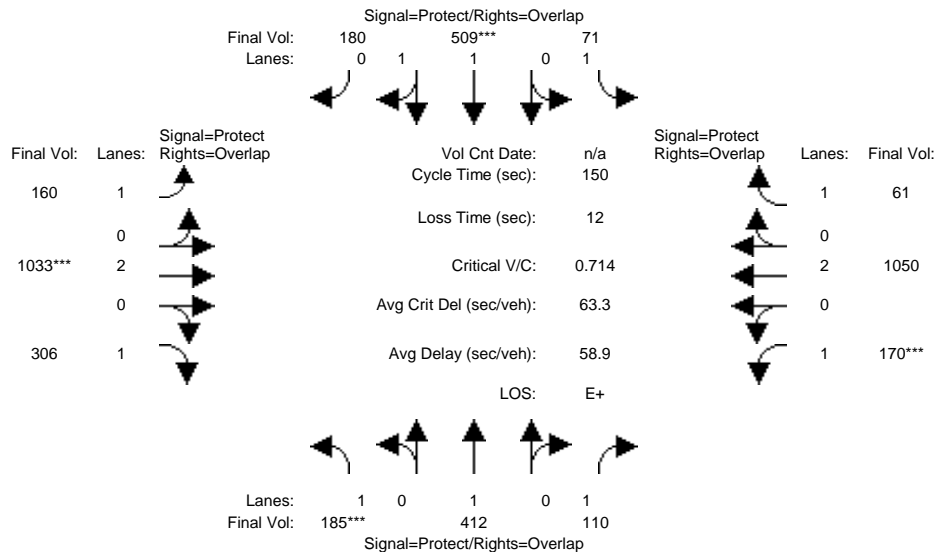
Note: Queue reported is the number of cars per lane.

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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	5	12	0	1	19	0	0	23	6	0	20	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	412	110	71	509	180	160	1033	306	170	1050	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	412	110	71	509	180	160	1033	306	170	1050	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	412	110	71	509	180	160	1033	306	170	1050	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	412	110	71	509	180	160	1033	306	170	1050	61

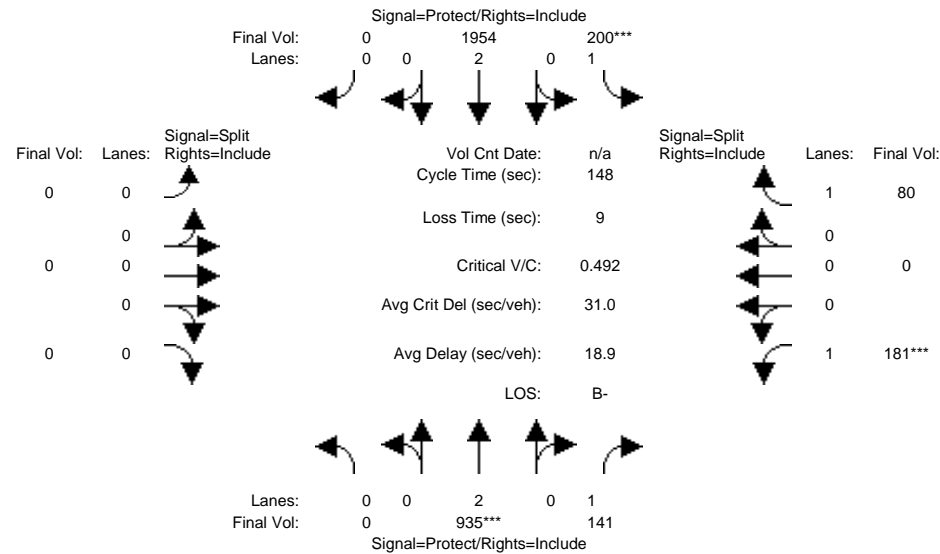
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2733	966	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.06	0.04	0.19	0.19	0.09	0.27	0.17	0.10	0.28	0.03
Crit Moves:	***				****			****		****		
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.69	0.65	0.14	0.44	0.69	0.47	0.74	0.73	0.33	0.75	0.73	0.07
Delay/Veh:	71.9	48.4	25.0	71.4	54.8	36.7	87.7	63.4	38.7	87.7	63.0	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	48.4	25.0	71.4	54.8	36.7	87.7	63.4	38.7	87.7	63.0	37.6
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2k95thQ:	19	30	6	7	27	22	16	40	24	17	41	5

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

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Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	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	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	5	1	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	141	200	1954	0	0	0	0	181	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	141	200	1954	0	0	0	0	181	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	141	200	1954	0	0	0	0	181	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	935	141	200	1954	0	0	0	0	181	0	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.11	0.51	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.66	0.67	0.00	0.00	0.00	0.00	0.58	0.00	0.26
Delay/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2k95thQ:	0	21	6	19	38	0	0	0	0	17	0	7

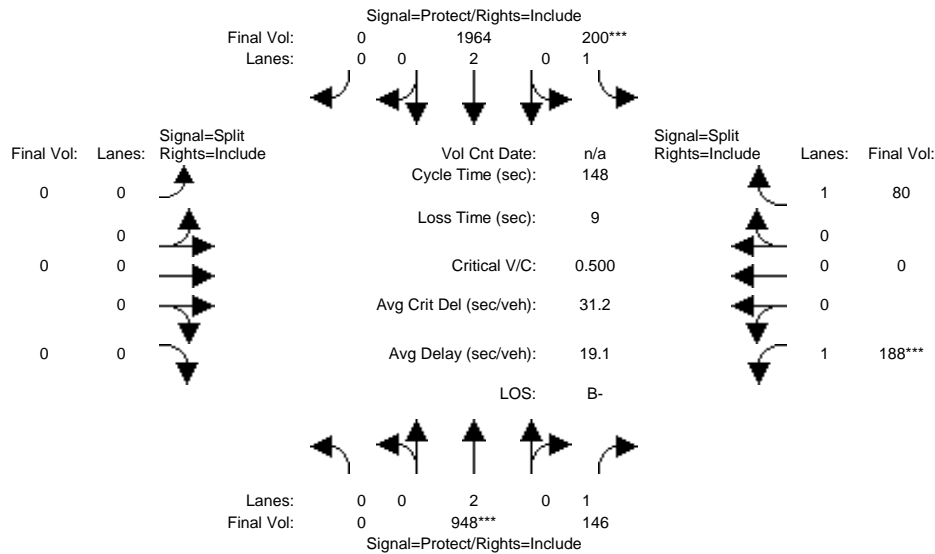
Note: Queue reported is the number of cars per lane.

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Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	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	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	18	6	0	14	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	948	146	200	1964	0	0	0	0	188	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	948	146	200	1964	0	0	0	0	188	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	146	200	1964	0	0	0	0	188	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	948	146	200	1964	0	0	0	0	188	0	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.11	0.52	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.66	0.68	0.00	0.00	0.00	0.00	0.60	0.00	0.26
Delay/Veh:	0.0	17.5	14.3	66.3	9.7	0.0	0.0	0.0	0.0	62.7	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.3	66.3	9.7	0.0	0.0	0.0	0.0	62.7	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2k95thQ:	0	21	6	19	38	0	0	0	0	18	0	7

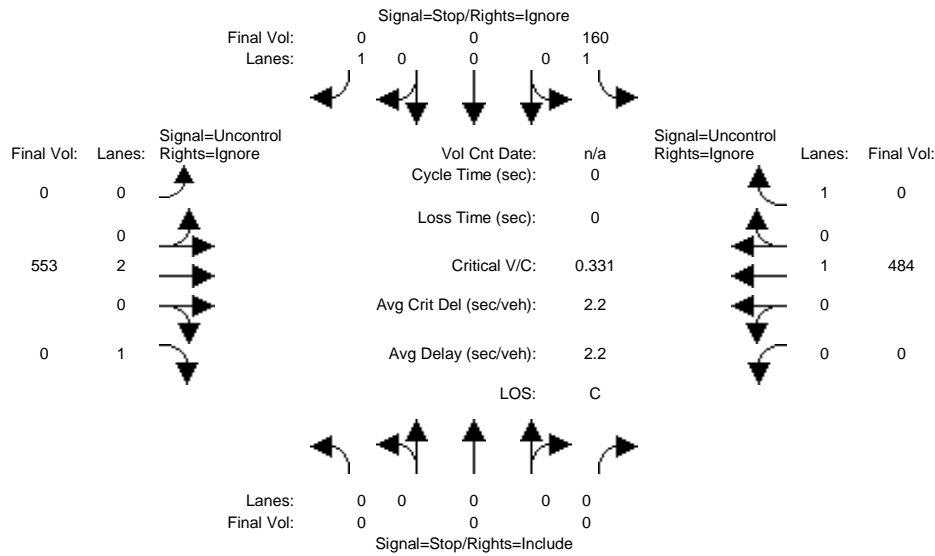
Note: Queue reported is the number of cars per lane.

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2018 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	160	0	270	0	550	210	0	480	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	270	0	550	210	0	480	550
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	270	0	553	210	0	484	563
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	553	0	0	484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	553	0	0	484	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	761	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	344	351	xxxxx	483	351	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

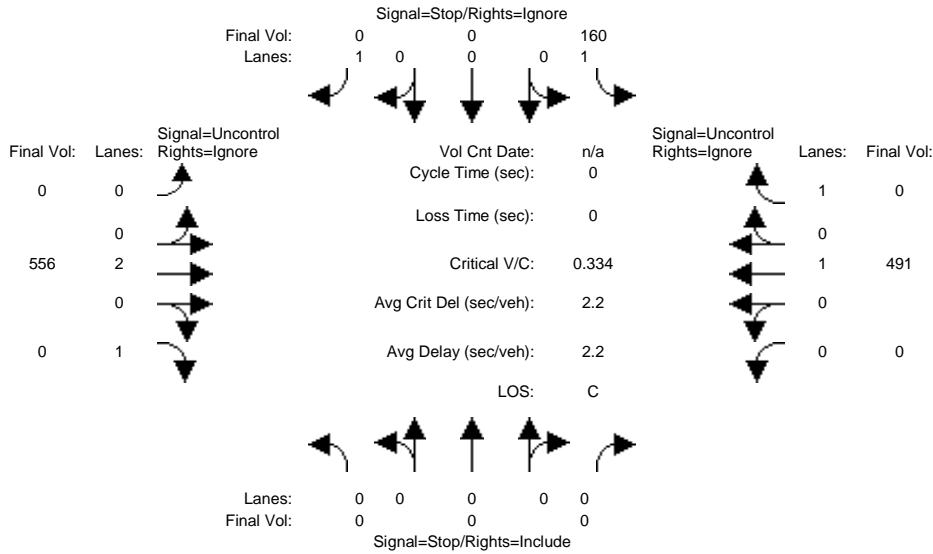
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	16.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	C	*	*	*	*	*	*	*	*	*	

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

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Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2018 with Project PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps				Alpine Road							
Approach:	North Bound			South Bound			East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	160	0	270	0	550	210	0	480	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	270	0	550	210	0	480	550
Added Vol:	0	0	0	0	0	0	0	6	0	0	11	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	270	0	556	210	0	491	593
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	556	0	0	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	556	0	0	491	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

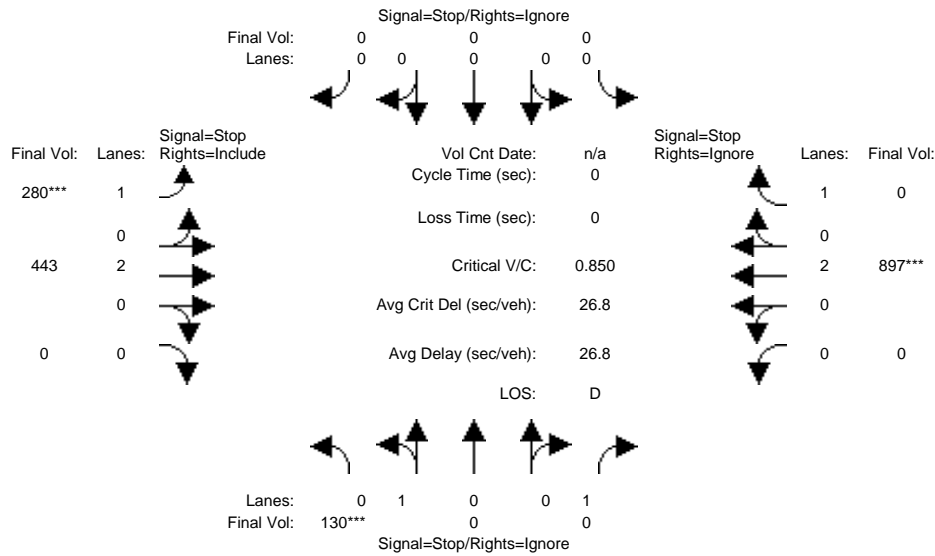
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	769	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	372	xxxx	582	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	372	xxxx	582	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	341	348	xxxxx	479	348	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.2			xxxxxx			xxxxxx		
ApproachLOS:		*		C			*			*		

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

Stanford GUP EIR
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 2000 HCM 4-Way Stop (Future Volume Alternative)
 2018 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



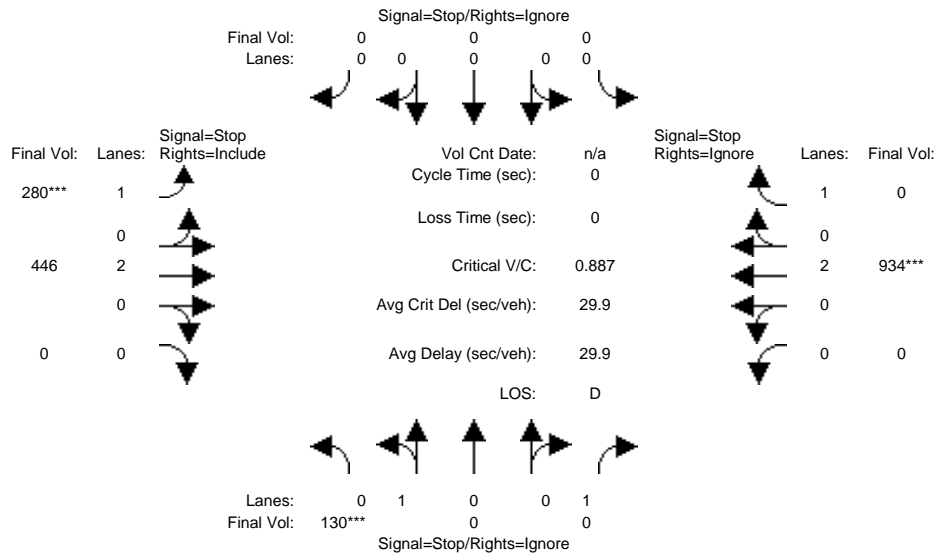
Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	12	0	0	0	0	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	272	0	0	0	280	443	0	0	897	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	443	0	0	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	443	0	0	897	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	443	0	0	897	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	470	1001	0	0	1055	573
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.44	xxxx	xxxx	0.85	0.00
Crit Moves:	****						****			****		
Delay/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.5			xxxxxx			17.1			36.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	14.5			xxxxxx			17.1			36.4		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.7	0.0	0.0	3.9	0.0

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

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 2018 with Project PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:

Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	33	0	0	0	0	6	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	293	0	0	0	280	446	0	0	934	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	446	0	0	934	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	446	0	0	934	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	446	0	0	934	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	466	992	0	0	1053	572

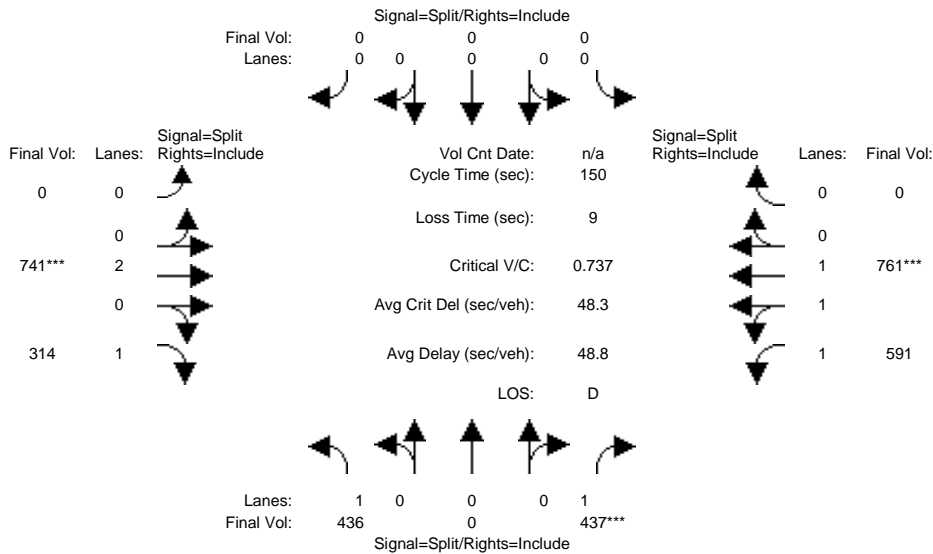
Capacity Analysis Module:

Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.45	xxxx	xxxx	0.89	0.00
Crit Moves:	****						****			****		
Delay/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.7	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.7			xxxxxx			17.4				41.7	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	14.7			xxxxxx			17.4				41.7	
LOS by Appr:	B			*			C				E	
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.8	0.0	0.0	4.7	0.0

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

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Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	16	0	27	0	0	0	0	1	14	21	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	437	0	0	0	0	741	314	591	761	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	0	437	0	0	0	0	741	314	591	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	0	437	0	0	0	0	741	314	591	761	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	436	0	437	0	0	0	0	741	314	591	761	0

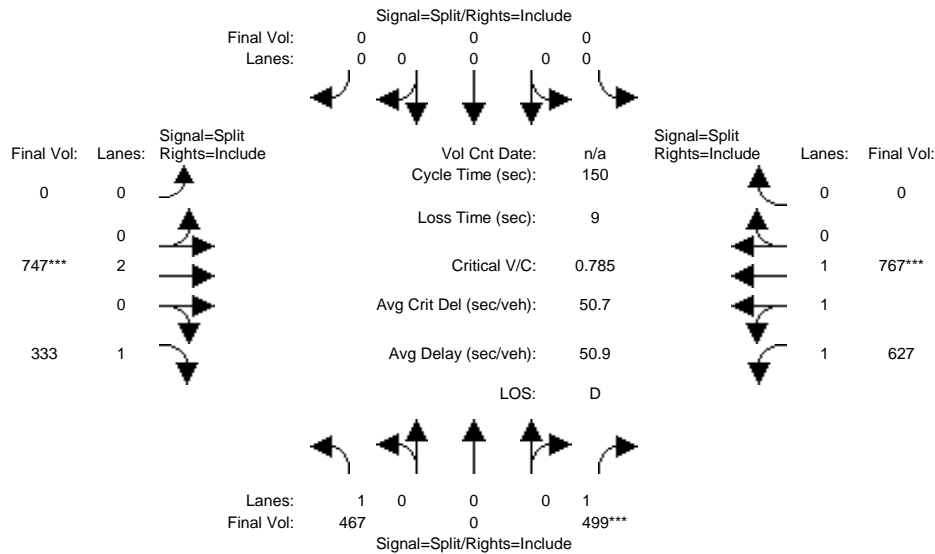
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.35	1.65	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2381	3065	0

Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.20	0.18	0.25	0.25	0.00
Crit Moves:	****						****			****		
Green Time:	50.8	0.0	50.8	0.0	0.0	0.0	0.0	39.7	39.7	50.5	50.5	0.0
Volume/Cap:	0.74	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.68	0.74	0.74	0.00
Delay/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
LOS by Move:	D	A	D	A	A	A	A	D-	D-	D	D	A
HCM2k95thQ:	32	0	32	0	0	0	0	29	26	32	32	0

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

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Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	47	0	89	0	0	0	0	7	33	57	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	0	499	0	0	0	0	747	333	627	767	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	0	499	0	0	0	0	747	333	627	767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	0	499	0	0	0	0	747	333	627	767	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	467	0	499	0	0	0	0	747	333	627	767	0

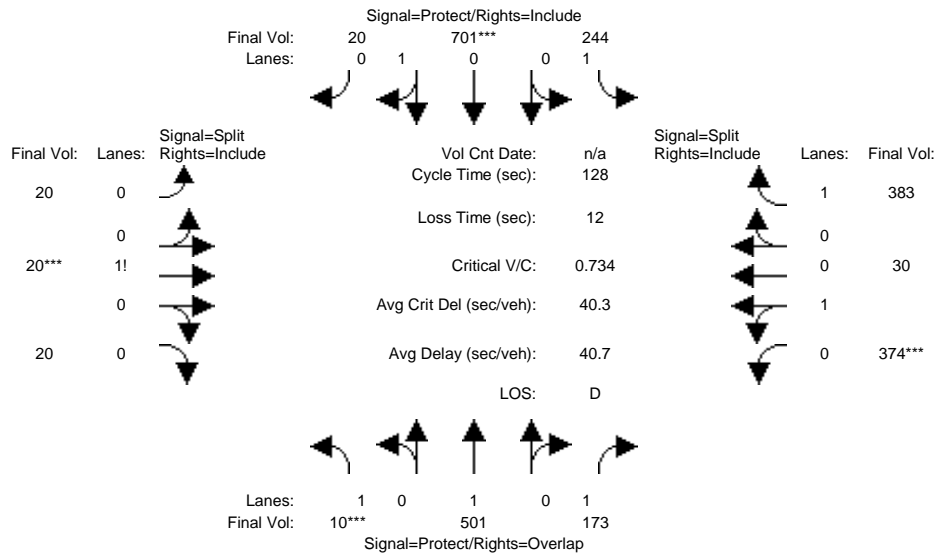
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.39	1.61	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2450	2997	0

Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.29	0.00	0.00	0.00	0.00	0.20	0.19	0.26	0.26	0.00
Crit Moves:			****					****			****	
Green Time:	54.5	0.0	54.5	0.0	0.0	0.0	0.0	37.6	37.6	48.9	48.9	0.0
Volume/Cap:	0.73	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.76	0.78	0.78	0.00
Delay/Veh:	45.9	0.0	48.9	0.0	0.0	0.0	0.0	56.8	59.6	48.1	48.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	0.0	48.9	0.0	0.0	0.0	0.0	56.8	59.6	48.1	48.1	0.0
LOS by Move:	D	A	D	A	A	A	A	E+	E+	D	D	A
HCM2k95thQ:	33	0	36	0	0	0	0	30	29	33	33	0

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

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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	1	3	34	1	0	0	0	0	4	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	501	173	244	701	20	20	20	20	374	30	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	501	173	244	701	20	20	20	20	374	30	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	501	173	244	701	20	20	20	20	374	30	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	501	173	244	701	20	20	20	20	374	30	383

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	583	583	583	1666	134	1750

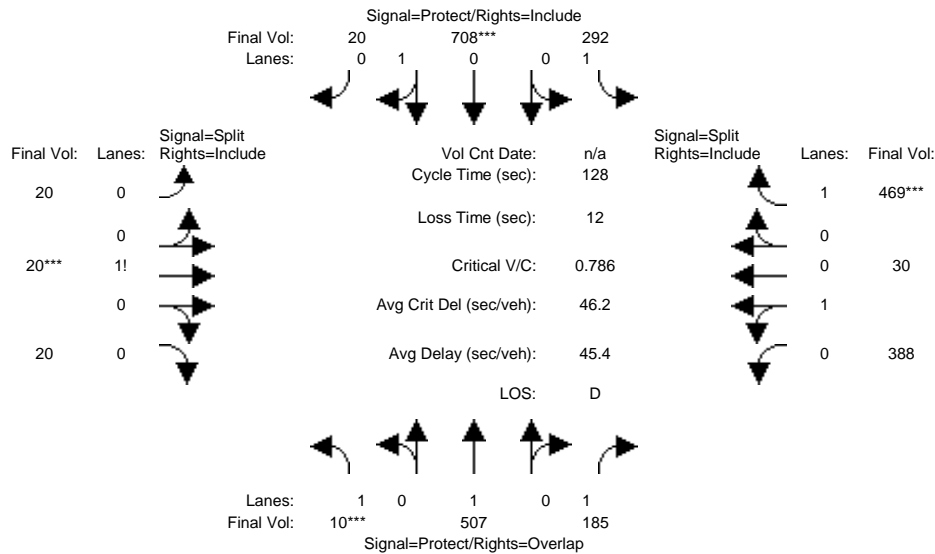
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.10	0.14	0.40	0.40	0.03	0.03	0.03	0.22	0.22	0.22
Crit Moves:	****				****		****	****		****		
Green Time:	8.0	47.2	83.1	24.9	64.1	64.1	8.0	8.0	8.0	35.9	35.9	35.9
Volume/Cap:	0.09	0.72	0.15	0.72	0.80	0.80	0.55	0.55	0.55	0.80	0.80	0.78
Delay/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
LOS by Move:	E+	D+	A	E+	C	C	E	E	E	D-	D-	D
HCM2k95thQ:	1	29	6	18	42	42	7	7	7	30	30	29

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

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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	7	15	82	8	0	0	0	0	18	0	129
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	507	185	292	708	20	20	20	20	388	30	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	507	185	292	708	20	20	20	20	388	30	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	507	185	292	708	20	20	20	20	388	30	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	507	185	292	708	20	20	20	20	388	30	469

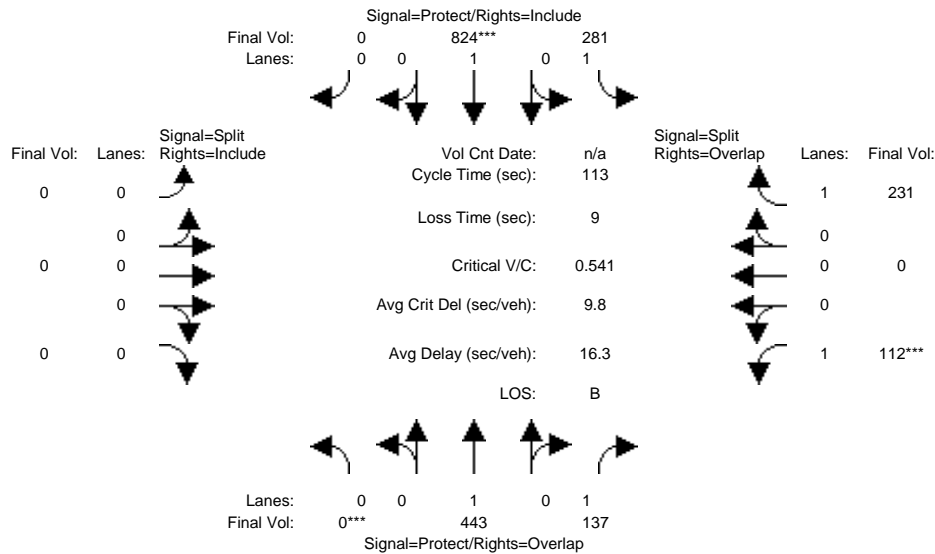
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1751	49	583	583	583	1671	129	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.11	0.17	0.40	0.40	0.03	0.03	0.03	0.23	0.23	0.27
Crit Moves:	****			****			****			****		
Green Time:	8.0	41.9	81.8	26.2	60.1	60.1	8.0	8.0	8.0	39.9	39.9	39.9
Volume/Cap:	0.09	0.81	0.17	0.81	0.86	0.86	0.55	0.55	0.55	0.75	0.75	0.86
Delay/Veh:	56.9	47.6	9.4	61.9	39.1	39.1	64.0	64.0	64.0	45.0	45.0	54.6
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:	56.9	47.6	9.4	61.9	39.1	39.1	64.0	64.0	64.0	45.0	45.0	54.6
LOS by Move:	E+	D	A	E	D	D	E	E	E	D	D	D-
HCM2k95thQ:	1	32	6	23	46	46	7	7	7	29	29	36

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	3	17	1	4	0	0	0	0	22	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	137	281	824	0	0	0	0	112	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	137	281	824	0	0	0	0	112	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	137	281	824	0	0	0	0	112	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	443	137	281	824	0	0	0	0	112	0	231

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

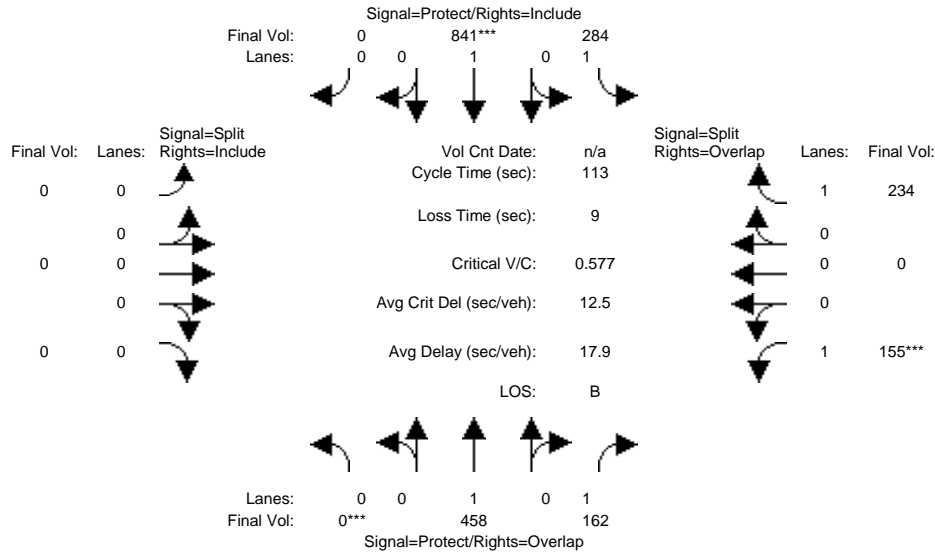
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.16	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.7	67.0	37.0	90.6	0.0	0.0	0.0	0.0	13.4	0.0	50.3
Volume/Cap:	0.00	0.49	0.13	0.49	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.30
Delay/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
LOS by Move:	A	C+	B+	C	A	A	A	A	A	D	A	C+
HCM2k95thQ:	0	19	4	15	18	0	0	0	0	9	0	11

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name: Junipero Serra E Campus Dr (S)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	18	42	4	21	0	0	0	0	65	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	458	162	284	841	0	0	0	0	155	0	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	162	284	841	0	0	0	0	155	0	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	162	284	841	0	0	0	0	155	0	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	458	162	284	841	0	0	0	0	155	0	234

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

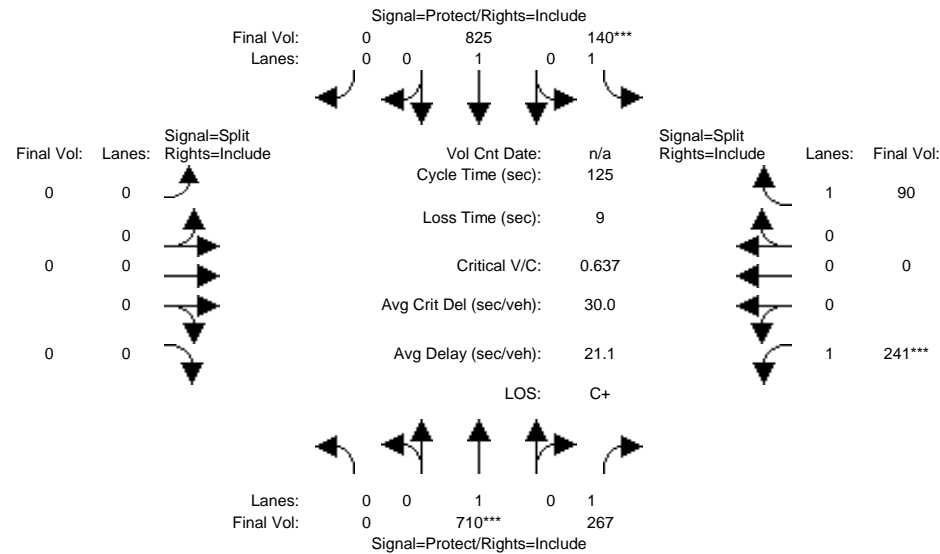
Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.09	0.16	0.44	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	51.8	69.1	34.9	86.7	0.0	0.0	0.0	0.0	17.3	0.0	52.2
Volume/Cap:	0.00	0.53	0.15	0.53	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.29
Delay/Veh:	0.0	22.4	9.4	33.2	6.1	0.0	0.0	0.0	0.0	47.5	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	9.4	33.2	6.1	0.0	0.0	0.0	0.0	47.5	0.0	19.1
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D	A	B-
HCM2k95thQ:	0	20	5	15	21	0	0	0	0	12	0	10

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	20	17	0	25	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	267	140	825	0	0	0	0	241	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	267	140	825	0	0	0	0	241	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	267	140	825	0	0	0	0	241	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	710	267	140	825	0	0	0	0	241	0	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

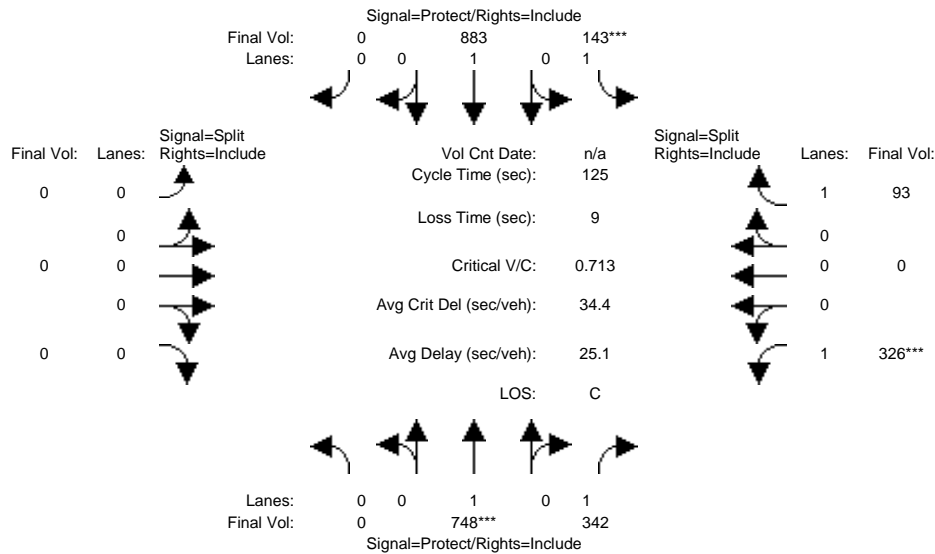
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.08	0.43	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	73.3	73.3	15.7	89.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.64	0.26	0.64	0.61	0.00	0.00	0.00	0.00	0.64	0.00	0.24
Delay/Veh:	0.0	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	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	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	0.0	40.8
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	30	10	11	28	0	0	0	0	18	0	6

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	58	92	3	83	0	0	0	0	106	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	748	342	143	883	0	0	0	0	326	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	748	342	143	883	0	0	0	0	326	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	748	342	143	883	0	0	0	0	326	0	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	748	342	143	883	0	0	0	0	326	0	93

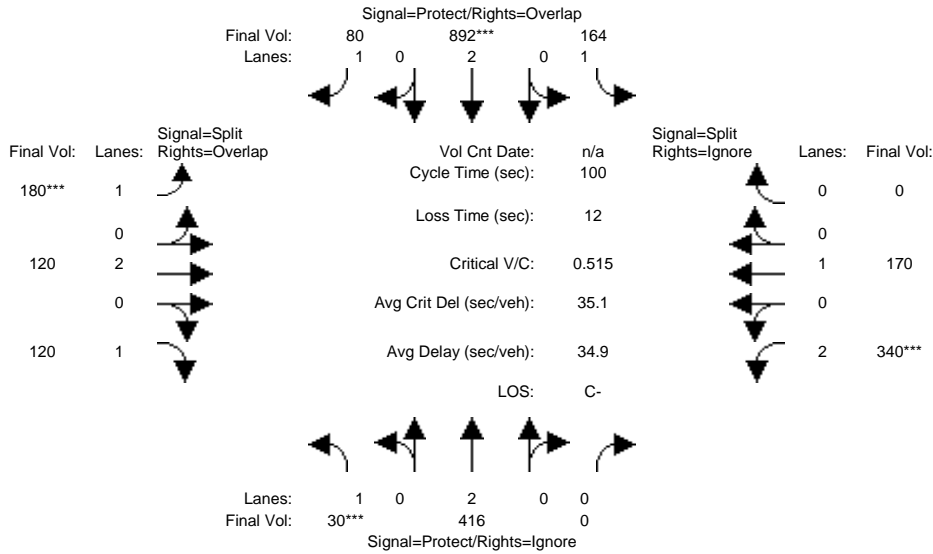
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.20	0.08	0.46	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	69.0	69.0	14.3	83.3	0.0	0.0	0.0	0.0	32.7	0.0	32.7
Volume/Cap:	0.00	0.71	0.35	0.71	0.70	0.00	0.00	0.00	0.00	0.71	0.00	0.20
Delay/Veh:	0.0	23.0	15.8	64.8	14.7	0.0	0.0	0.0	0.0	47.2	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	15.8	64.8	14.7	0.0	0.0	0.0	0.0	47.2	0.0	36.2
LOS by Move:	A	C	B	E	B	A	A	A	A	D	A	D+
HCM2k95thQ:	0	35	14	11	35	0	0	0	0	24	0	6

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	16	0	4	22	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	416	0	164	892	80	180	120	120	340	170	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	416	0	164	892	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	416	0	164	892	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	416	0	164	892	80	180	120	120	340	170	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

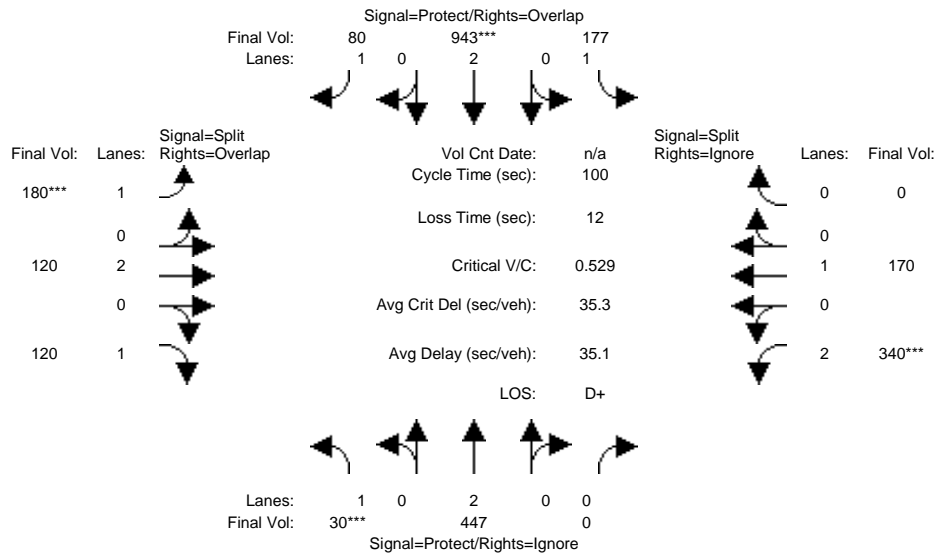
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.09	0.23	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	***			****			****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.33	0.00	0.49	0.58	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2k95thQ:	2	11	0	10	21	3	16	4	7	13	11	0

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	47	0	17	73	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	447	0	177	943	80	180	120	120	340	170	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	447	0	177	943	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	447	0	177	943	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	447	0	177	943	80	180	120	120	340	170	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.10	0.25	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	***			****			****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.36	0.00	0.52	0.62	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.6	0.0	44.6	28.9	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.6	0.0	44.6	28.9	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2k95thQ:	2	11	0	11	22	3	16	4	7	13	11	0

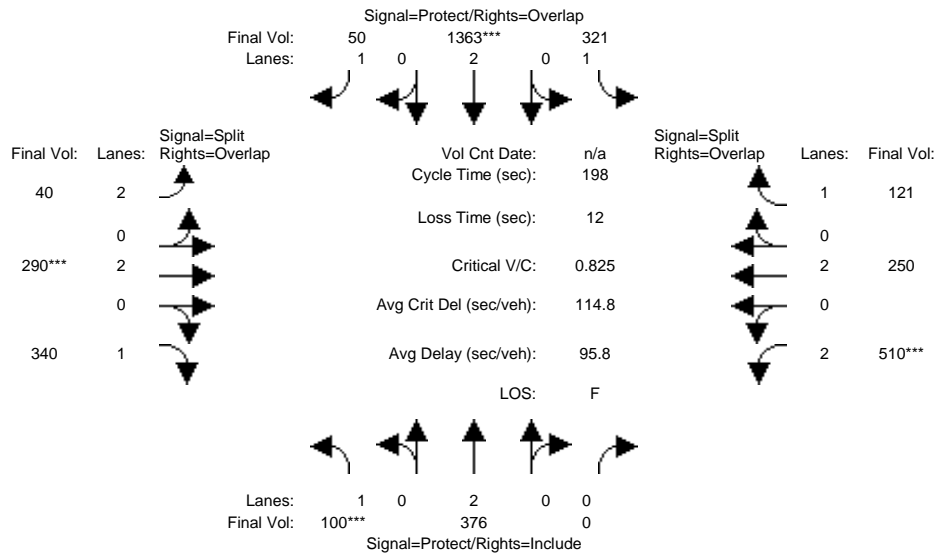
Note: Queue reported is the number of cars per lane.

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	46	0	1	73	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	376	0	321	1363	50	40	290	340	510	250	121
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	376	0	321	1363	50	40	290	340	510	250	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	376	0	321	1363	50	40	290	340	510	250	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	376	0	321	1363	50	40	290	340	510	250	121

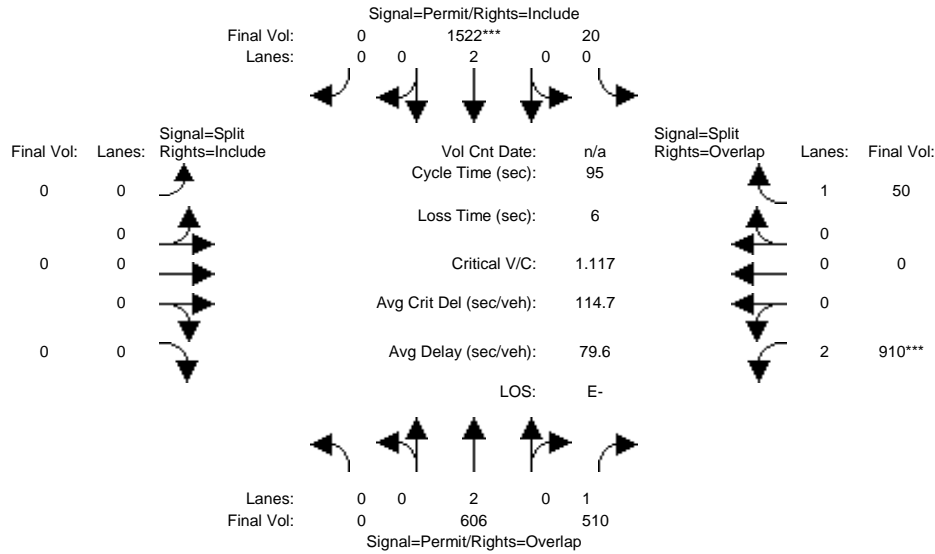
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.10	0.00	0.18	0.36	0.03	0.02	0.13	0.19	0.23	0.11	0.07
Crit Moves:	***			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.55	0.41	0.00	0.86	1.02	0.04	0.06	0.44	0.49	1.19	0.58	0.17
Delay/Veh:	93.3	67.6	0.0	97.9	99.1	13.7	53.6	61.0	48.0	191.7	79.2	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:	93.3	67.6	0.0	97.9	99.1	13.7	53.6	61.0	48.0	191.7	79.2	39.9
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2k95thQ:	13	18	0	37	75	2	2	15	30	43	14	10

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

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	590	510	20	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	20	1500	0	0	0	0	910	0	50
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	606	510	20	1522	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	606	510	20	1522	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	606	510	20	1522	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	606	510	20	1522	0	0	0	0	910	0	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.65	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.02	1.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	32	2458	0	0	0	0	2110	0	1750

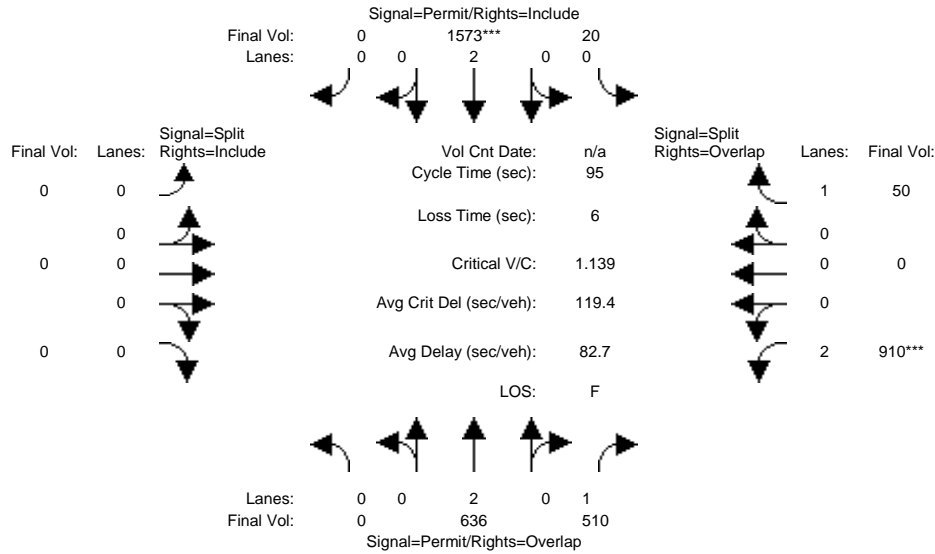
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.29	0.62	0.62	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	59.3	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.26	0.31	0.99	0.99	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	60.6	60.6	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	60.6	60.6	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	E	E	A	A	A	A	F	A	C
HCM2k95thQ:	0	8	4	65	46	0	0	0	0	55	0	2

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

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	590	510	20	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	20	1500	0	0	0	0	910	0	50
Added Vol:	0	46	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	636	510	20	1573	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	510	20	1573	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	510	20	1573	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	636	510	20	1573	0	0	0	0	910	0	50

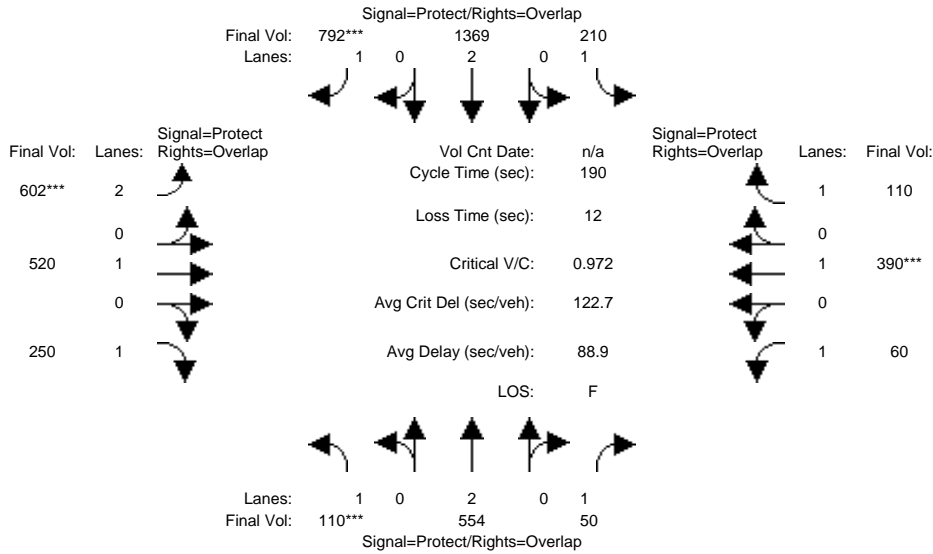
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.65	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.02	1.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	31	2458	0	0	0	0	2110	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.29	0.64	0.64	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	59.3	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.27	0.31	1.03	1.03	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	69.7	69.7	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	69.7	69.7	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	E	E	A	A	A	A	F	A	C
HCM2k95thQ:	0	8	4	70	50	0	0	0	0	55	0	2

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

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	14	0	0	19	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	554	50	210	1369	792	602	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	554	50	210	1369	792	602	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	554	50	210	1369	792	602	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	554	50	210	1369	792	602	520	250	60	390	110

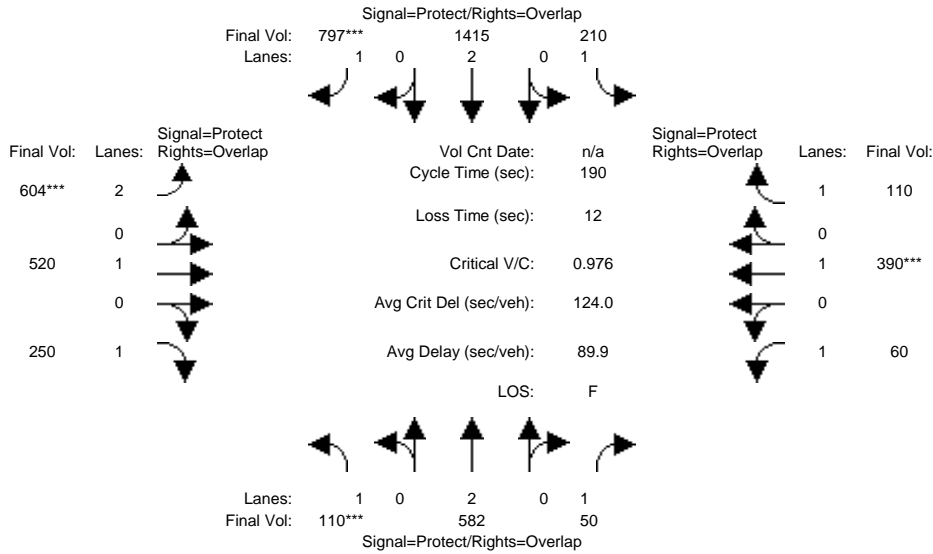
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.36	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	***					***	***				***	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.42	0.07	0.66	0.84	1.06	1.05	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	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:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2k95thQ:	13	20	3	23	60	85	46	48	19	9	43	9

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

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
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	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	42	0	0	65	7	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	582	50	210	1415	797	604	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	582	50	210	1415	797	604	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	582	50	210	1415	797	604	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	582	50	210	1415	797	604	520	250	60	390	110

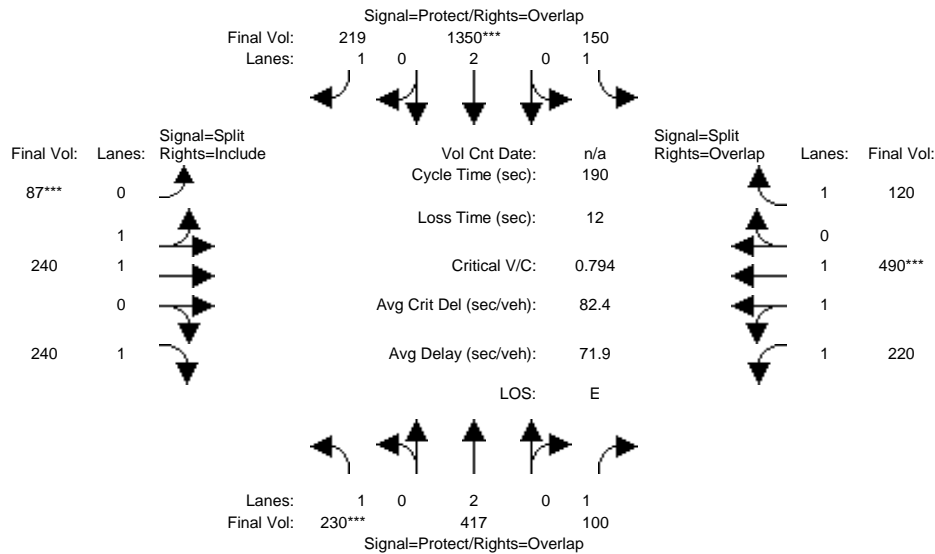
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.37	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	***					***	***				***	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.44	0.07	0.66	0.86	1.06	1.06	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.6	31.6	94.3	84.1	131.7	137.2	66.9	37.2	95.7	95.8	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:	96.5	48.6	31.6	94.3	84.1	131.7	137.2	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2k95thQ:	13	21	3	23	62	86	47	48	19	9	43	9

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

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Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	7	0	0	10	9	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	417	100	150	1350	219	87	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	417	100	150	1350	219	87	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	417	100	150	1350	219	87	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	417	100	150	1350	219	87	240	240	220	490	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	1.45	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	2715	1750	1750	2850	1750

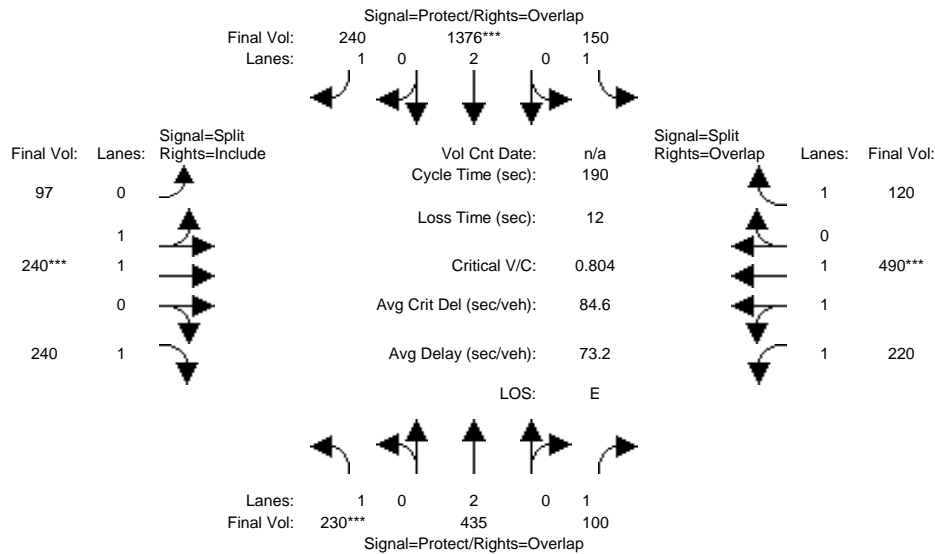
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.06	0.09	0.36	0.13	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	***			****			****			****		
Green Time:	25.4	70.5	116.6	24.5	69.6	107.2	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.98	0.30	0.09	0.67	0.97	0.22	0.45	0.45	0.69	0.52	0.71	0.18
Delay/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2k95thQ:	33	16	5	17	65	13	17	17	27	23	26	10

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

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Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	25	0	0	36	30	17	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	435	100	150	1376	240	97	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	435	100	150	1376	240	97	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	435	100	150	1376	240	97	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	435	100	150	1376	240	97	240	240	220	490	120

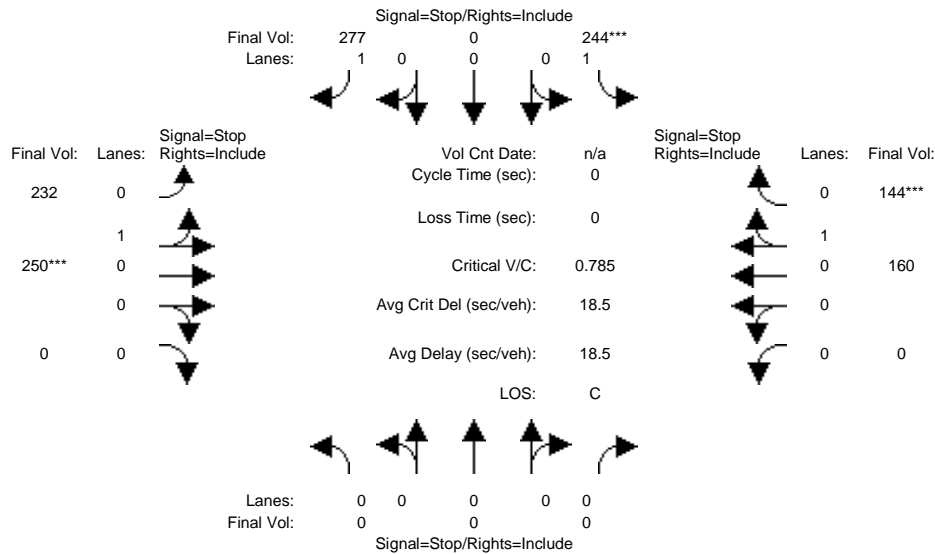
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	1.41	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1065	2634	1750	1750	2850	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.06	0.09	0.36	0.14	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	****				****		****			****		
Green Time:	25.3	70.5	116.6	24.5	69.7	107.3	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.99	0.31	0.09	0.67	0.99	0.24	0.46	0.46	0.69	0.52	0.71	0.18
Delay/Veh:	142.5	45.2	16.0	91.2	84.4	22.3	71.9	71.9	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.5	45.2	16.0	91.2	84.4	22.3	71.9	71.9	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2k95thQ:	33	17	5	17	67	14	17	17	27	23	26	10

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

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Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	4	0	17	12	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	277	232	250	0	0	160	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	277	232	250	0	0	160	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	277	232	250	0	0	160	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	277	232	250	0	0	160	144

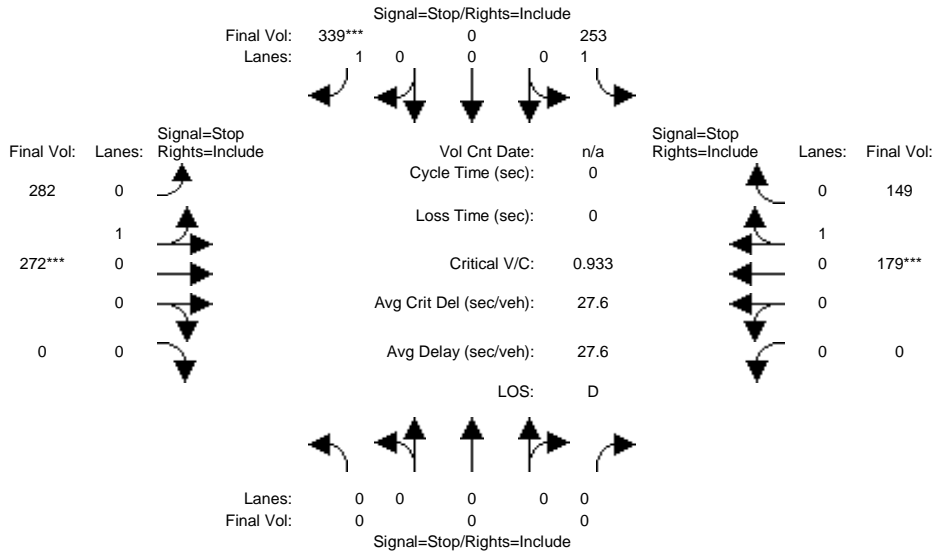
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.48	0.52	0.00	0.00	0.53	0.47
Final Sat.:	0	0	0	503	0	602	296	318	0	0	321	289

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.49	xxxx	0.46	0.78	0.78	xxxx	xxxx	0.50	0.50
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
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:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
LOS by Move:	*	*	*	C	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx				14.3			25.9			13.9	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				14.3			25.9			13.9	
LOS by Appr:	*				B			D			B	
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	0.8	2.9	2.9	2.9	0.9	0.9	0.9

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

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Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	13	0	79	62	22	0	0	19	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	253	0	339	282	272	0	0	179	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	253	0	339	282	272	0	0	179	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	0	339	282	272	0	0	179	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	253	0	339	282	272	0	0	179	149

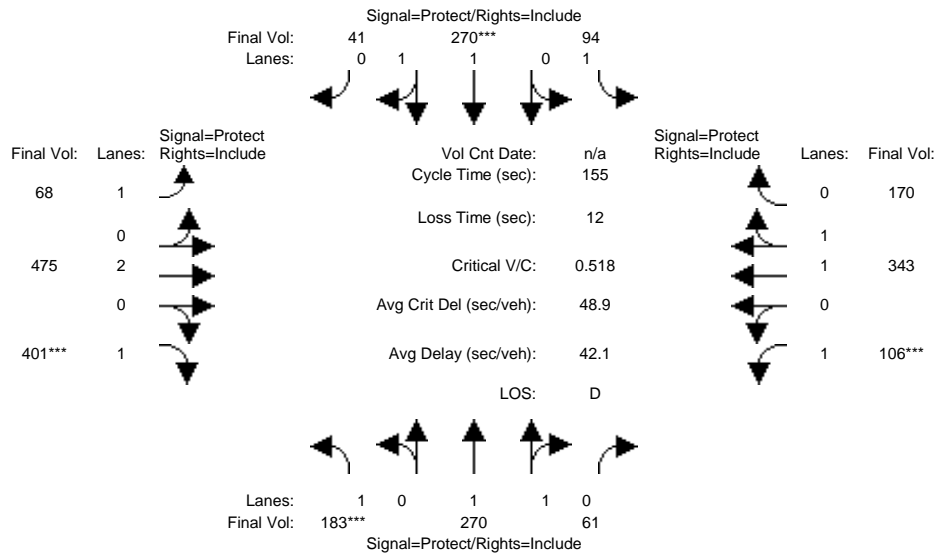
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	485	0	578	302	292	0	0	316	263

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.52	xxxx	0.59	0.93	0.93	xxxx	xxxx	0.57	0.57
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	16.6	45.7	45.7	0.0	0.0	16.2	16.2
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:	0.0	0.0	0.0	17.3	0.0	16.6	45.7	45.7	0.0	0.0	16.2	16.2
LOS by Move:	*	*	*	C	*	C	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.9			45.7			16.2		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.9			45.7			16.2		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	1.3	6.0	6.0	6.0	1.2	1.2	1.2

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

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Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	160	270	40	80	270	30	60	380	380	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	270	40	80	270	30	60	380	380	90	270	160
Added Vol:	23	0	21	14	0	11	8	95	21	16	73	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	270	61	94	270	41	68	475	401	106	343	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	270	61	94	270	41	68	475	401	106	343	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	270	61	94	270	41	68	475	401	106	343	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	270	61	94	270	41	68	475	401	106	343	170

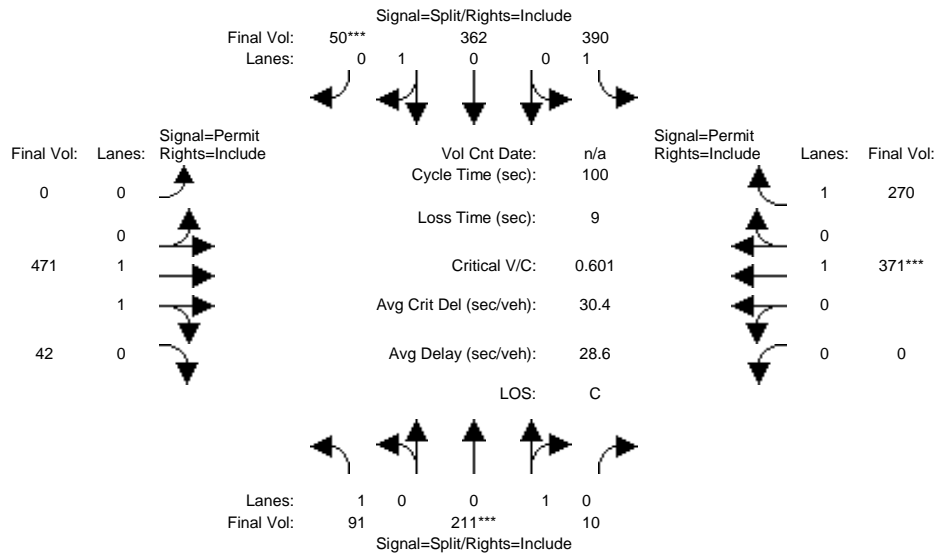
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.62	0.38	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	1750	3018	682	1750	3212	488	1750	3800	1750	1750	2473	1226

Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.05	0.08	0.08	0.04	0.13	0.23	0.06	0.14	0.14
Crit Moves:	***			****					****	****		
Green Time:	31.3	35.2	35.2	21.2	25.1	25.1	21.3	68.5	68.5	18.1	65.3	65.3
Volume/Cap:	0.52	0.39	0.39	0.39	0.52	0.52	0.28	0.28	0.52	0.52	0.33	0.33
Delay/Veh:	56.5	51.1	51.1	62.1	60.2	60.2	60.7	27.7	31.9	66.7	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	51.1	51.1	62.1	60.2	60.2	60.7	27.7	31.9	66.7	30.2	30.2
LOS by Move:	E+	D-	D-	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	15	12	12	8	13	13	6	13	26	10	15	15

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

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Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	1	1	0	0	2	0	0	41	2	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	211	10	390	362	50	0	471	42	0	371	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	211	10	390	362	50	0	471	42	0	371	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	211	10	390	362	50	0	471	42	0	371	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	211	10	390	362	50	0	471	42	0	371	270

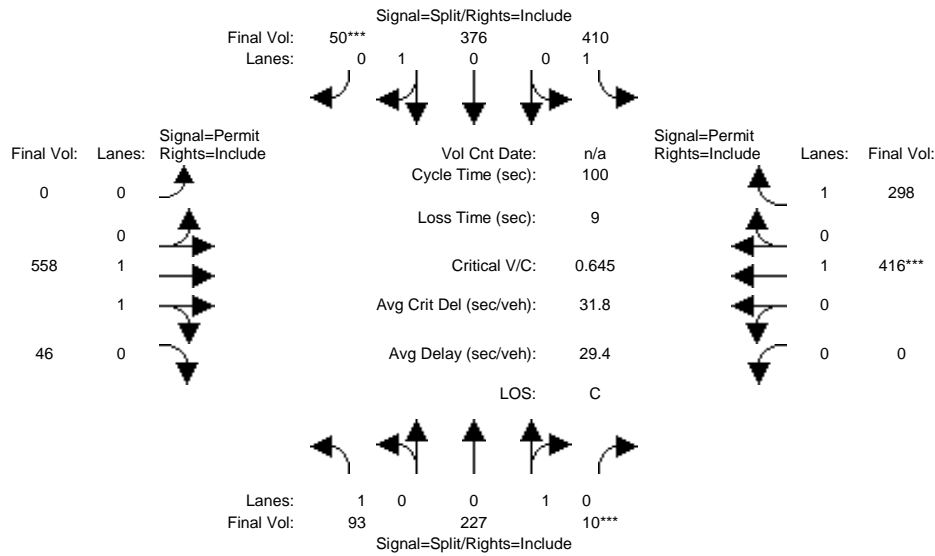
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.95	0.05	1.00	0.88	0.12	0.00	1.83	0.17	0.00	1.00	1.00
Final Sat.:	1750	1719	81	1750	1582	218	0	3397	303	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.22	0.23	0.23	0.00	0.14	0.14	0.00	0.20	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.4	20.4	20.4	38.1	38.1	38.1	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.25	0.60	0.60	0.59	0.60	0.60	0.00	0.43	0.43	0.00	0.60	0.47
Delay/Veh:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
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:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
LOS by Move:	C-	D+	D+	C	C	C	A	C	C	A	C	C
HCM2k95thQ:	5	12	12	19	19	19	0	12	12	0	17	13

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

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Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	3	17	0	20	16	0	0	128	6	0	76	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	227	10	410	376	50	0	558	46	0	416	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	10	410	376	50	0	558	46	0	416	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	227	10	410	376	50	0	558	46	0	416	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	227	10	410	376	50	0	558	46	0	416	298

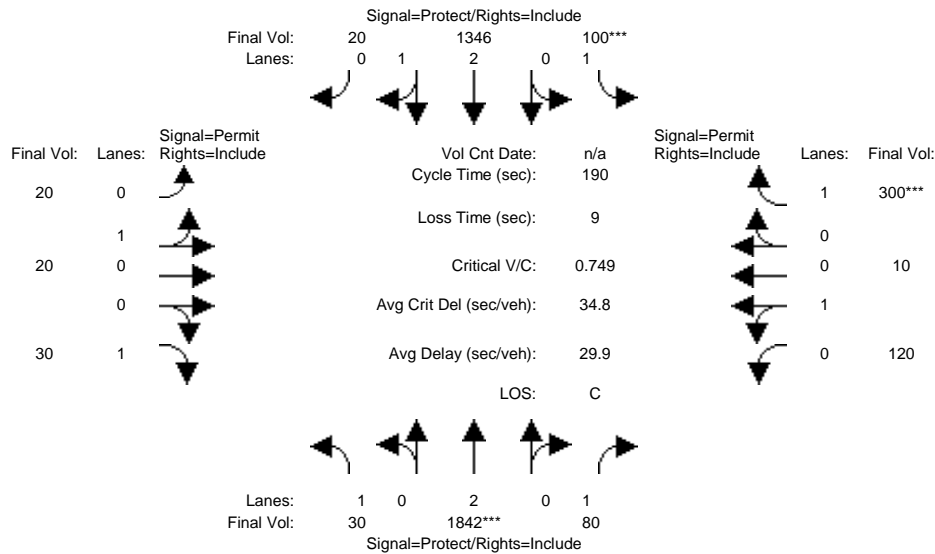
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.88	0.12	0.00	1.84	0.16	0.00	1.00	1.00
Final Sat.:	1750	1724	76	1750	1589	211	0	3418	282	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.23	0.24	0.24	0.00	0.16	0.16	0.00	0.22	0.17
Crit Moves:			****			****					****	
Green Time:	20.4	20.4	20.4	36.7	36.7	36.7	0.0	33.9	33.9	0.0	33.9	33.9
Volume/Cap:	0.26	0.65	0.65	0.64	0.65	0.65	0.00	0.48	0.48	0.00	0.65	0.50
Delay/Veh:	33.8	40.4	40.4	28.4	28.5	28.5	0.0	26.4	26.4	0.0	30.2	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:	33.8	40.4	40.4	28.4	28.5	28.5	0.0	26.4	26.4	0.0	30.2	27.0
LOS by Move:	C-	D	D	C	C	C	A	C	C	A	C	C
HCM2k95thQ:	5	14	14	20	20	20	0	15	15	0	20	15

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

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1842	80	100	1346	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1842	80	100	1346	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1842	80	100	1346	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1842	80	100	1346	20	20	20	30	120	10	300

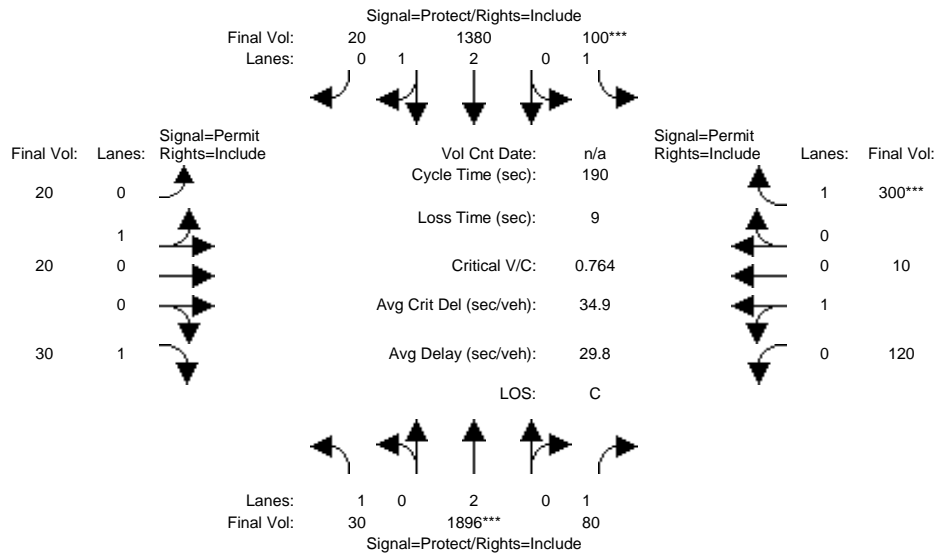
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.95	0.05	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5518	82	900	900	1750	1662	138	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.06	0.24	0.24	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:	****			****						****		
Green Time:	18.0	123	123.0	14.5	119	119.5	43.5	43.5	43.5	43.5	43.5	43.5
Volume/Cap:	0.18	0.75	0.07	0.75	0.39	0.39	0.10	0.10	0.07	0.32	0.32	0.75
Delay/Veh:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
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:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
LOS by Move:	E-	C	B	F	B	B	E+	E+	E+	E	E	E-
HCM2k95thQ:	3	55	4	15	23	23	4	4	3	12	12	32

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

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	76	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1896	80	100	1380	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1896	80	100	1380	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1896	80	100	1380	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1896	80	100	1380	20	20	20	30	120	10	300

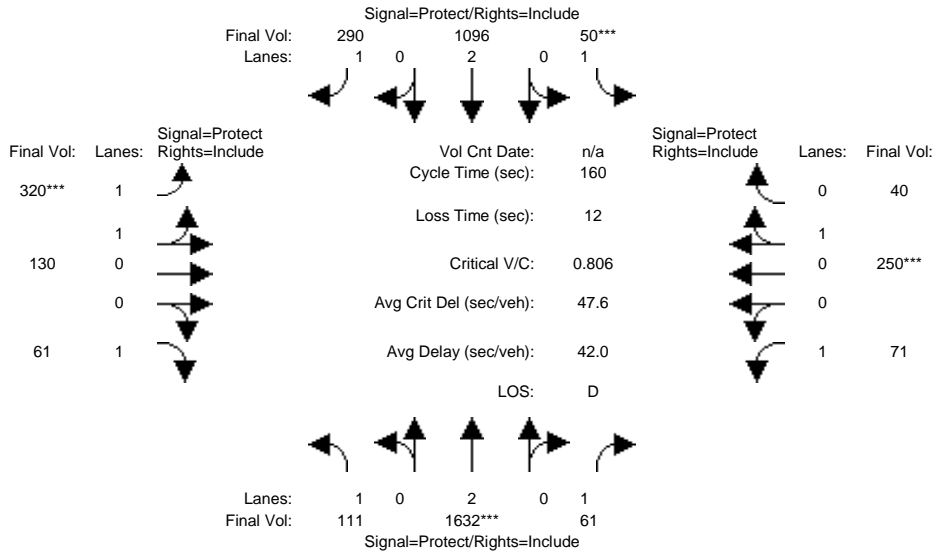
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5520	80	900	900	1750	1662	138	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.05	0.06	0.25	0.25	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:	****			****						****		
Green Time:	17.8	124	124.1	14.2	121	120.6	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.18	0.76	0.07	0.76	0.39	0.39	0.10	0.10	0.08	0.32	0.32	0.76
Delay/Veh:	80.0	24.2	12.0	109.2	17.0	17.0	58.5	58.5	58.2	62.0	62.0	77.6
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:	80.0	24.2	12.0	109.2	17.0	17.0	58.5	58.5	58.2	62.0	62.0	77.6
LOS by Move:	E-	C	B+	F	B	B	E+	E+	E+	E	E	E-
HCM2k95thQ:	3	57	3	15	23	23	4	4	3	13	13	32

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

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	1	22	1	0	16	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1632	61	50	1096	290	320	130	61	71	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1632	61	50	1096	290	320	130	61	71	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1632	61	50	1096	290	320	130	61	71	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1632	61	50	1096	290	320	130	61	71	250	40

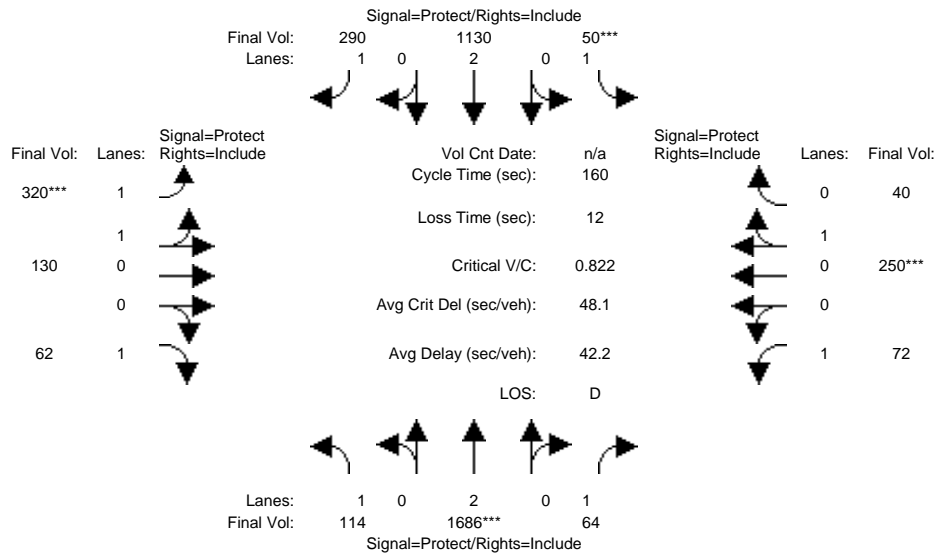
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248

Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.03	0.03	0.29	0.17	0.13	0.13	0.03	0.04	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	16.5	84.4	84.4	7.0	74.9	74.9	24.9	42.1	42.1	14.5	31.7	31.7
Volume/Cap:	0.62	0.81	0.07	0.65	0.62	0.35	0.81	0.48	0.13	0.45	0.81	0.81
Delay/Veh:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
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:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
LOS by Move:	E	C-	B-	F	C-	C	E	D	D	E	E	E
HCM2k95thQ:	11	52	3	5	33	17	24	18	5	8	28	28

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

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	4	76	4	0	50	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1686	64	50	1130	290	320	130	62	72	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1686	64	50	1130	290	320	130	62	72	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1686	64	50	1130	290	320	130	62	72	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	1686	64	50	1130	290	320	130	62	72	250	40

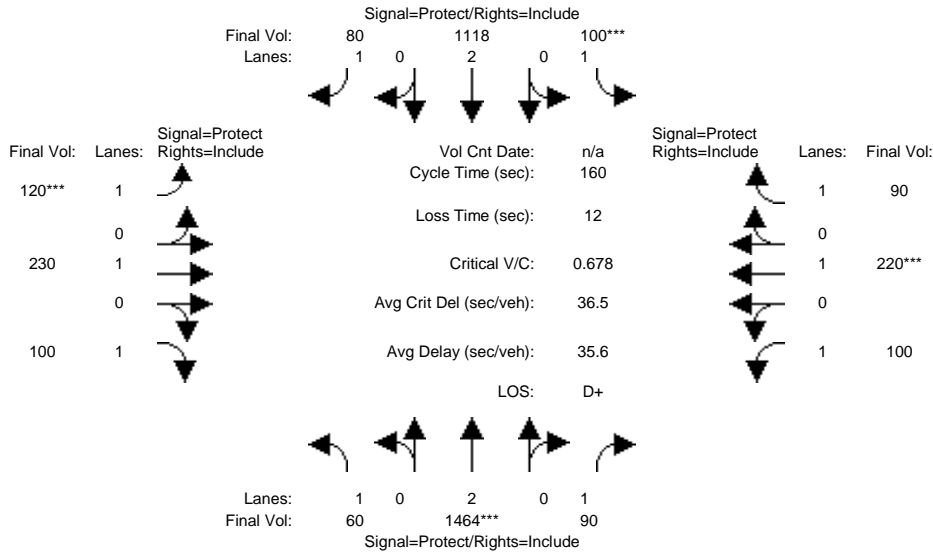
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.44	0.04	0.03	0.30	0.17	0.13	0.13	0.04	0.04	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	16.6	85.5	85.5	7.0	75.9	75.9	24.4	41.2	41.2	14.2	31.1	31.1
Volume/Cap:	0.63	0.83	0.07	0.65	0.63	0.35	0.83	0.49	0.14	0.46	0.83	0.83
Delay/Veh:	75.5	34.2	18.0	93.7	32.2	26.8	76.2	50.9	45.8	71.4	77.2	77.2
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:	75.5	34.2	18.0	93.7	32.2	26.8	76.2	50.9	45.8	71.4	77.2	77.2
LOS by Move:	E-	C-	B-	F	C-	C	E-	D	D	E	E-	E-
HCM2k95thQ:	11	54	3	5	34	17	24	19	5	8	29	29

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

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Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	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	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1464	90	100	1118	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1464	90	100	1118	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1464	90	100	1118	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1464	90	100	1118	80	120	230	100	100	220	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

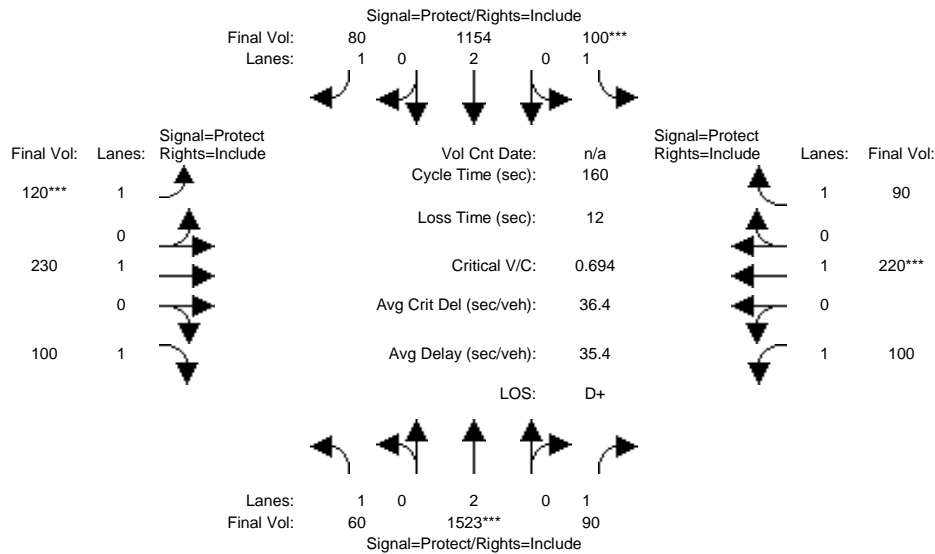
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.06	0.29	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.5	91.0	91.0	13.5	90.9	90.9	16.2	29.6	29.6	14.0	27.3	27.3
Volume/Cap:	0.41	0.68	0.09	0.68	0.52	0.08	0.68	0.65	0.31	0.65	0.68	0.30
Delay/Veh:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
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:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
LOS by Move:	E	C	B	F	C+	B	E-	E	E+	F	E	E+
HCM2k95thQ:	6	40	4	10	28	4	14	20	9	12	20	8

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

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Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	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	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	83	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1523	90	100	1154	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1523	90	100	1154	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1523	90	100	1154	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1523	90	100	1154	80	120	230	100	100	220	90

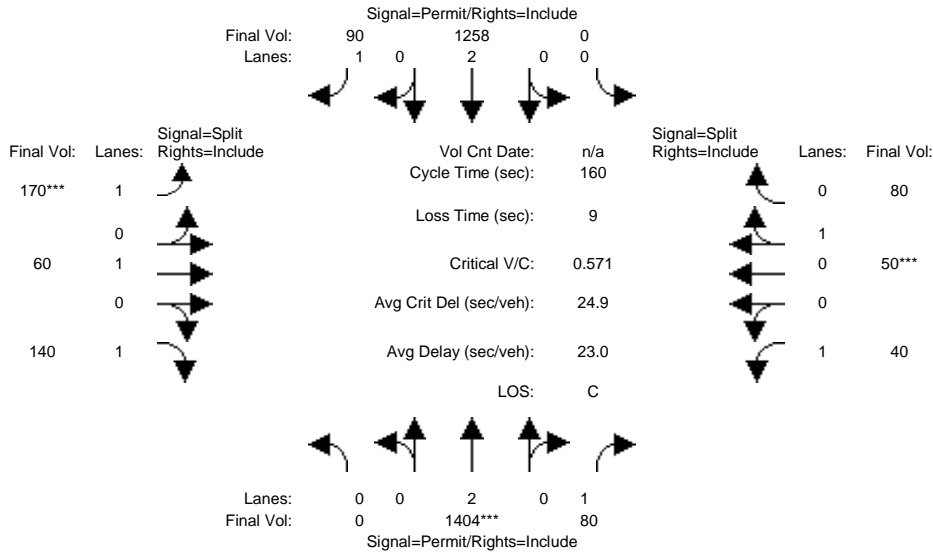
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.06	0.30	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.3	92.4	92.4	13.2	92.2	92.2	15.8	28.9	28.9	13.6	26.7	26.7
Volume/Cap:	0.41	0.69	0.09	0.69	0.53	0.08	0.69	0.67	0.32	0.67	0.69	0.31
Delay/Veh:	71.6	24.8	15.1	85.2	20.9	15.1	81.4	66.3	57.6	82.3	69.4	59.2
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:	71.6	24.8	15.1	85.2	20.9	15.1	81.4	66.3	57.6	82.3	69.4	59.2
LOS by Move:	E	C	B	F	C+	B	F	E	E+	F	E	E+
HCM2k95thQ:	6	42	4	10	29	4	14	21	9	12	20	8

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

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1404	80	0	1258	90	170	60	140	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1404	80	0	1258	90	170	60	140	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1404	80	0	1258	90	170	60	140	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1404	80	0	1258	90	170	60	140	40	50	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	692	1108

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.00	0.33	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	104	103.5	0.0	104	103.5	27.2	27.2	27.2	20.2	20.2	20.2
Volume/Cap:	0.00	0.57	0.07	0.00	0.51	0.08	0.57	0.19	0.47	0.18	0.57	0.57
Delay/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
LOS by Move:	A	B	B+	A	B	B+	E	E+	E	E	E	E
HCM2k95thQ:	0	31	3	0	28	3	15	5	13	4	13	13

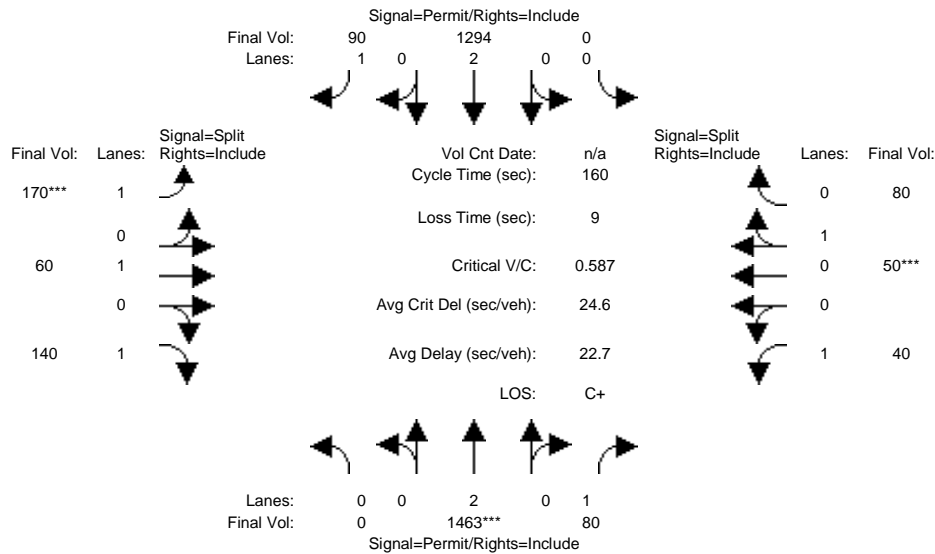
Note: Queue reported is the number of cars per lane.

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	0	83	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1463	80	0	1294	90	170	60	140	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1463	80	0	1294	90	170	60	140	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1463	80	0	1294	90	170	60	140	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1463	80	0	1294	90	170	60	140	40	50	80

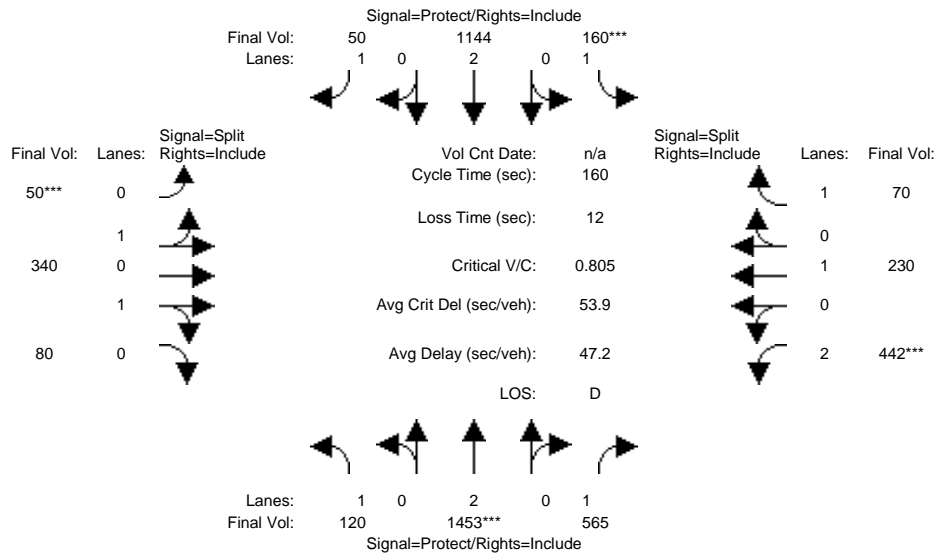
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	692	1108

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.05	0.00	0.34	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	105	104.9	0.0	105	104.9	26.5	26.5	26.5	19.7	19.7	19.7
Volume/Cap:	0.00	0.59	0.07	0.00	0.52	0.08	0.59	0.19	0.48	0.19	0.59	0.59
Delay/Veh:	0.0	15.8	10.0	0.0	14.6	10.0	64.9	57.8	61.8	63.4	70.4	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	10.0	0.0	14.6	10.0	64.9	57.8	61.8	63.4	70.4	70.4
LOS by Move:	A	B	A	A	B	B+	E	E+	E	E	E	E
HCM2k95thQ:	0	32	3	0	28	3	16	5	13	4	13	13

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

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	120	1370	550	160	1090	50	50	340	80	430	230	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:	120	1370	550	160	1090	50	50	340	80	430	230	70
Added Vol:	0	83	15	0	54	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1453	565	160	1144	50	50	340	80	442	230	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:	120	1453	565	160	1144	50	50	340	80	442	230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1453	565	160	1144	50	50	340	80	442	230	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1453	565	160	1144	50	50	340	80	442	230	70

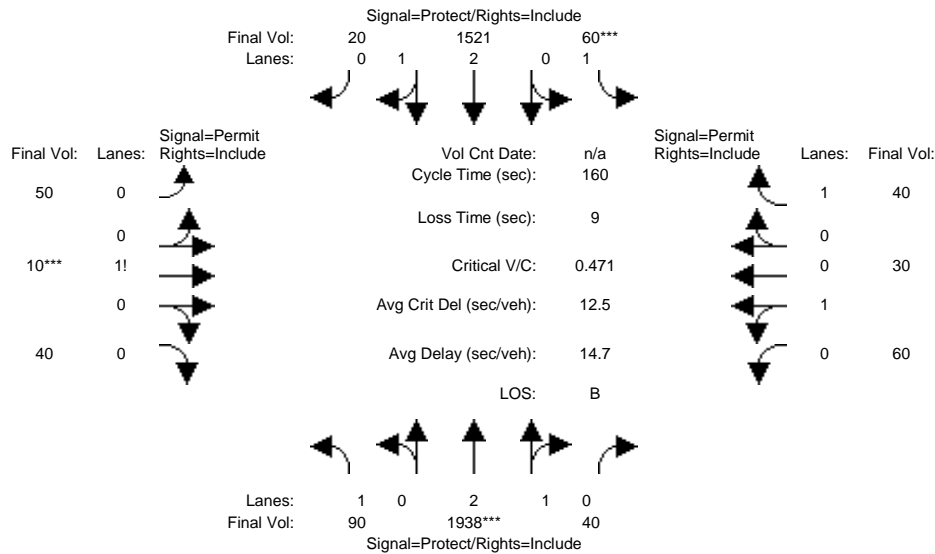
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.21	1.45	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	383	2604	613	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.32	0.09	0.30	0.03	0.13	0.13	0.13	0.14	0.12	0.04
Crit Moves:	****			****			****			****		
Green Time:	17.5	76.0	76.0	18.2	76.7	76.7	25.9	25.9	25.9	27.9	27.9	27.9
Volume/Cap:	0.63	0.81	0.68	0.81	0.63	0.06	0.81	0.81	0.81	0.81	0.69	0.23
Delay/Veh:	74.7	38.5	34.9	90.0	31.7	22.4	72.6	72.6	72.6	71.9	68.3	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	38.5	34.9	90.0	31.7	22.4	72.6	72.6	72.6	71.9	68.3	57.2
LOS by Move:	E	D+	C-	F	C	C+	E	E	E	E	E	E+
HCM2k95thQ:	12	49	38	16	34	3	24	24	24	23	20	6

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

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1938	40	60	1521	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1938	40	60	1521	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1938	40	60	1521	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	1938	40	60	1521	20	50	10	40	60	30	40

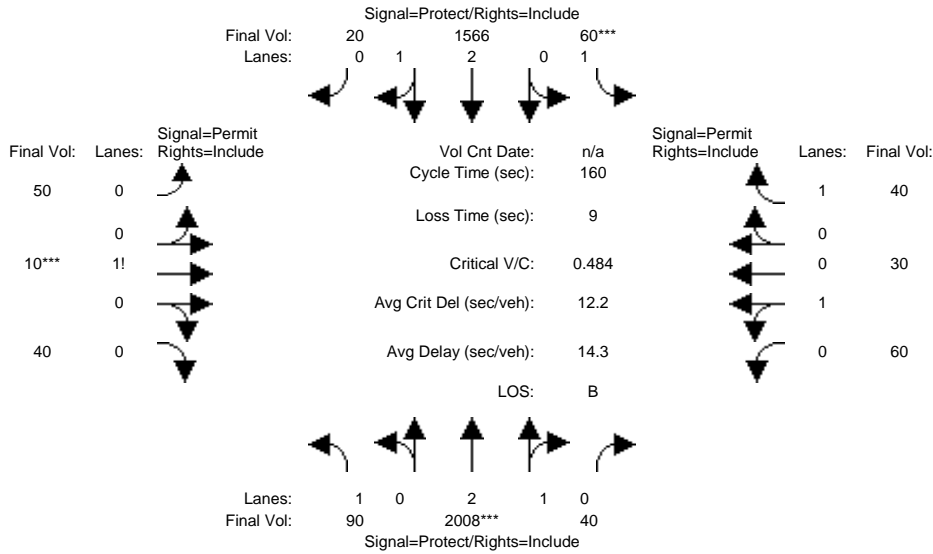
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5487	113	1750	5527	73	875	175	700	1200	600	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.03	0.28	0.28	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:	****			****			****					
Green Time:	20.7	120	120.0	11.6	111	110.9	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.40	0.47	0.47	0.47	0.40	0.40	0.47	0.47	0.47	0.41	0.41	0.19
Delay/Veh:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
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:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2k95thQ:	8	22	22	6	19	19	10	10	10	9	9	4

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

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	98	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2008	40	60	1566	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2008	40	60	1566	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2008	40	60	1566	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	2008	40	60	1566	20	50	10	40	60	30	40

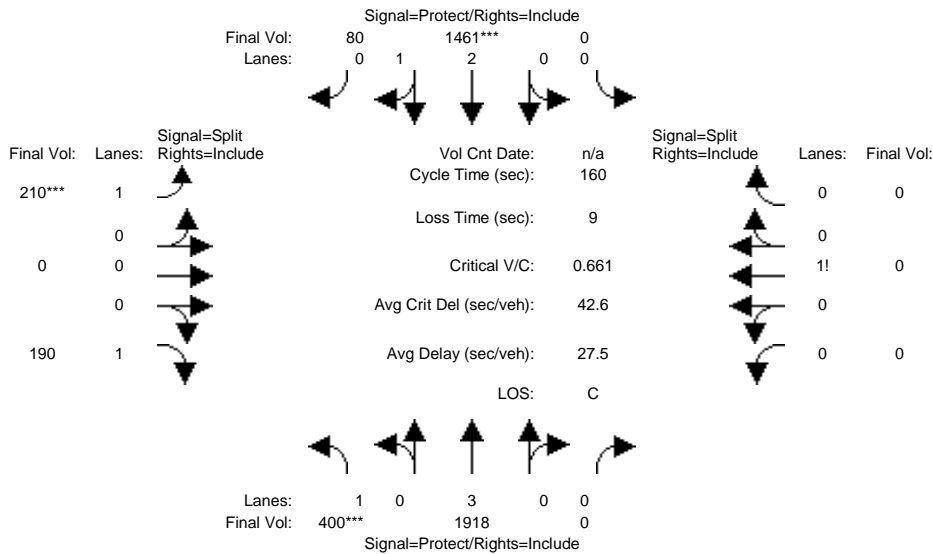
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5490	109	1750	5529	71	875	175	700	1200	600	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.28	0.28	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:	****			****			****					
Green Time:	20.3	121	120.8	11.3	112	111.8	18.9	18.9	18.9	18.9	18.9	18.9
Volume/Cap:	0.41	0.48	0.48	0.48	0.41	0.41	0.48	0.48	0.48	0.42	0.42	0.19
Delay/Veh:	65.5	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.2
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:	65.5	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.2
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2k95thQ:	8	23	23	6	19	19	10	10	10	9	9	4

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

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1918	0	0	1461	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1918	0	0	1461	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1918	0	0	1461	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	1918	0	0	1461	80	210	0	190	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5309	291	1750	0	1750	0	1750	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.34	0.00	0.00	0.28	0.28	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	55.3	122	0.0	0.0	66.6	66.6	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.44	0.00	0.00	0.66	0.66	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2k95thQ:	30	20	0	0	34	34	20	0	18	0	0	0

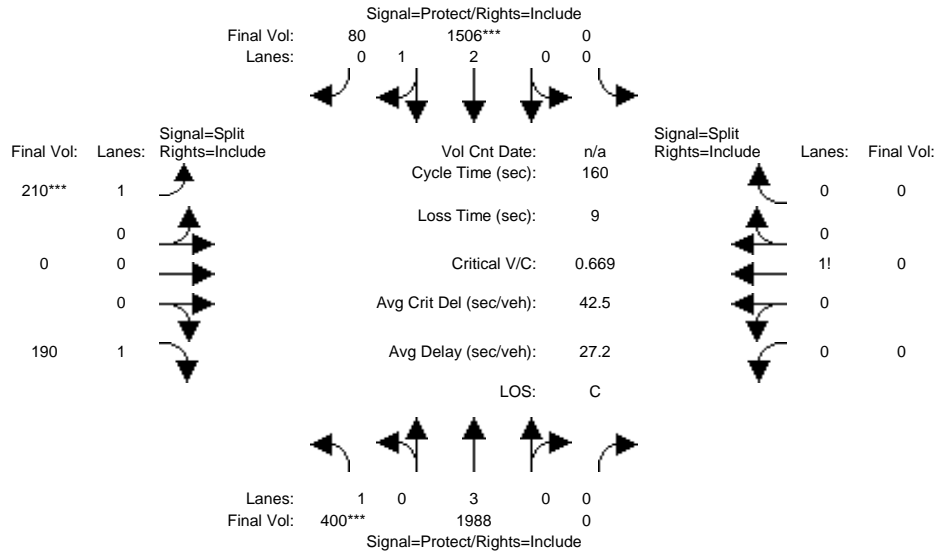
Note: Queue reported is the number of cars per lane.

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	98	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1988	0	0	1506	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1988	0	0	1506	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1988	0	0	1506	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	1988	0	0	1506	80	210	0	190	0	0	0

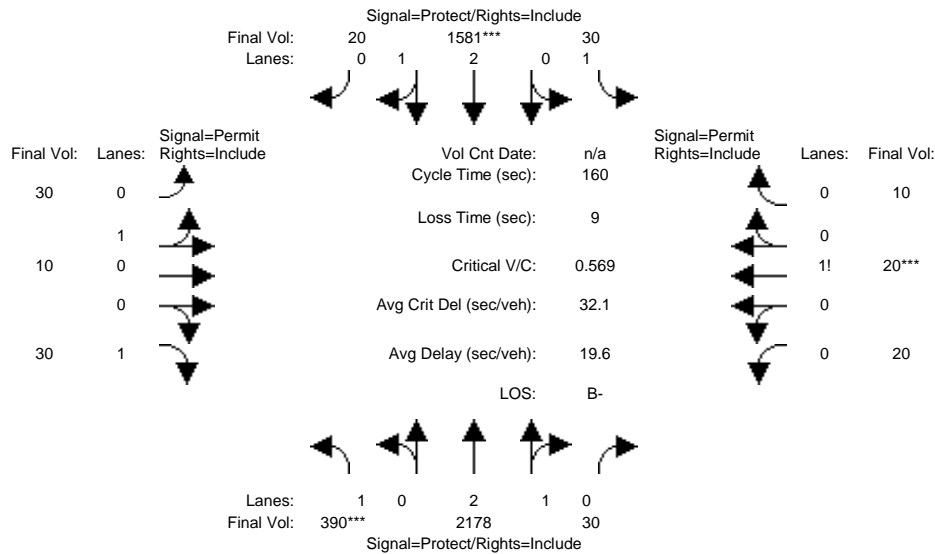
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5317	282	1750	0	1750	0	1750	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.35	0.00	0.00	0.28	0.28	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	54.6	122	0.0	0.0	67.7	67.7	28.7	0.0	28.7	0.0	0.0	0.0
Volume/Cap:	0.67	0.46	0.00	0.00	0.67	0.67	0.67	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	47.9	6.9	0.0	0.0	37.9	37.9	66.7	0.0	63.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	6.9	0.0	0.0	37.9	37.9	66.7	0.0	63.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2k95thQ:	31	21	0	0	35	35	20	0	18	0	0	0

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

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2178	30	30	1581	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2178	30	30	1581	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2178	30	30	1581	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	2178	30	30	1581	20	30	10	30	20	20	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5524	76	1750	5530	70	1350	450	1750	700	700	350

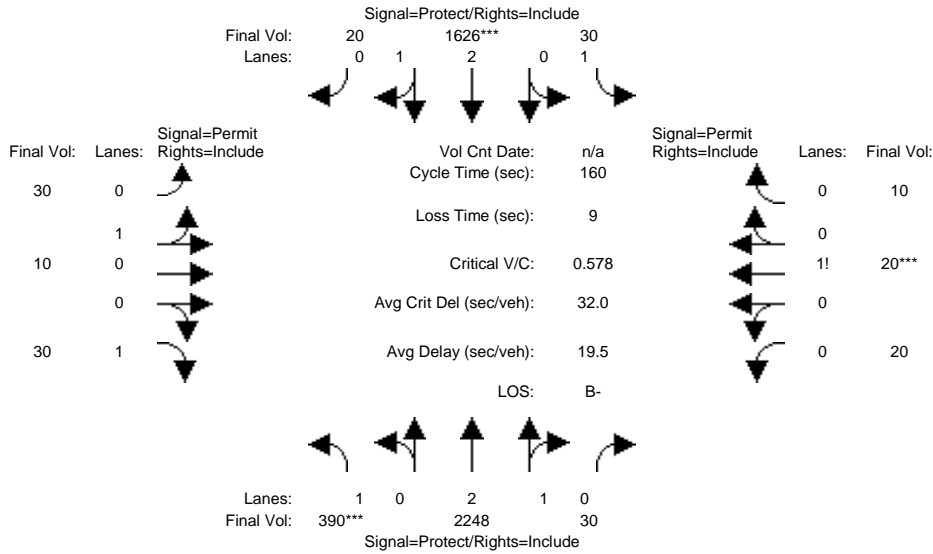
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.39	0.02	0.29	0.29	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****			****						****		
Green Time:	61.8	127	126.9	14.1	79.2	79.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.50	0.50	0.19	0.58	0.58	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
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:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2k95thQ:	27	22	22	3	31	31	5	5	4	6	6	6

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

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	98	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2248	30	30	1626	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2248	30	30	1626	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2248	30	30	1626	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	2248	30	30	1626	20	30	10	30	20	20	10

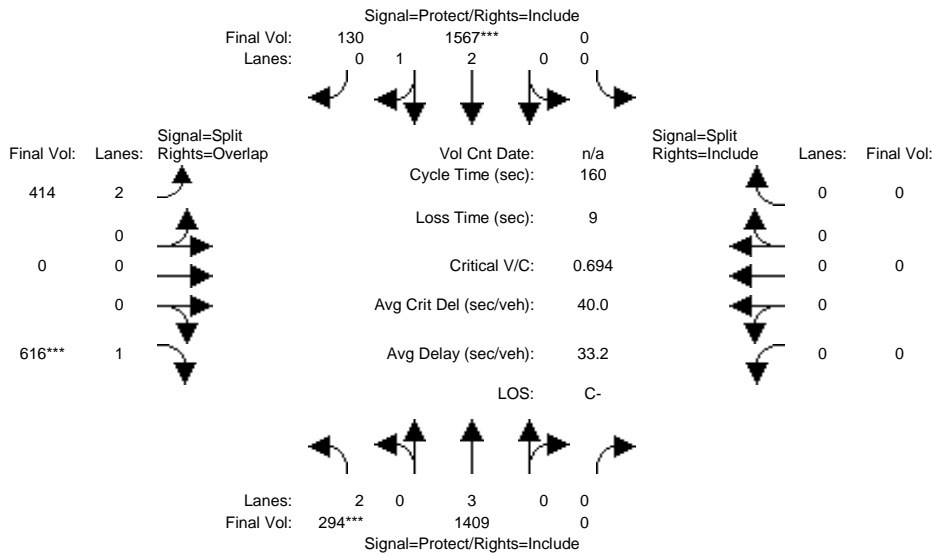
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5532	68	1350	450	1750	700	700	350

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.22	0.41	0.41	0.02	0.29	0.29	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	***			****						****		
Green Time:	60.8	127	127.3	13.7	80.2	80.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.51	0.51	0.20	0.59	0.59	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	40.9	5.7	5.7	68.7	28.5	28.5	73.8	73.8	72.9	75.4	75.4	75.4
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:	40.9	5.7	5.7	68.7	28.5	28.5	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2k95thQ:	28	23	23	3	32	32	5	5	4	6	6	6

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

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	4	9	0	0	7	10	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1409	0	0	1567	130	414	0	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1409	0	0	1567	130	414	0	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1409	0	0	1567	130	414	0	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	294	1409	0	0	1567	130	414	0	616	0	0	0

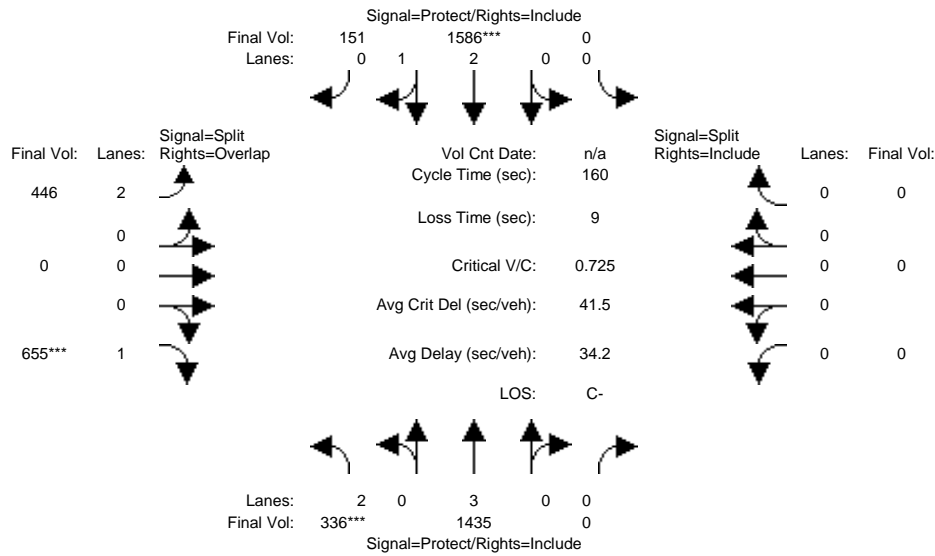
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5170	429	3150	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.30	0.30	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	21.5	91.4	0.0	0.0	69.9	69.9	59.6	0.0	81.1	0.0	0.0	0.0
Volume/Cap:	0.69	0.43	0.00	0.00	0.69	0.69	0.35	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D+	D+	D+	A	C-	A	A	A
HCM2k95thQ:	15	22	0	0	37	37	16	0	41	0	0	0

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

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	46	35	0	0	26	31	46	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	1435	0	0	1586	151	446	0	655	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	1435	0	0	1586	151	446	0	655	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1435	0	0	1586	151	446	0	655	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	336	1435	0	0	1586	151	446	0	655	0	0	0

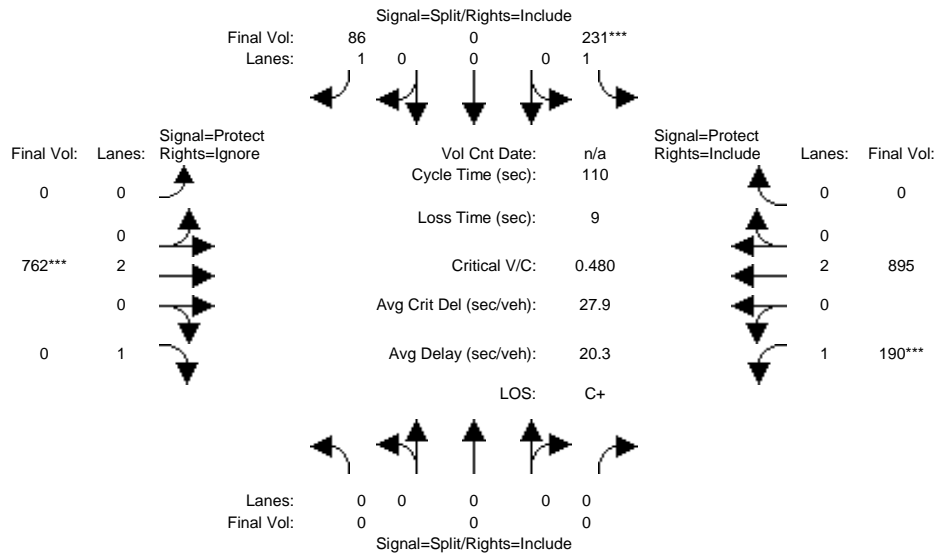
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5113	487	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.25	0.00	0.00	0.31	0.31	0.14	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	23.5	92.0	0.0	0.0	68.4	68.4	59.0	0.0	82.6	0.0	0.0	0.0
Volume/Cap:	0.73	0.44	0.00	0.00	0.73	0.73	0.38	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	70.8	19.4	0.0	0.0	39.1	39.1	37.3	0.0	32.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	19.4	0.0	0.0	39.1	39.1	37.3	0.0	32.9	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D	D	D+	A	C-	A	A	A
HCM2k95thQ:	17	23	0	0	39	39	17	0	44	0	0	0

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

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	1	0	6	0	32	9	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	86	0	762	159	190	895	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	86	0	762	0	190	895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	86	0	762	0	190	895	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	0	86	0	762	0	190	895	0

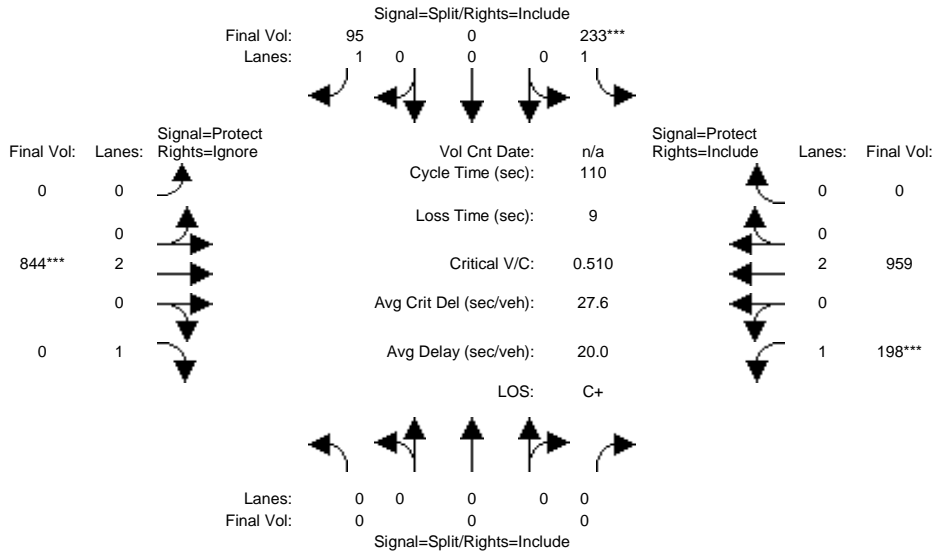
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.20	0.00	0.11	0.24	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.2	0.0	30.2	0.0	45.9	0.0	24.9	70.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.18	0.00	0.48	0.00	0.48	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
LOS by Move:	A	A	A	C-	A	C	A	C	A	D+	A	A
HCM2k95thQ:	0	0	0	14	0	5	0	17	0	11	13	0

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

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	3	0	15	0	114	34	8	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	95	0	844	184	198	959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	95	0	844	0	198	959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	95	0	844	0	198	959	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	233	0	95	0	844	0	198	959	0

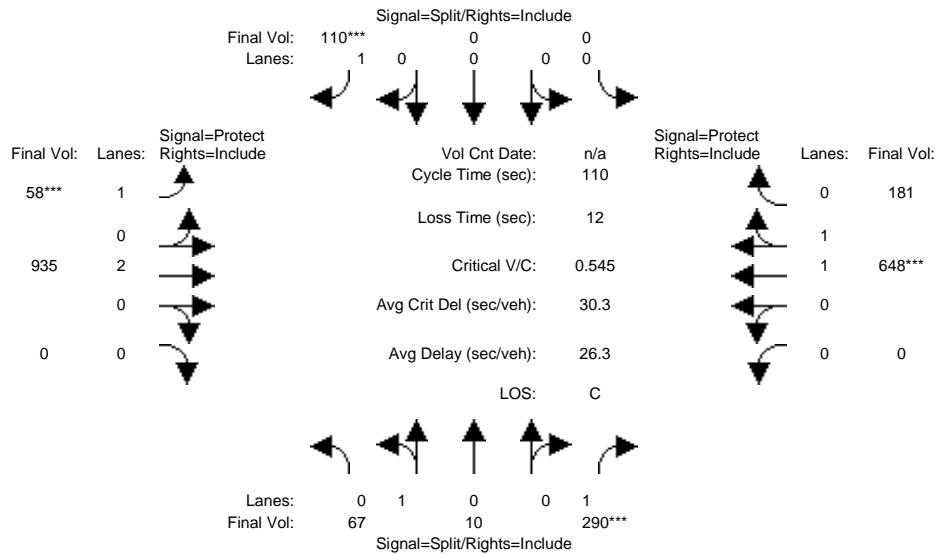
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.22	0.00	0.11	0.25	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	28.7	0.0	28.7	0.0	47.9	0.0	24.4	72.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.21	0.00	0.51	0.00	0.51	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	32.0	0.0	22.8	0.0	38.7	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	32.0	0.0	22.8	0.0	38.7	8.7	0.0
LOS by Move:	A	A	A	D+	A	C	A	C+	A	D+	A	A
HCM2k95thQ:	0	0	0	14	0	5	0	18	0	12	14	0

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

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	7	0	0	0	0	0	8	25	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	10	290	0	0	110	58	935	0	0	648	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	10	290	0	0	110	58	935	0	0	648	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	10	290	0	0	110	58	935	0	0	648	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	10	290	0	0	110	58	935	0	0	648	181

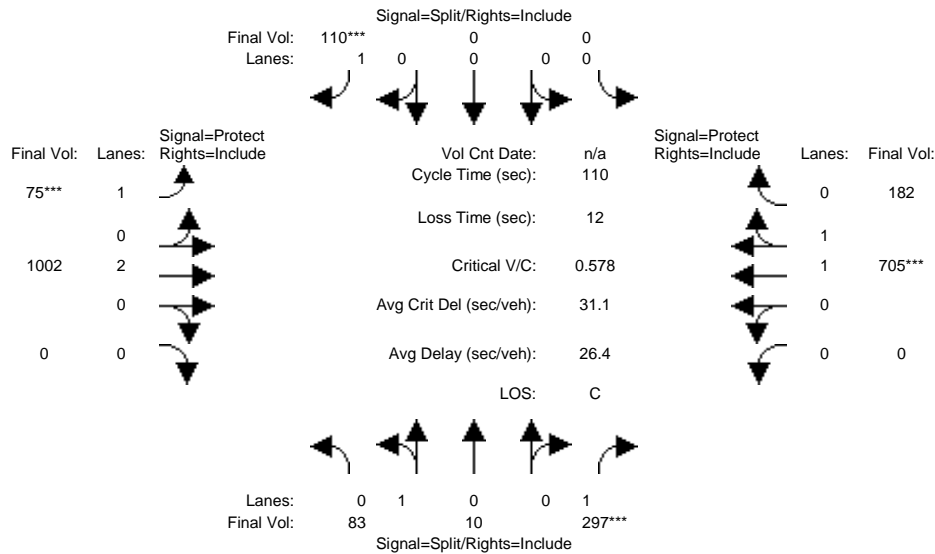
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1566	234	1750	0	0	1750	1750	3800	0	0	2892	808

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.06	0.03	0.25	0.00	0.00	0.22	0.22
Crit Moves:			****			****	****				****	
Green Time:	33.3	33.3	33.3	0.0	0.0	12.6	7.0	52.1	0.0	0.0	45.1	45.1
Volume/Cap:	0.14	0.14	0.55	0.00	0.00	0.55	0.52	0.52	0.00	0.00	0.55	0.55
Delay/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
LOS by Move:	C	C	C-	A	A	D	D-	C+	A	A	C	C
HCM2k95thQ:	4	4	17	0	0	9	4	20	0	0	20	20

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

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	23	0	7	0	0	0	25	92	0	0	75	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	10	297	0	0	110	75	1002	0	0	705	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	297	0	0	110	75	1002	0	0	705	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	10	297	0	0	110	75	1002	0	0	705	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	10	297	0	0	110	75	1002	0	0	705	182

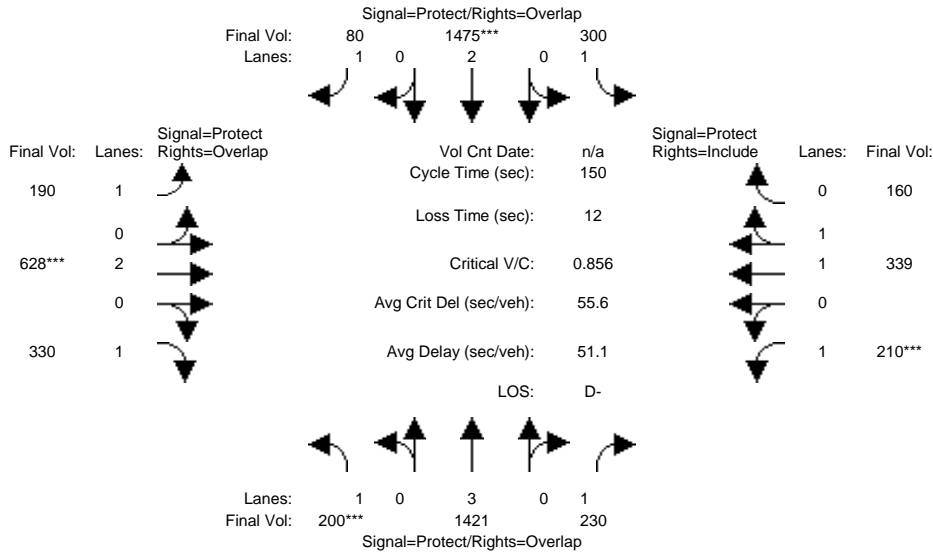
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	1606	194	1750	0	0	1750	1750	3800	0	0	2940	759

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.17	0.00	0.00	0.06	0.04	0.26	0.00	0.00	0.24	0.24
Crit Moves:			****			****	****				****	
Green Time:	32.3	32.3	32.3	0.0	0.0	12.0	8.2	53.8	0.0	0.0	45.6	45.6
Volume/Cap:	0.18	0.18	0.58	0.00	0.00	0.58	0.58	0.54	0.00	0.00	0.58	0.58
Delay/Veh:	29.1	29.1	34.7	0.0	0.0	51.0	55.6	19.8	0.0	0.0	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	34.7	0.0	0.0	51.0	55.6	19.8	0.0	0.0	25.3	25.3
LOS by Move:	C	C	C-	A	A	D-	E+	B-	A	A	C	C
HCM2k95thQ:	5	5	18	0	0	9	5	21	0	0	21	21

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

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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	0	11	0	0	15	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1421	230	300	1475	80	190	628	330	210	339	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1421	230	300	1475	80	190	628	330	210	339	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1421	230	300	1475	80	190	628	330	210	339	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1421	230	300	1475	80	190	628	330	210	339	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2513	1186

Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.17	0.39	0.05	0.11	0.17	0.19	0.12	0.13	0.13
Crit Moves:	***				***			***			***	
Green Time:	20.0	52.2	73.2	35.9	68.0	90.3	22.3	29.0	49.0	21.0	27.7	27.7
Volume/Cap:	0.86	0.72	0.27	0.72	0.86	0.08	0.73	0.86	0.58	0.86	0.73	0.73
Delay/Veh:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
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:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
LOS by Move:	F	D	C+	E+	D	B	E	E	D	F	E	E
HCM2k95thQ:	19	32	12	24	49	3	17	26	24	20	20	20

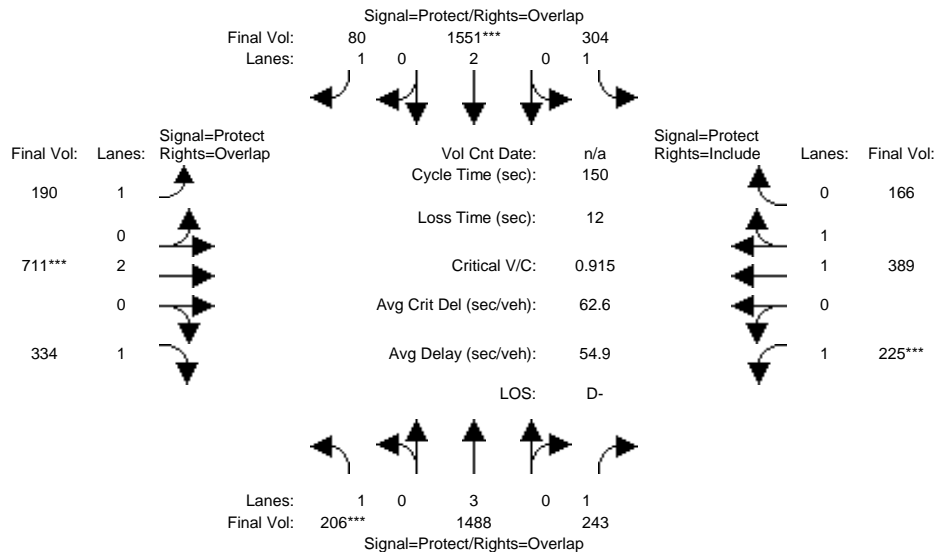
Note: Queue reported is the number of cars per lane.

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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	6	78	13	4	91	0	0	121	4	15	79	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1488	243	304	1551	80	190	711	334	225	389	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1488	243	304	1551	80	190	711	334	225	389	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1488	243	304	1551	80	190	711	334	225	389	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	1488	243	304	1551	80	190	711	334	225	389	166

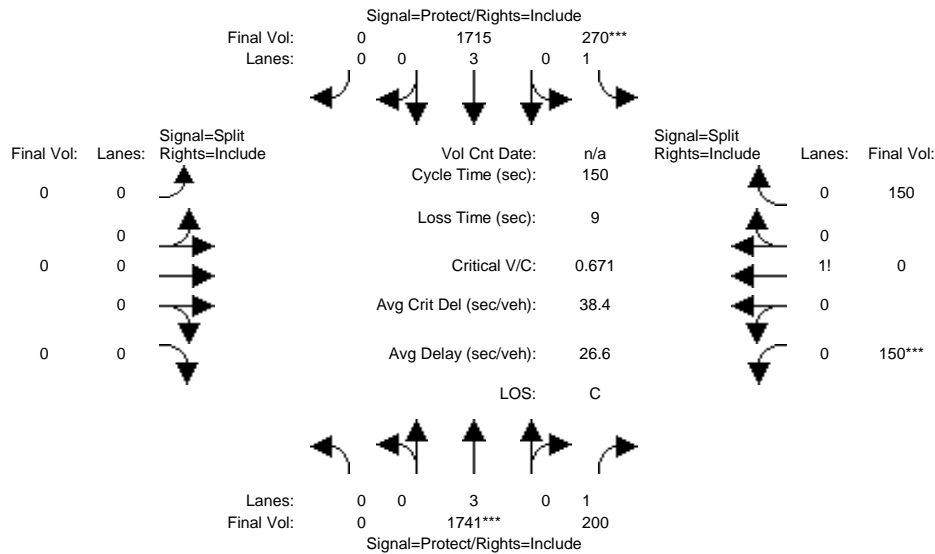
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2593	1106

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.26	0.14	0.17	0.41	0.05	0.11	0.19	0.19	0.13	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	19.3	51.8	72.9	34.5	66.9	88.7	21.7	30.7	50.0	21.1	30.0	30.0
Volume/Cap:	0.91	0.76	0.29	0.76	0.91	0.08	0.75	0.91	0.57	0.91	0.75	0.75
Delay/Veh:	102.0	45.2	23.2	61.9	47.0	13.2	73.2	73.7	42.6	98.9	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	45.2	23.2	61.9	47.0	13.2	73.2	73.7	42.6	98.9	60.7	60.7
LOS by Move:	F	D	C	E	D	B	E	E	D	F	E	E
HCM2k95thQ:	20	34	13	25	54	3	17	31	24	22	22	22

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

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1741	200	270	1715	0	0	0	0	150	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1741	200	270	1715	0	0	0	0	150	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	200	270	1715	0	0	0	0	150	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1741	200	270	1715	0	0	0	0	150	0	150

Saturation 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	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875

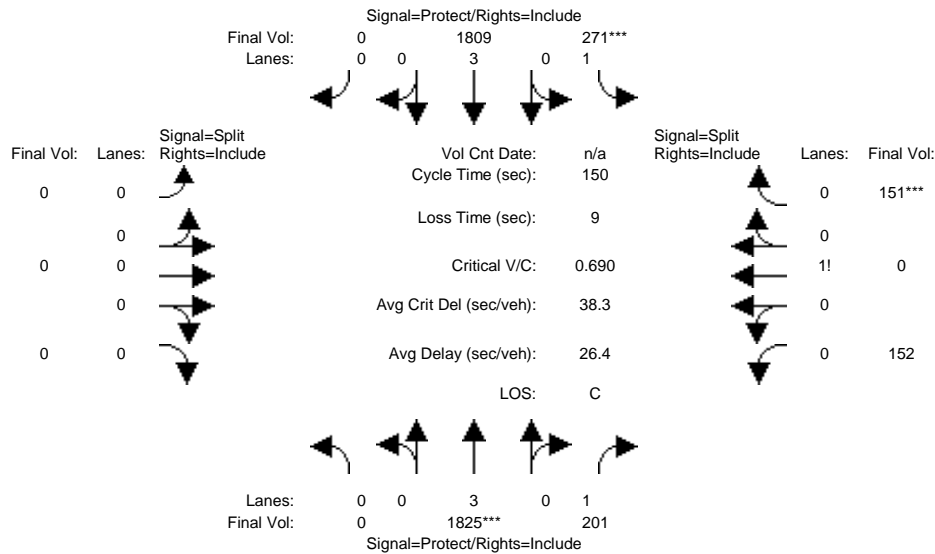
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.11	0.15	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****		****							****		
Green Time:	0.0	68.2	68.2	34.5	103	0.0	0.0	0.0	0.0	38.3	0.0	38.3
Volume/Cap:	0.00	0.67	0.25	0.67	0.44	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	D-	A	D-
HCM2k95thQ:	0	35	11	21	20	0	0	0	0	23	0	23

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

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	El Camino Real						Churchill Avenue					
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	95	1	1	109	0	0	0	0	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1825	201	271	1809	0	0	0	0	152	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1825	201	271	1809	0	0	0	0	152	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1825	201	271	1809	0	0	0	0	152	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1825	201	271	1809	0	0	0	0	152	0	151

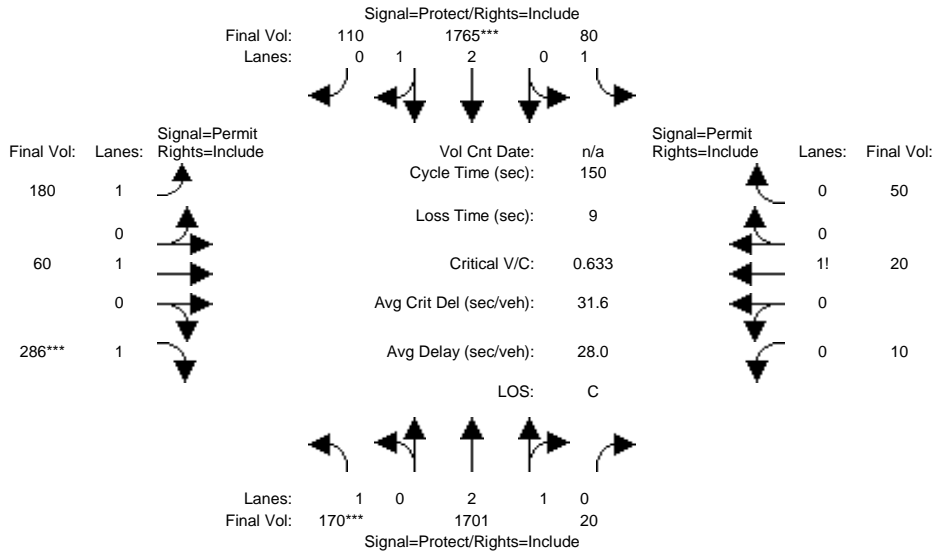
Saturation Flow Module:	El Camino Real						Churchill Avenue					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	878	0	872

Capacity Analysis Module:	El Camino Real						Churchill Avenue					
Vol/Sat:	0.00	0.32	0.11	0.15	0.32	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****			****						****		
Green Time:	0.0	69.6	69.6	33.7	103	0.0	0.0	0.0	0.0	37.7	0.0	37.7
Volume/Cap:	0.00	0.69	0.25	0.69	0.46	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	32.4	24.5	58.5	10.7	0.0	0.0	0.0	0.0	55.5	0.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	24.5	58.5	10.7	0.0	0.0	0.0	0.0	55.5	0.0	55.5
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	36	11	21	21	0	0	0	0	24	0	24

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

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	20	11	0	0	15	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1701	20	80	1765	110	180	60	286	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1701	20	80	1765	110	180	60	286	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1701	20	80	1765	110	180	60	286	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1701	20	80	1765	110	180	60	286	10	20	50

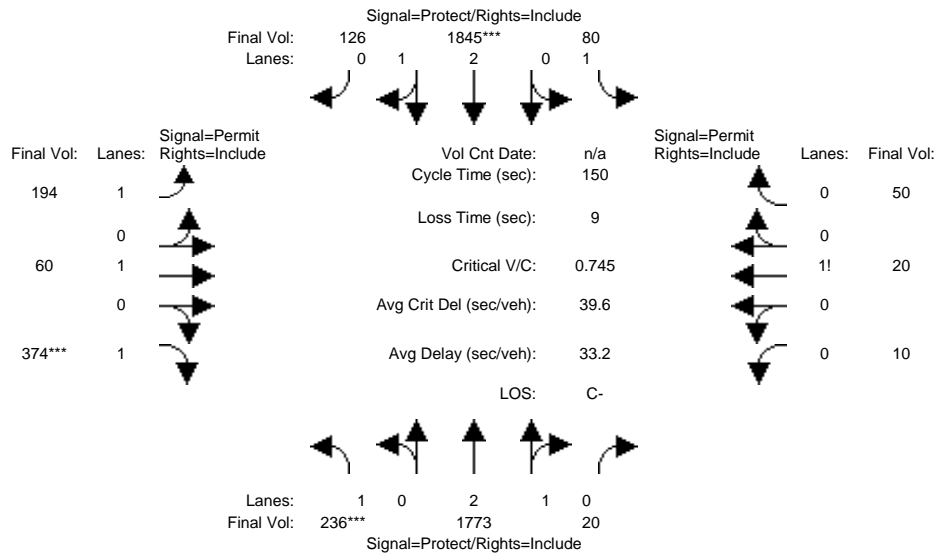
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.82	0.18	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5535	65	1750	5271	329	1750	1900	1750	219	438	1094

Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.05	0.33	0.33	0.10	0.03	0.16	0.05	0.05	0.05
Crit Moves:	***			****					****			
Green Time:	23.0	88.8	88.8	13.5	79.3	79.3	38.7	38.7	38.7	38.7	38.7	38.7
Volume/Cap:	0.63	0.52	0.52	0.51	0.63	0.63	0.40	0.12	0.63	0.18	0.18	0.18
Delay/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
LOS by Move:	E	B-	B-	E	C	C	D	D	D-	D	D	D
HCM2k95thQ:	15	27	27	7	34	34	14	4	23	6	6	6

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

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	86	83	0	0	95	16	14	0	114	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1773	20	80	1845	126	194	60	374	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1773	20	80	1845	126	194	60	374	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1773	20	80	1845	126	194	60	374	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	1773	20	80	1845	126	194	60	374	10	20	50

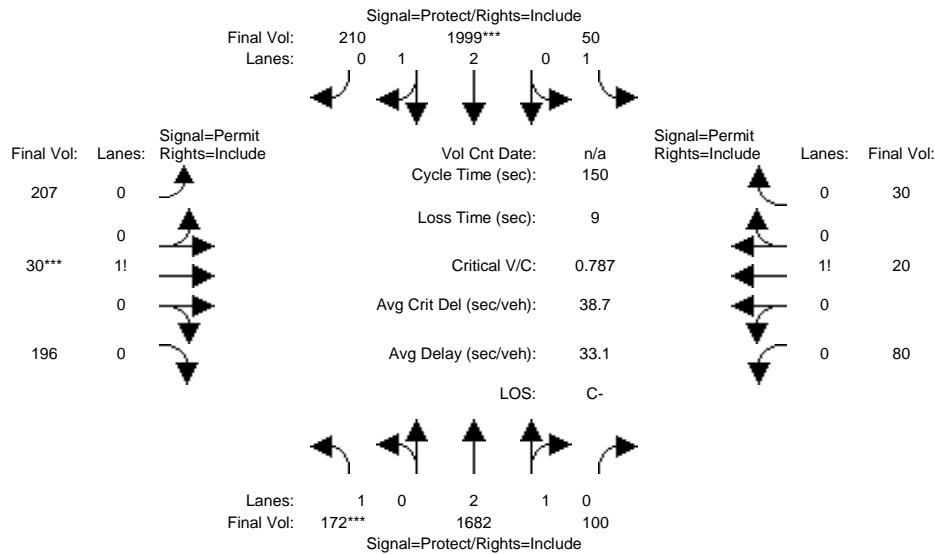
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.80	0.20	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5537	62	1750	5242	358	1750	1900	1750	219	438	1094

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.32	0.32	0.05	0.35	0.35	0.11	0.03	0.21	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	27.1	85.5	85.5	12.5	70.8	70.8	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.75	0.56	0.56	0.55	0.75	0.75	0.39	0.11	0.75	0.16	0.16	0.16
Delay/Veh:	67.4	20.6	20.6	70.5	33.4	33.4	43.4	39.5	54.5	40.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	20.6	20.6	70.5	33.4	33.4	43.4	39.5	54.5	40.1	40.1	40.1
LOS by Move:	E	C+	C+	E	C-	C-	D	D	D-	D	D	D
HCM2k95thQ:	20	29	29	8	41	41	14	4	31	6	6	6

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

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1530	100	50	1810	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1530	100	50	1810	190	190	30	180	80	20	30
Added Vol:	12	152	0	0	189	20	17	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1682	100	50	1999	210	207	30	196	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1682	100	50	1999	210	207	30	196	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1682	100	50	1999	210	207	30	196	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	1682	100	50	1999	210	207	30	196	80	20	30

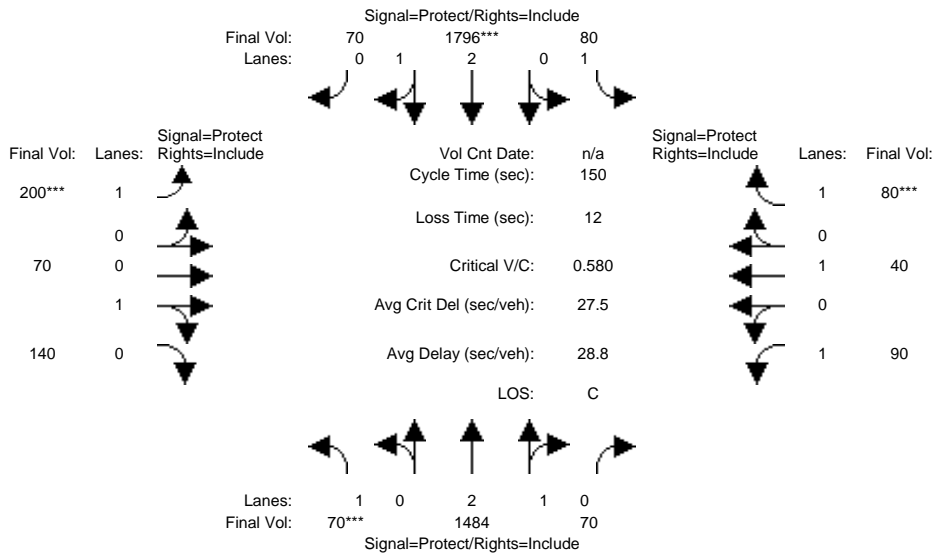
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.70	0.30	0.48	0.07	0.45	0.62	0.15	0.23
Final Sat.:	1750	5285	314	1750	5067	532	837	121	792	1077	269	404

Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.39	0.39	0.25	0.25	0.25	0.07	0.07	0.07
Crit Moves:	***			***			***			***		
Green Time:	18.7	81.9	81.9	12.0	75.1	75.1	47.1	47.1	47.1	47.1	47.1	47.1
Volume/Cap:	0.79	0.58	0.58	0.36	0.79	0.79	0.79	0.79	0.79	0.24	0.24	0.24
Delay/Veh:	80.9	23.0	23.0	66.9	32.4	32.4	54.3	54.3	54.3	38.3	38.3	38.3
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:	80.9	23.0	23.0	66.9	32.4	32.4	54.3	54.3	54.3	38.3	38.3	38.3
LOS by Move:	F	C+	C+	E	C-	C-	D-	D-	D-	D+	D+	D+
HCM2k95thQ:	16	31	31	5	45	45	35	35	35	9	9	9

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

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	34	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1484	70	80	1796	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1484	70	80	1796	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1484	70	80	1796	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1484	70	80	1796	70	200	70	140	90	40	80

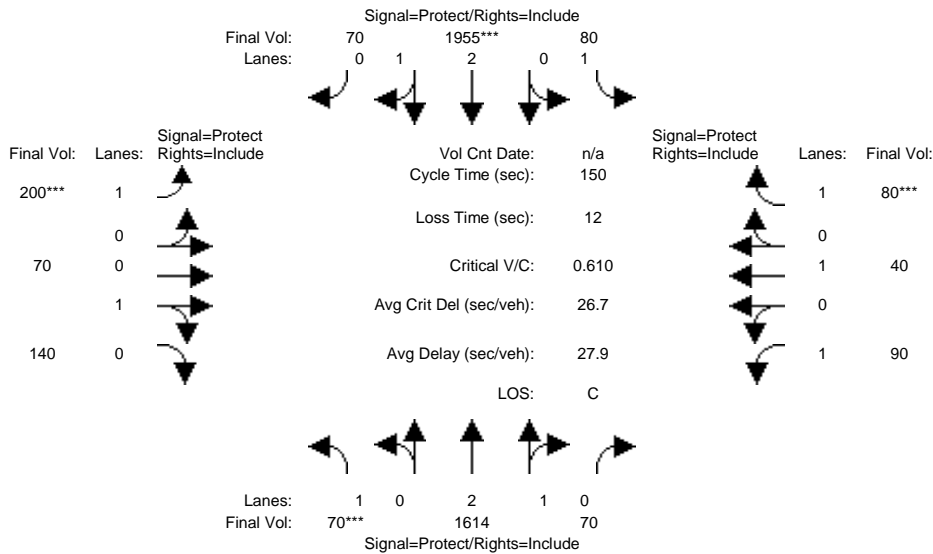
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.88	0.12	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5347	252	1750	5390	210	1750	600	1200	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.05	0.33	0.33	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	***			****			****					****
Green Time:	10.4	82.7	82.7	13.9	86.2	86.2	29.6	28.7	28.7	12.7	11.8	11.8
Volume/Cap:	0.58	0.50	0.50	0.49	0.58	0.58	0.58	0.61	0.61	0.61	0.27	0.58
Delay/Veh:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
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:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
LOS by Move:	E	C+	C+	E	C+	C+	E+	E+	E+	E	E	E
HCM2k95thQ:	6	25	25	7	30	30	18	18	18	10	4	9

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

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	164	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1614	70	80	1955	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1614	70	80	1955	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1614	70	80	1955	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1614	70	80	1955	70	200	70	140	90	40	80

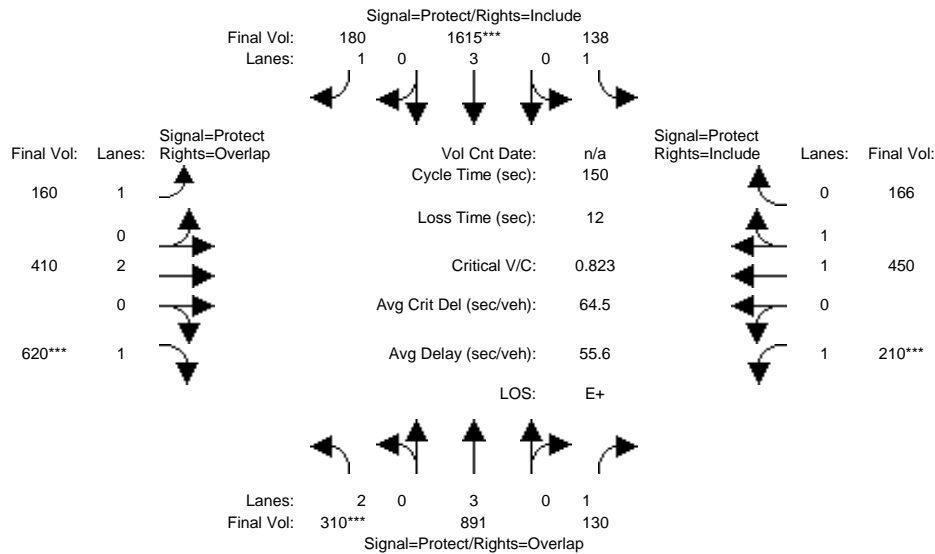
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5367	233	1750	5406	194	1750	600	1200	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.05	0.36	0.36	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	***			****			****					****
Green Time:	9.8	85.4	85.4	13.3	88.9	88.9	28.1	27.3	27.3	12.0	11.2	11.2
Volume/Cap:	0.61	0.53	0.53	0.52	0.61	0.61	0.61	0.64	0.64	0.64	0.28	0.61
Delay/Veh:	77.5	20.0	20.0	68.4	19.9	19.9	59.3	61.1	61.1	76.6	66.7	75.4
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:	77.5	20.0	20.0	68.4	19.9	19.9	59.3	61.1	61.1	76.6	66.7	75.4
LOS by Move:	E-	C+	C+	E	B-	B-	E+	E	E	E-	E	E-
HCM2k95thQ:	6	26	26	7	33	33	18	19	19	11	4	9

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

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Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	0	11	0	8	15	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	891	130	138	1615	180	160	410	620	210	450	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	891	130	138	1615	180	160	410	620	210	450	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	891	130	138	1615	180	160	410	620	210	450	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	891	130	138	1615	180	160	410	620	210	450	166

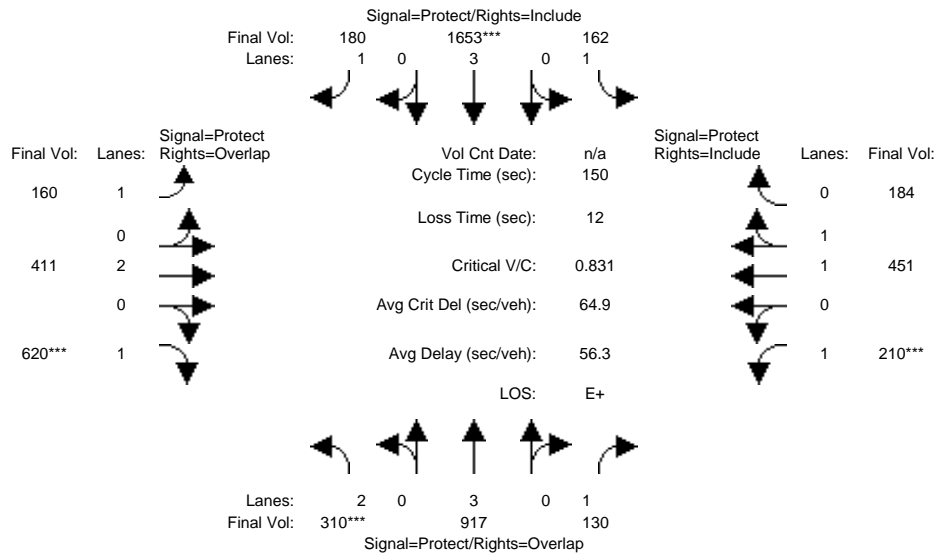
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2702	997

Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.08	0.28	0.10	0.09	0.11	0.35	0.12	0.17	0.17
Crit Moves:	***				****				****	****		
Green Time:	17.9	46.2	68.1	23.3	51.6	51.6	24.3	46.6	64.5	21.9	44.2	44.2
Volume/Cap:	0.82	0.51	0.16	0.51	0.82	0.30	0.57	0.35	0.82	0.82	0.57	0.57
Delay/Veh:	78.2	42.8	24.3	59.6	48.0	36.2	60.6	40.1	45.0	81.3	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	42.8	24.3	83.5	67.2	50.7	60.6	40.1	45.0	81.3	45.5	45.5
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2k95thQ:	16	20	7	13	40	12	14	13	45	19	21	21

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

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Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	0	37	0	32	53	0	0	1	0	0	1	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	917	130	162	1653	180	160	411	620	210	451	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	917	130	162	1653	180	160	411	620	210	451	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	917	130	162	1653	180	160	411	620	210	451	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	917	130	162	1653	180	160	411	620	210	451	184

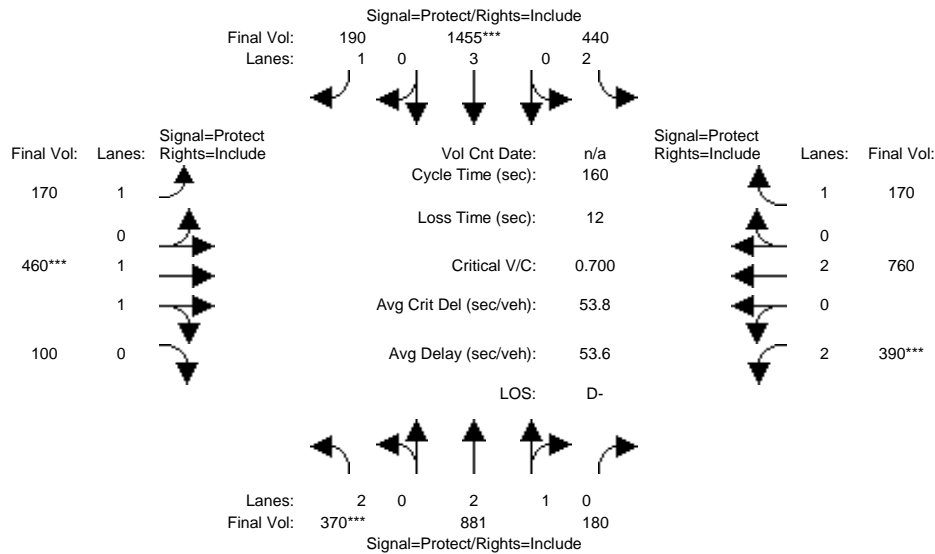
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2627	1072

Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.09	0.29	0.10	0.09	0.11	0.35	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	17.8	44.5	66.2	25.6	52.4	52.4	23.6	46.2	64.0	21.7	44.3	44.3
Volume/Cap:	0.83	0.54	0.17	0.54	0.83	0.29	0.58	0.35	0.83	0.83	0.58	0.58
Delay/Veh:	79.1	44.6	25.4	58.9	47.9	35.7	61.8	40.5	46.0	82.5	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	44.6	25.4	82.4	67.0	50.0	61.8	40.5	46.0	82.5	45.8	45.8
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2k95thQ:	16	20	7	15	41	12	14	13	46	19	22	22

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

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Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	881	180	440	1455	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	881	180	440	1455	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	881	180	440	1455	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	881	180	440	1455	190	170	460	100	390	760	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.47	0.53	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4649	950	3150	5700	1750	1750	3039	661	3150	3800	1750

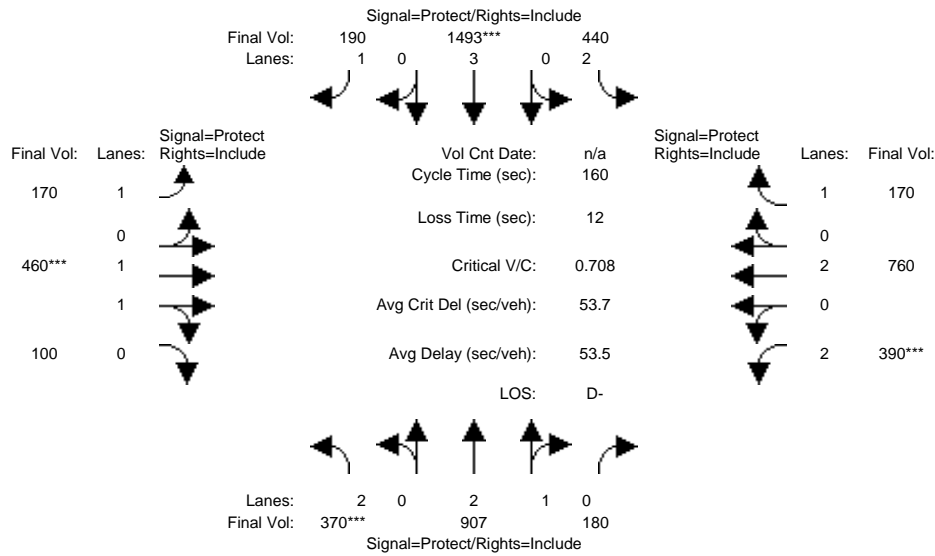
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	***			****			****			****		
Green Time:	26.8	49.0	49.0	36.1	58.3	58.3	20.6	34.6	34.6	28.3	42.3	42.3
Volume/Cap:	0.70	0.62	0.62	0.62	0.70	0.30	0.76	0.70	0.70	0.70	0.76	0.37
Delay/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2k95thQ:	21	27	27	20	33	13	17	23	23	21	31	14

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

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Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Vol Cnt Date: n/a
 Cycle Time (sec): 160
 Loss Time (sec): 12
 Critical V/C: 0.708
 Avg Crit Del (sec/veh): 53.7
 Avg Delay (sec/veh): 53.5
 LOS: D-

Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	37	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	907	180	440	1493	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	907	180	440	1493	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	907	180	440	1493	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	907	180	440	1493	190	170	460	100	390	760	170

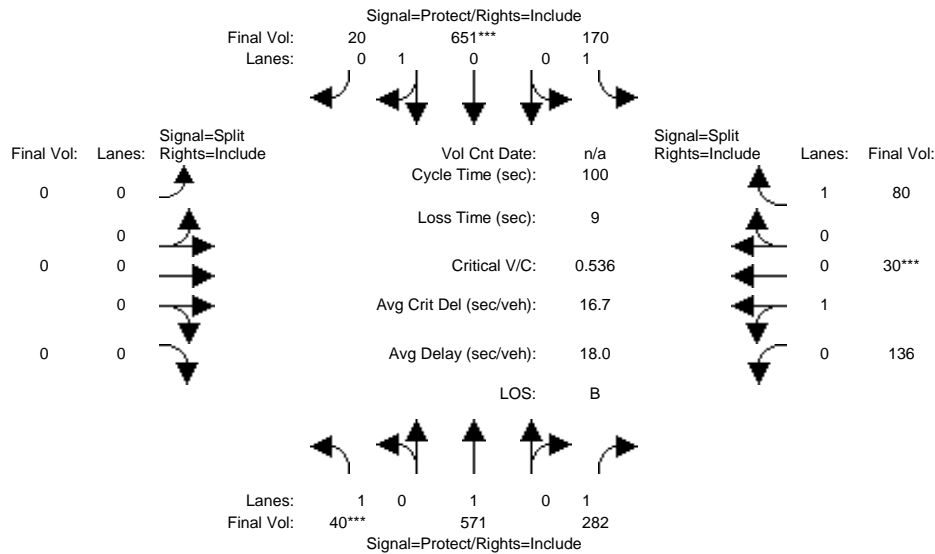
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.48	0.52	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4671	927	3150	5700	1750	1750	3039	661	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	***			****			****			****		
Green Time:	26.6	49.9	49.9	35.9	59.2	59.2	20.3	34.2	34.2	28.0	41.9	41.9
Volume/Cap:	0.71	0.62	0.62	0.62	0.71	0.29	0.76	0.71	0.71	0.71	0.76	0.37
Delay/Veh:	67.5	47.7	47.7	57.7	44.1	35.9	82.0	61.2	61.2	66.4	58.1	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	47.7	47.7	57.7	44.1	35.9	82.0	61.2	61.2	66.4	58.1	48.8
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2k95thQ:	21	27	27	20	34	13	17	23	23	22	31	14

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

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	1	2	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	571	282	170	651	20	0	0	0	136	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	571	282	170	651	20	0	0	0	136	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	571	282	170	651	20	0	0	0	136	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	571	282	170	651	20	0	0	0	136	30	80

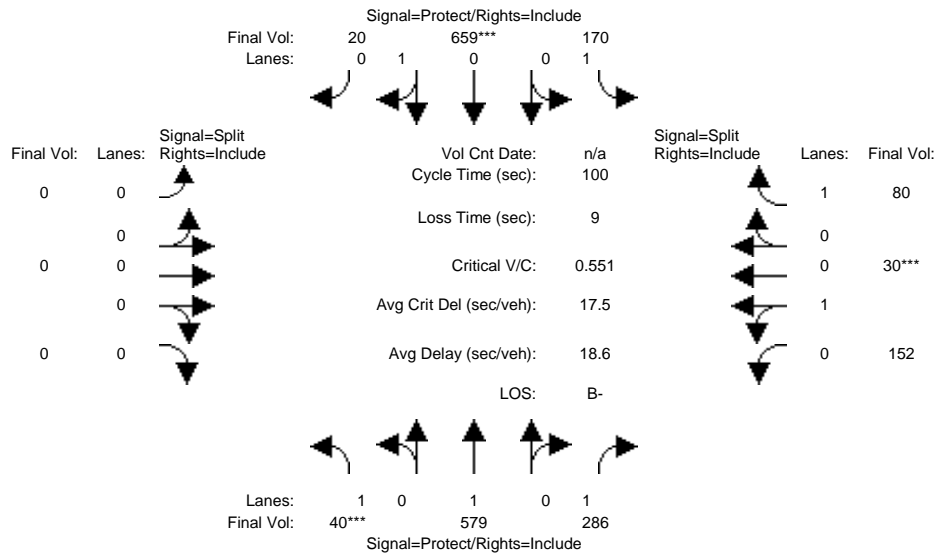
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1746	54	0	0	0	1475	325	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.16	0.10	0.37	0.37	0.00	0.00	0.00	0.09	0.09	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	56.2	56.2	18.2	67.3	67.3	0.0	0.0	0.0	16.7	16.7	16.7
Volume/Cap:	0.33	0.53	0.29	0.53	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.27
Delay/Veh:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	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:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	36.9
LOS by Move:	D	B	B+	D+	A	A	A	A	A	D	D	D+
HCM2k95thQ:	3	20	9	11	21	21	0	0	0	9	9	4

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

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	9	6	0	9	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	579	286	170	659	20	0	0	0	152	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	579	286	170	659	20	0	0	0	152	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	579	286	170	659	20	0	0	0	152	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	579	286	170	659	20	0	0	0	152	30	80

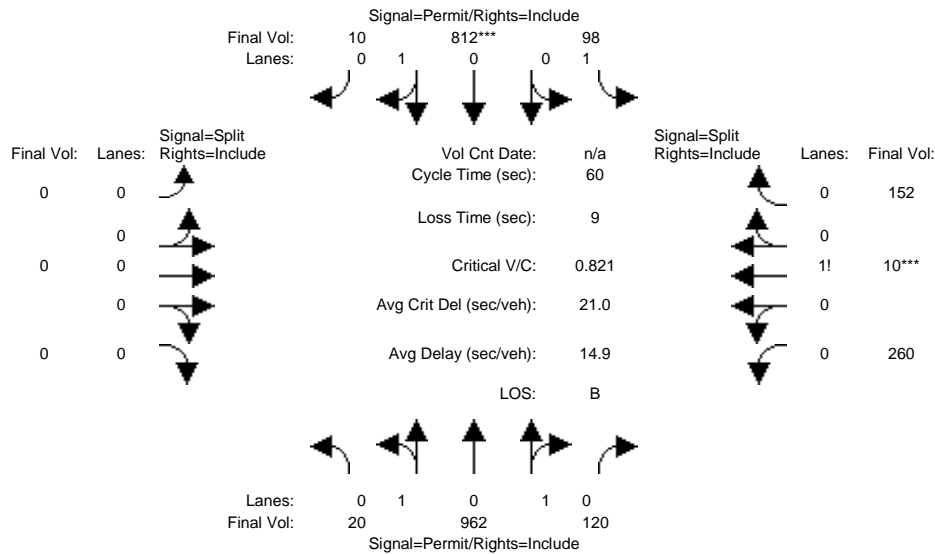
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.84	0.16	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	0	0	0	1503	297	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.16	0.10	0.38	0.38	0.00	0.00	0.00	0.10	0.10	0.05
Crit Moves:	***				****						****	
Green Time:	7.0	55.5	55.5	17.7	66.2	66.2	0.0	0.0	0.0	17.8	17.8	17.8
Volume/Cap:	0.33	0.55	0.29	0.55	0.57	0.57	0.00	0.00	0.00	0.57	0.57	0.26
Delay/Veh:	45.8	14.8	12.0	39.6	9.8	9.8	0.0	0.0	0.0	40.1	40.1	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	14.8	12.0	39.6	9.8	9.8	0.0	0.0	0.0	40.1	40.1	35.9
LOS by Move:	D	B	B+	D	A	A	A	A	A	D	D	D+
HCM2k95thQ:	3	21	10	11	22	22	0	0	0	10	10	4

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

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	2	0	8	2	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	962	120	98	812	10	0	0	0	260	10	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	962	120	98	812	10	0	0	0	260	10	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	962	120	98	812	10	0	0	0	260	10	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	962	120	98	812	10	0	0	0	260	10	152

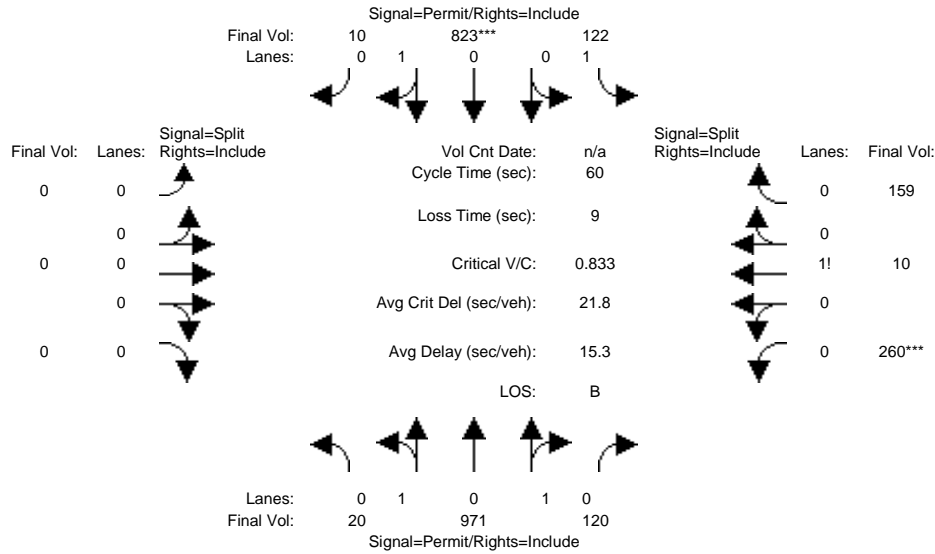
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.74	0.22	1.00	0.99	0.01	0.00	0.00	0.00	0.62	0.02	0.36
Final Sat.:	65	3143	392	1750	1778	22	0	0	0	1078	41	630

Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.06	0.46	0.46	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.55	0.55	0.55	0.10	0.82	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	C
HCM2k95thQ:	14	14	14	2	28	28	0	0	0	16	16	16

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

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	11	0	32	13	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	971	120	122	823	10	0	0	0	260	10	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	971	120	122	823	10	0	0	0	260	10	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	971	120	122	823	10	0	0	0	260	10	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	971	120	122	823	10	0	0	0	260	10	159

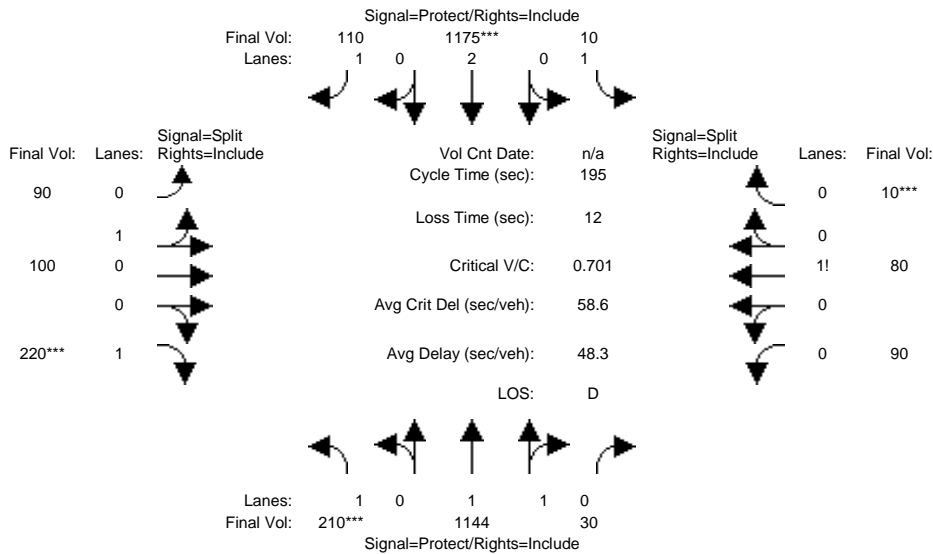
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.75	0.22	1.00	0.99	0.01	0.00	0.00	0.00	0.61	0.02	0.37
Final Sat.:	65	3146	389	1750	1778	22	0	0	0	1061	41	649

Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.07	0.46	0.46	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:					****					****		
Green Time:	33.3	33.3	33.3	33.3	33.3	33.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.56	0.56	0.56	0.13	0.83	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	8.9	8.9	8.9	6.4	17.1	17.1	0.0	0.0	0.0	30.9	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	6.4	17.1	17.1	0.0	0.0	0.0	30.9	30.9	30.9
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	C
HCM2k95thQ:	14	14	14	2	28	28	0	0	0	17	17	17

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

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	210	1140	30	10	1170	110	90	100	220	90	80	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1140	30	10	1170	110	90	100	220	90	80	10
Added Vol:	0	4	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1144	30	10	1175	110	90	100	220	90	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1144	30	10	1175	110	90	100	220	90	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1144	30	10	1175	110	90	100	220	90	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	1144	30	10	1175	110	90	100	220	90	80	10

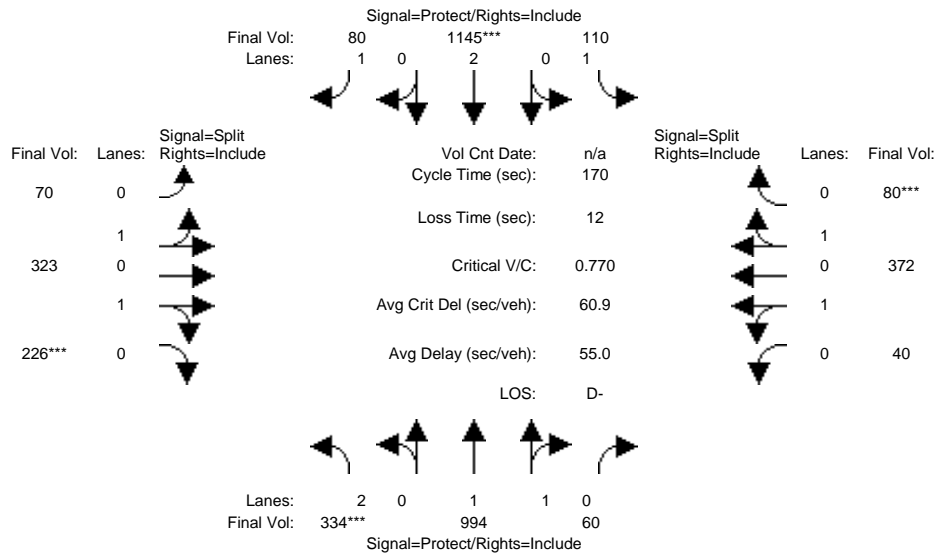
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.47	0.53	1.00	0.50	0.44	0.06
Final Sat.:	1750	3605	95	1750	3800	1750	853	947	1750	875	778	97

Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.01	0.31	0.06	0.11	0.11	0.13	0.10	0.10	0.10
Crit Moves:	***				***				***			***
Green Time:	33.4	107	107.3	12.1	86.0	86.0	35.0	35.0	35.0	28.6	28.6	28.6
Volume/Cap:	0.70	0.58	0.58	0.09	0.70	0.14	0.59	0.59	0.70	0.70	0.70	0.70
Delay/Veh:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
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:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
LOS by Move:	F	C	C	F	D	C-	E-	E-	F	F	F	F
HCM2k95thQ:	23	38	38	1	45	8	20	20	24	22	22	22

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

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	4	4	0	0	5	0	0	3	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	994	60	110	1145	80	70	323	226	40	372	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	994	60	110	1145	80	70	323	226	40	372	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	994	60	110	1145	80	70	323	226	40	372	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	334	994	60	110	1145	80	70	323	226	40	372	80

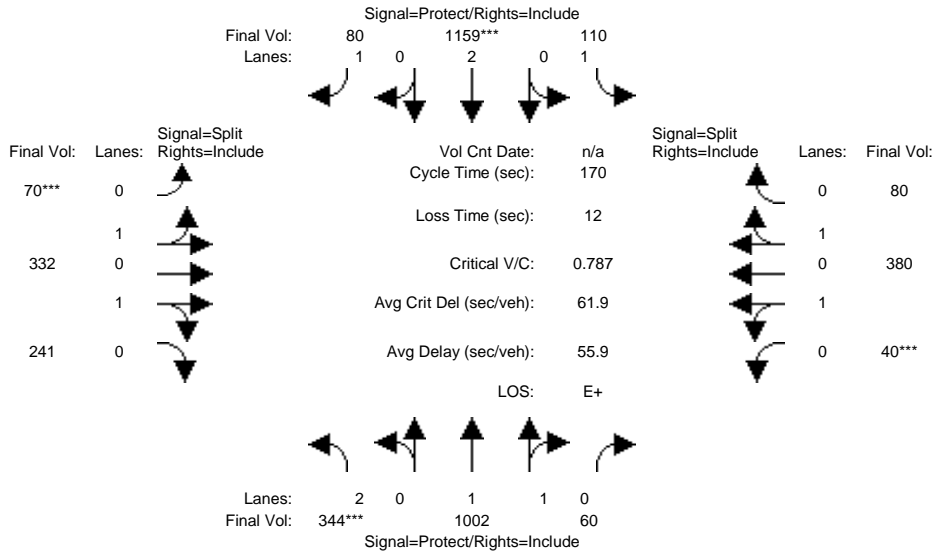
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.23	1.04	0.73	0.16	1.51	0.33
Final Sat.:	3150	3489	211	1750	3800	1750	407	1879	1314	293	2722	585

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.28	0.28	0.06	0.30	0.05	0.17	0.17	0.17	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.4	73.6	73.6	16.2	66.5	66.5	37.9	37.9	37.9	30.2	30.2	30.2
Volume/Cap:	0.77	0.66	0.66	0.66	0.77	0.12	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
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:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
LOS by Move:	E-	D	D	F	D	C-	E	E	E	E	E	E
HCM2k95thQ:	18	35	35	13	43	6	28	28	28	23	23	23

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

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	14	12	0	0	19	0	0	12	21	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1002	60	110	1159	80	70	332	241	40	380	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1002	60	110	1159	80	70	332	241	40	380	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1002	60	110	1159	80	70	332	241	40	380	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	1002	60	110	1159	80	70	332	241	40	380	80

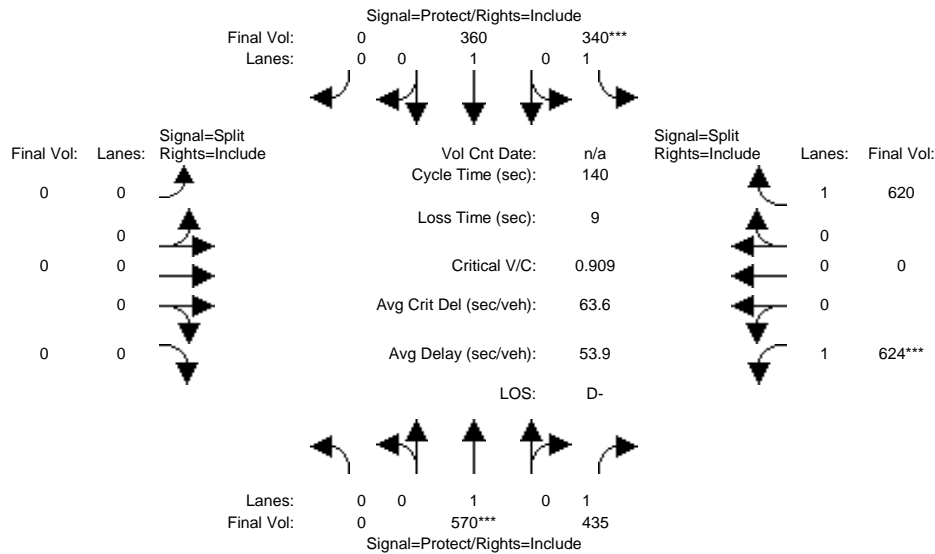
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.22	1.03	0.75	0.16	1.52	0.32
Final Sat.:	3150	3491	209	1750	3800	1750	392	1859	1349	288	2736	576

Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.06	0.31	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	23.6	73.4	73.4	16.1	65.9	65.9	38.6	38.6	38.6	30.0	30.0	30.0
Volume/Cap:	0.79	0.67	0.67	0.67	0.79	0.12	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.0	39.6	39.6	84.2	48.8	33.5	67.0	67.0	67.0	73.5	73.5	73.5
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:	80.0	39.6	39.6	84.2	48.8	33.5	67.0	67.0	67.0	73.5	73.5	73.5
LOS by Move:	E-	D	D	F	D	C-	E	E	E	E	E	E
HCM2k95thQ:	18	36	36	13	45	6	29	29	29	23	23	23

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

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	5	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	435	340	360	0	0	0	0	624	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	570	435	340	360	0	0	0	0	624	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	435	340	360	0	0	0	0	624	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	570	435	340	360	0	0	0	0	624	0	620

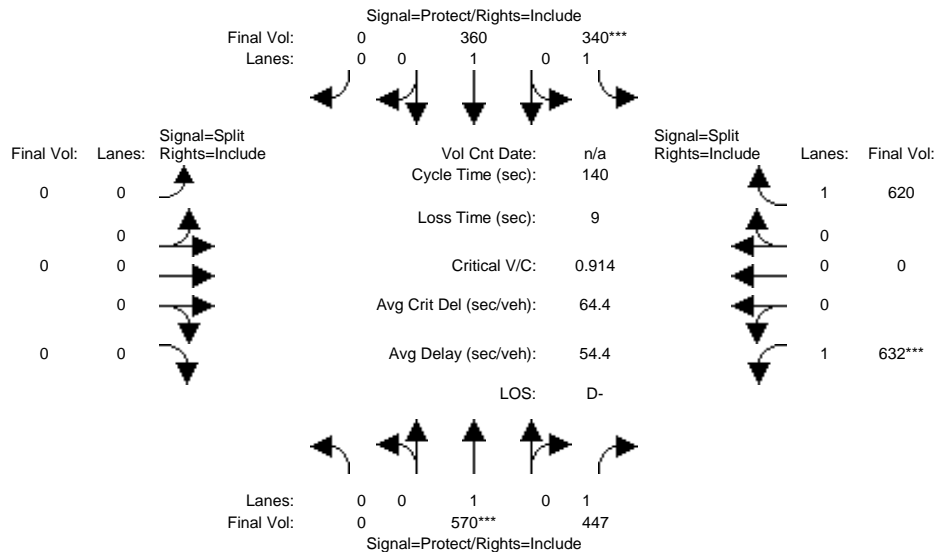
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.25	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:	****			****						****		
Green Time:	0.0	46.2	46.2	29.9	76.1	0.0	0.0	0.0	0.0	54.9	0.0	54.9
Volume/Cap:	0.00	0.91	0.75	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
LOS by Move:	A	E	D	E-	B-	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	41	31	32	16	0	0	0	0	48	0	47

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

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	17	0	0	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	447	340	360	0	0	0	0	632	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	570	447	340	360	0	0	0	0	632	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	447	340	360	0	0	0	0	632	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	570	447	340	360	0	0	0	0	632	0	620

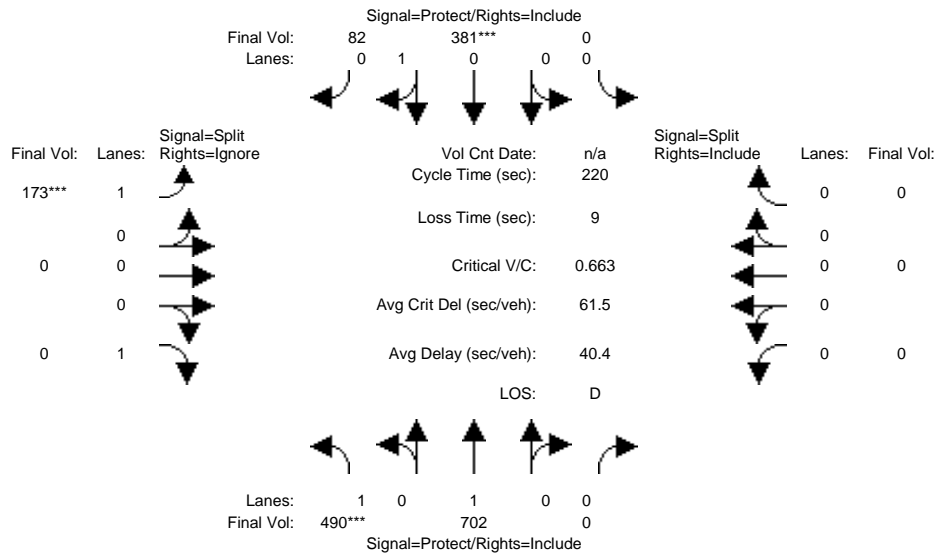
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.26	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:	****			****						****		
Green Time:	0.0	45.9	45.9	29.8	75.7	0.0	0.0	0.0	0.0	55.3	0.0	55.3
Volume/Cap:	0.00	0.91	0.78	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	63.2	49.1	80.3	18.4	0.0	0.0	0.0	0.0	56.8	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.2	49.1	80.3	18.4	0.0	0.0	0.0	0.0	56.8	0.0	54.1
LOS by Move:	A	E	D	F	B-	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	42	32	32	16	0	0	0	0	49	0	47

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

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	0	2	0	0	1	2	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	702	0	0	381	82	173	0	551	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	490	702	0	0	381	82	173	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	702	0	0	381	82	173	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	490	702	0	0	381	82	173	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1481	319	1750	0	1750	0	0	0

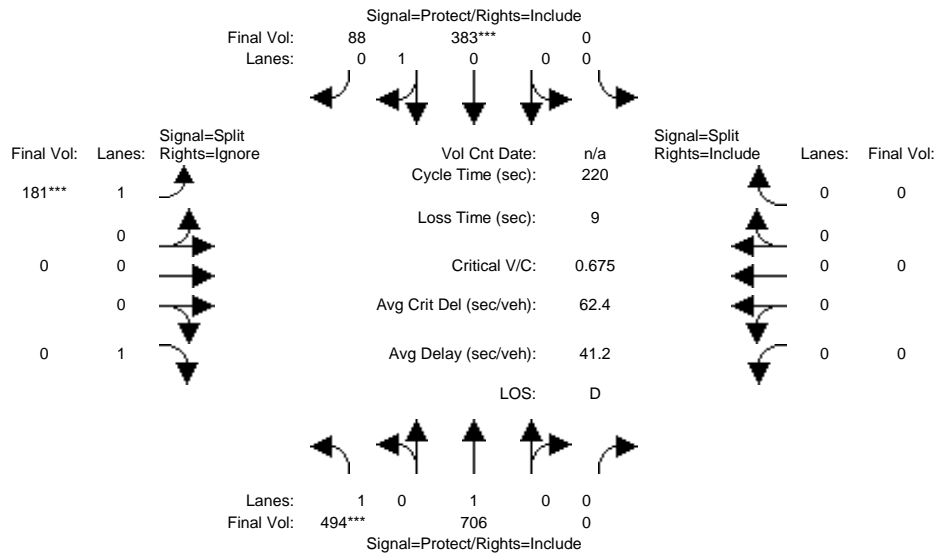
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	92.9	178	0.0	0.0	85.3	85.3	32.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.46	0.00	0.00	0.66	0.66	0.66	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2k95thQ:	45	25	0	0	43	43	21	0	0	0	0	0

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

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	4	6	0	0	3	8	11	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	706	0	0	383	88	181	0	554	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	494	706	0	0	383	88	181	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	706	0	0	383	88	181	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	494	706	0	0	383	88	181	0	0	0	0	0

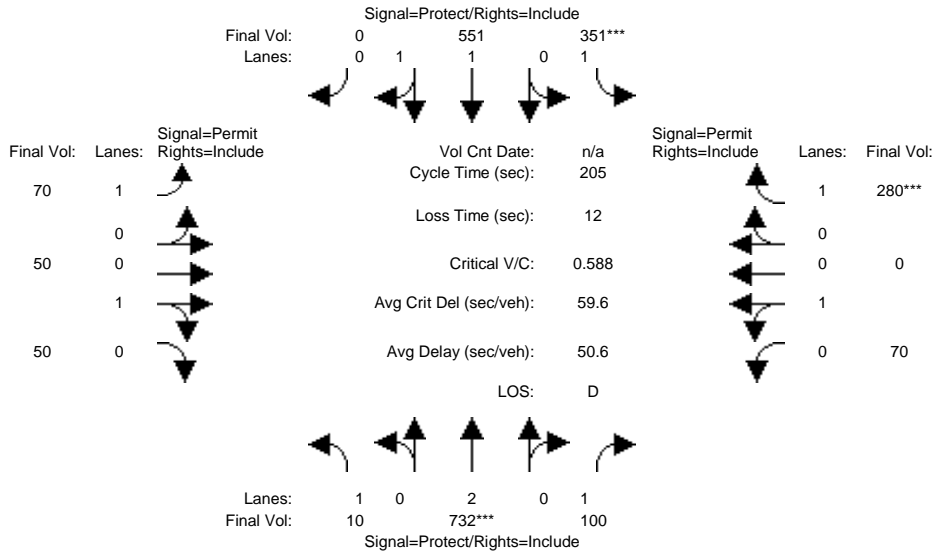
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1464	336	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	92.0	177	0.0	0.0	85.3	85.3	33.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.67	0.46	0.00	0.00	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	54.4	6.8	0.0	0.0	58.5	58.5	94.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	6.8	0.0	0.0	58.5	58.5	94.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2k95thQ:	46	25	0	0	44	44	22	0	0	0	0	0

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

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	2	0	1	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	732	100	351	551	0	70	50	50	70	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	732	100	351	551	0	70	50	50	70	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	732	100	351	551	0	70	50	50	70	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	732	100	351	551	0	70	50	50	70	0	280

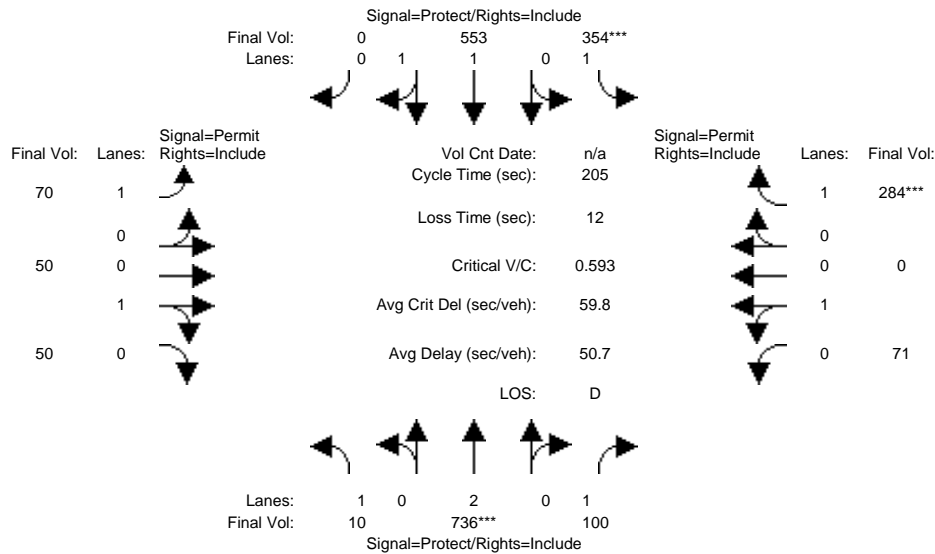
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.16
Crit Moves:	****		****								****	
Green Time:	25.6	67.2	67.2	70.0	112	0.0	55.8	55.8	55.8	55.8	0.0	55.8
Volume/Cap:	0.05	0.59	0.17	0.59	0.27	0.00	0.15	0.20	0.20	0.14	0.00	0.59
Delay/Veh:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
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:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2k95thQ:	1	31	9	32	17	0	7	10	10	7	0	28

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

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East 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:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	6	0	4	3	0	0	0	0	1	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	736	100	354	553	0	70	50	50	71	0	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	736	100	354	553	0	70	50	50	71	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	736	100	354	553	0	70	50	50	71	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	736	100	354	553	0	70	50	50	71	0	284

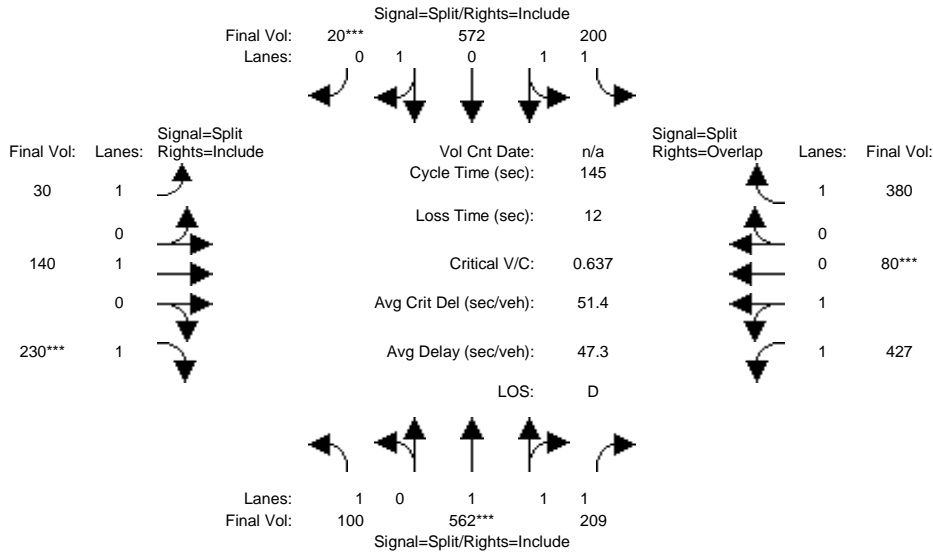
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.16
Crit Moves:	****		****				****					
Green Time:	25.5	67.0	67.0	69.9	111	0.0	56.1	56.1	56.1	56.1	0.0	56.1
Volume/Cap:	0.05	0.59	0.17	0.59	0.27	0.00	0.15	0.20	0.20	0.14	0.00	0.59
Delay/Veh:	79.2	58.4	49.4	57.4	25.2	0.0	56.5	57.5	57.5	56.4	0.0	66.5
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:	79.2	58.4	49.4	57.4	25.2	0.0	56.5	57.5	57.5	56.4	0.0	66.5
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2k95thQ:	1	32	9	32	17	0	7	10	10	7	0	29

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

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	2	9	0	2	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	562	209	200	572	20	30	140	230	427	80	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	562	209	200	572	20	30	140	230	427	80	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	562	209	200	572	20	30	140	230	427	80	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	562	209	200	572	20	30	140	230	427	80	380

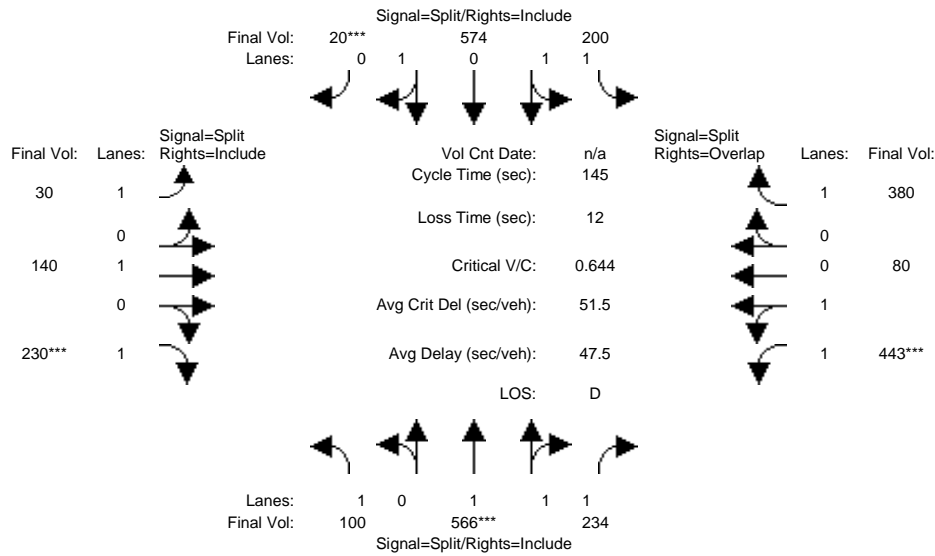
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.69	0.31	1.00
Final Sat.:	1750	3737	1800	1750	3575	125	1750	1900	1750	2990	560	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.11	0.16	0.16	0.02	0.07	0.13	0.14	0.14	0.22
Crit Moves:	****			****			****			****		
Green Time:	34.2	34.2	34.2	36.4	36.4	36.4	29.9	29.9	29.9	32.5	32.5	68.9
Volume/Cap:	0.24	0.64	0.49	0.46	0.64	0.64	0.08	0.36	0.64	0.64	0.64	0.46
Delay/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
LOS by Move:	D	D	D	D	D	D	D	D	E+	D-	D-	C
HCM2k95thQ:	7	20	15	15	22	22	2	10	20	19	19	21

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

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	6	34	0	4	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	566	234	200	574	20	30	140	230	443	80	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	566	234	200	574	20	30	140	230	443	80	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	566	234	200	574	20	30	140	230	443	80	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	566	234	200	574	20	30	140	230	443	80	380

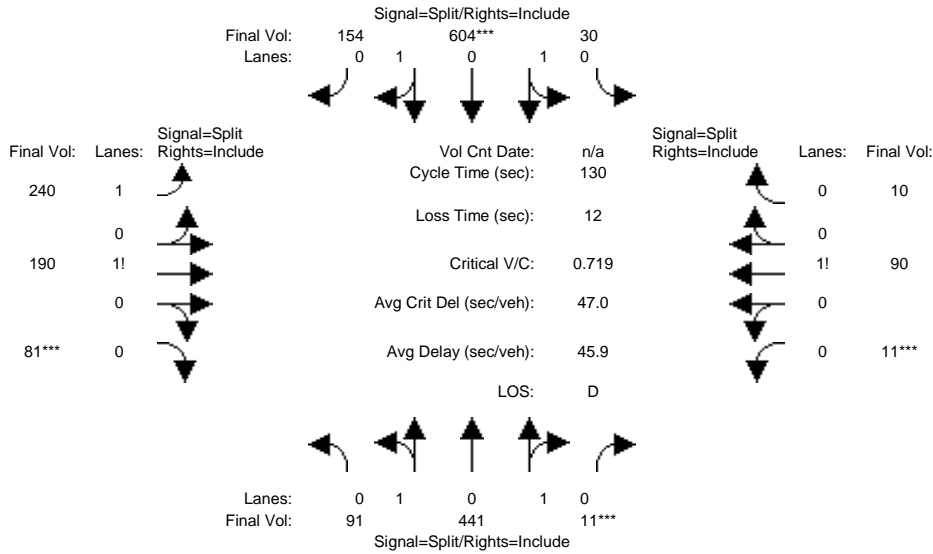
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.70	0.30	1.00
Final Sat.:	1750	3741	1800	1750	3575	125	1750	1900	1750	3007	543	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.13	0.11	0.16	0.16	0.02	0.07	0.13	0.15	0.15	0.22
Crit Moves:	****			****			****			****		
Green Time:	34.1	34.1	34.1	36.2	36.2	36.2	29.6	29.6	29.6	33.2	33.2	69.3
Volume/Cap:	0.24	0.64	0.55	0.46	0.64	0.64	0.08	0.36	0.64	0.64	0.64	0.45
Delay/Veh:	45.3	51.2	49.2	46.3	49.8	49.8	46.8	50.2	56.9	52.4	52.4	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	51.2	49.2	46.3	49.8	49.8	46.8	50.2	56.9	52.4	52.4	25.6
LOS by Move:	D	D-	D	D	D	D	D	D	E+	D-	D-	C
HCM2k95thQ:	7	20	17	15	22	22	2	10	20	20	20	21

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

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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
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:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	1	11	1	0	4	4	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	441	11	30	604	154	240	190	81	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	441	11	30	604	154	240	190	81	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	441	11	30	604	154	240	190	81	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	441	11	30	604	154	240	190	81	11	90	10

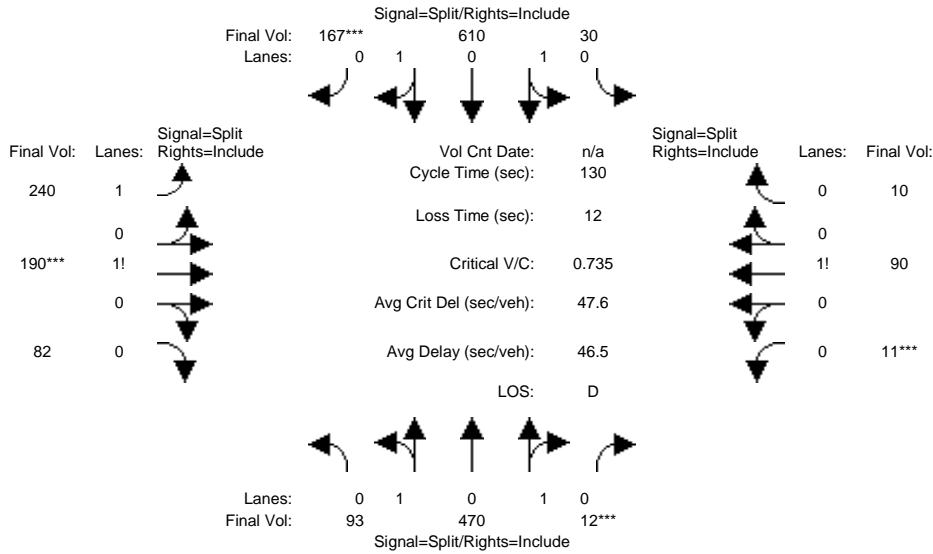
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.34	1.62	0.04	0.08	1.53	0.39	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	603	2924	73	137	2759	704	2298	867	370	173	1419	158

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.22	0.22	0.22	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:			****			****			****			****
Green Time:	27.3	27.3	27.3	39.6	39.6	39.6	39.6	39.6	39.6	11.5	11.5	11.5
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.34	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
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:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E	E	E
HCM2k95thQ:	19	19	19	26	26	26	11	26	26	12	12	12

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

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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
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:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	3	40	2	0	10	17	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	470	12	30	610	167	240	190	82	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	470	12	30	610	167	240	190	82	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	470	12	30	610	167	240	190	82	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	470	12	30	610	167	240	190	82	11	90	10

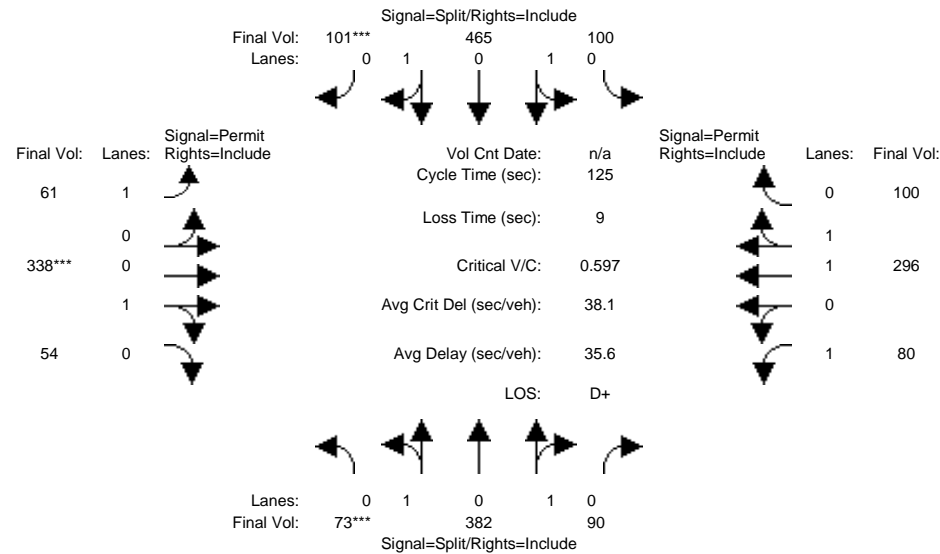
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.32	1.64	0.04	0.07	1.52	0.41	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	582	2943	75	134	2721	745	2296	865	373	173	1419	158

Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:			****			****		****		****		
Green Time:	28.3	28.3	28.3	39.7	39.7	39.7	38.9	38.9	38.9	11.2	11.2	11.2
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.73	0.35	0.73	0.73	0.73	0.73	0.73
Delay/Veh:	51.0	51.0	51.0	43.1	43.1	43.1	35.8	45.0	45.0	75.0	75.0	75.0
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:	51.0	51.0	51.0	43.1	43.1	43.1	35.8	45.0	45.0	75.0	75.0	75.0
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E	E	E
HCM2k95thQ:	20	20	20	26	26	26	11	27	27	12	12	12

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

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	3	12	0	0	5	1	1	8	4	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	382	90	100	465	101	61	338	54	80	296	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	382	90	100	465	101	61	338	54	80	296	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	382	90	100	465	101	61	338	54	80	296	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	382	90	100	465	101	61	338	54	80	296	100

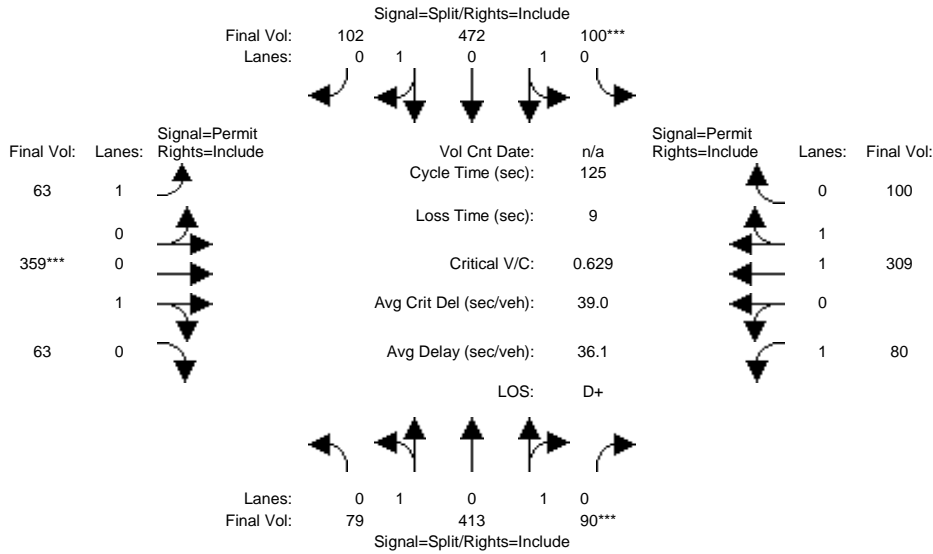
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.27	1.40	0.33	0.30	1.40	0.30	1.00	0.86	0.14	1.00	1.48	0.52
Final Sat.:	482	2523	594	541	2514	546	1750	1552	248	1750	2765	934

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.19	0.19	0.19	0.03	0.22	0.22	0.05	0.11	0.11
Crit Moves:	****					****	****					
Green Time:	31.7	31.7	31.7	38.7	38.7	38.7	45.6	45.6	45.6	45.6	45.6	45.6
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.10	0.60	0.60	0.13	0.29	0.29
Delay/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
LOS by Move:	D	D	D	D+	D+	D+	C	C-	C-	C	C	C
HCM2k95thQ:	18	18	18	20	20	20	3	22	22	4	10	10

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

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	9	43	0	0	12	2	3	29	13	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	413	90	100	472	102	63	359	63	80	309	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	413	90	100	472	102	63	359	63	80	309	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	413	90	100	472	102	63	359	63	80	309	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	413	90	100	472	102	63	359	63	80	309	100

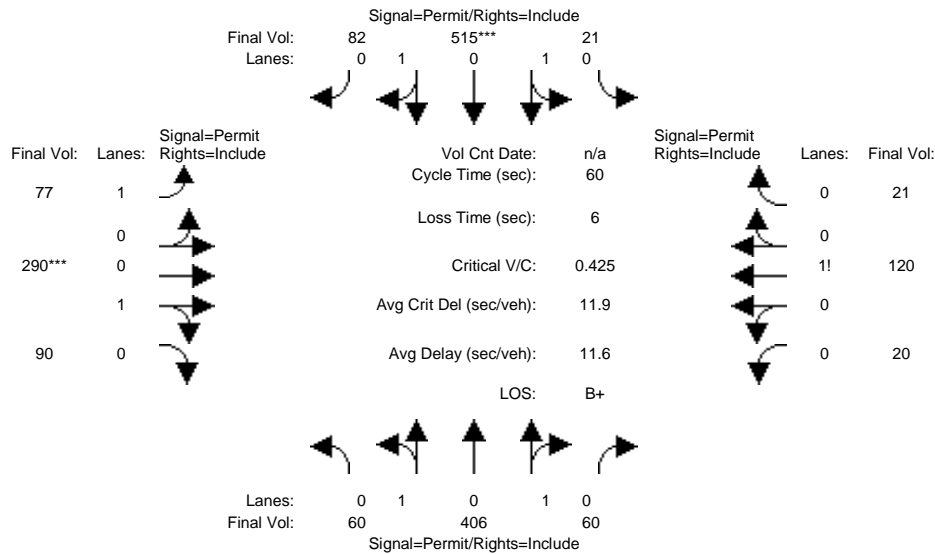
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.27	1.42	0.31	0.30	1.40	0.30	1.00	0.85	0.15	1.00	1.50	0.50
Final Sat.:	489	2555	557	534	2521	545	1750	1531	269	1750	2795	904

Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.04	0.23	0.23	0.05	0.11	0.11
Crit Moves:			****	****			****					
Green Time:	32.1	32.1	32.1	37.2	37.2	37.2	46.6	46.6	46.6	46.6	46.6	46.6
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.10	0.63	0.63	0.12	0.30	0.30
Delay/Veh:	42.5	42.5	42.5	39.1	39.1	39.1	25.6	34.0	34.0	25.8	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:	42.5	42.5	42.5	39.1	39.1	39.1	25.6	34.0	34.0	25.8	27.7	27.7
LOS by Move:	D	D	D	D	D	D	C	C-	C-	C	C	C
HCM2k95thQ:	19	19	19	21	21	21	3	24	24	4	10	10

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

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	0	6	0	1	5	2	7	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	406	60	21	515	82	77	290	90	20	120	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:	60	406	60	21	515	82	77	290	90	20	120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	406	60	21	515	82	77	290	90	20	120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	406	60	21	515	82	77	290	90	20	120	21

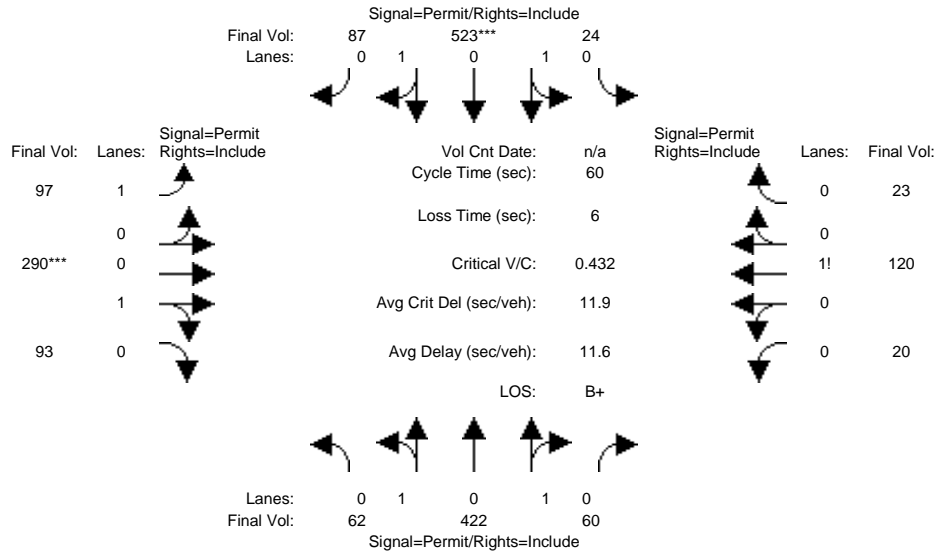
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.54	0.23	0.07	1.67	0.26	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	411	2779	411	122	3000	478	1750	1374	426	217	1304	228

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	29.8	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.09	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
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:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	7	7	7	8	8	8	2	9	9	4	4	4

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

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	2	22	0	4	13	7	27	0	3	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	422	60	24	523	87	97	290	93	20	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:	62	422	60	24	523	87	97	290	93	20	120	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	422	60	24	523	87	97	290	93	20	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
Final Volume:	62	422	60	24	523	87	97	290	93	20	120	23

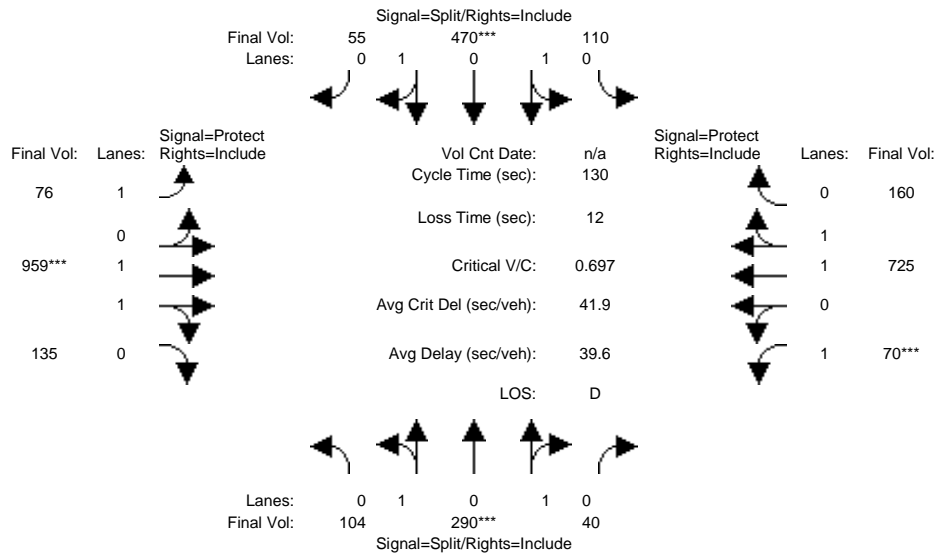
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.55	0.22	0.08	1.65	0.27	1.00	0.76	0.24	0.12	0.74	0.14
Final Sat.:	410	2793	397	136	2970	494	1750	1363	437	215	1288	247

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.06	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.37	0.37	0.37	0.43	0.43	0.43	0.11	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.6	12.6	12.6	13.0	13.0	13.0	8.2	10.2	10.2	8.6	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	13.0	13.0	13.0	8.2	10.2	10.2	8.6	8.6	8.6
LOS by Move:	B	B	B	B	B	B	A	B+	B+	A	A	A
HCM2k95thQ:	7	7	7	8	8	8	2	9	9	4	4	4

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

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	4	0	0	0	0	5	6	19	5	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	290	40	110	470	55	76	959	135	70	725	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	290	40	110	470	55	76	959	135	70	725	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	290	40	110	470	55	76	959	135	70	725	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	290	40	110	470	55	76	959	135	70	725	160

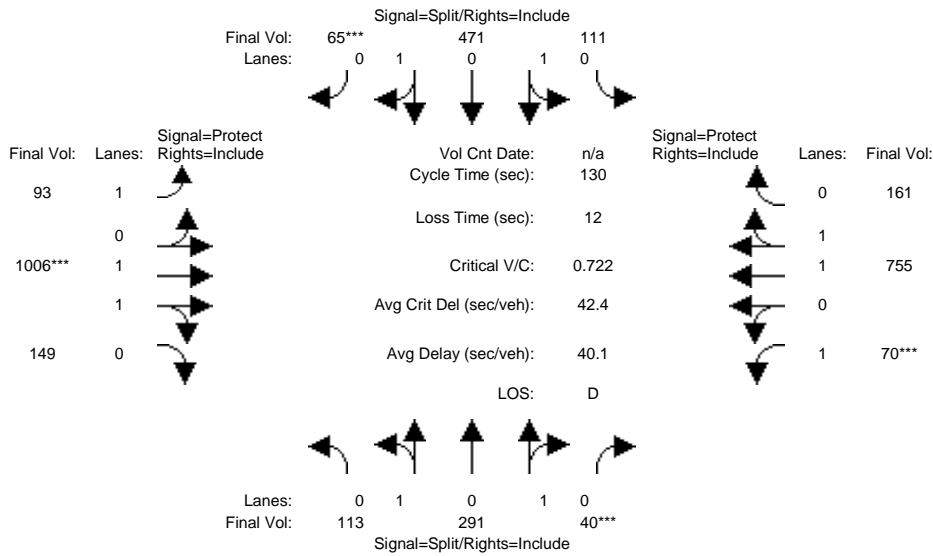
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.48	1.34	0.18	0.35	1.48	0.17	1.00	1.75	0.25	1.00	1.63	0.37
Final Sat.:	863	2406	332	624	2665	312	1750	3243	457	1750	3031	669

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.04	0.30	0.30	0.04	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	22.5	32.9	32.9	32.9	11.5	55.2	55.2	7.5	51.1	51.1
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.49	0.70	0.70	0.70	0.61	0.61
Delay/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
LOS by Move:	D-	D-	D-	D	D	D	E+	C	C	E-	C-	C-
HCM2k95thQ:	16	16	16	22	22	22	6	31	31	6	25	25

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

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	13	1	0	1	1	15	23	66	19	0	45	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	291	40	111	471	65	93	1006	149	70	755	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	291	40	111	471	65	93	1006	149	70	755	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	291	40	111	471	65	93	1006	149	70	755	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	291	40	111	471	65	93	1006	149	70	755	161

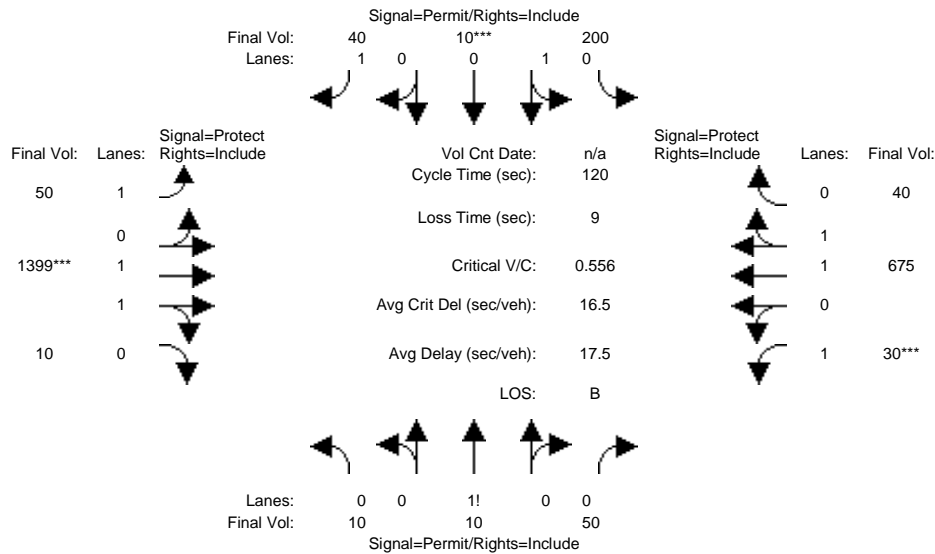
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	1.31	0.18	0.34	1.46	0.20	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	916	2359	324	618	2621	362	1750	3222	477	1750	3049	650

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.05	0.31	0.31	0.04	0.25	0.25
Crit Moves:			****			****		****		****		
Green Time:	22.2	22.2	22.2	32.4	32.4	32.4	11.3	56.2	56.2	7.2	52.1	52.1
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.61	0.72	0.72	0.72	0.62	0.62
Delay/Veh:	55.2	55.2	55.2	47.6	47.6	47.6	64.2	32.1	32.1	83.6	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	55.2	55.2	47.6	47.6	47.6	64.2	32.1	32.1	83.6	31.8	31.8
LOS by Move:	E+	E+	E+	D	D	D	E	C-	C-	F	C	C
HCM2k95thQ:	16	16	16	22	22	22	8	33	33	6	26	26

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

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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	19	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1399	10	30	675	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1399	10	30	675	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1399	10	30	675	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	50	200	10	40	50	1399	10	30	675	40

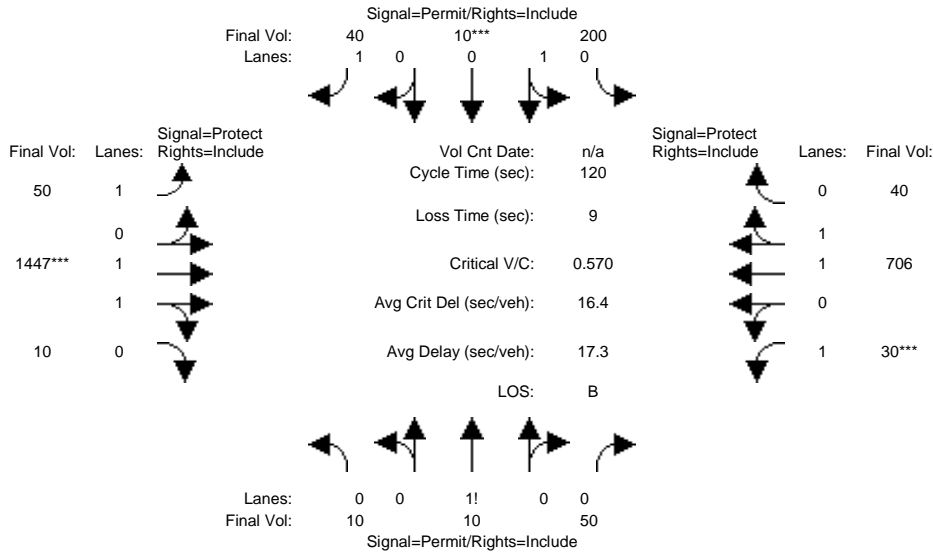
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3674	26	1750	3493	207

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	20.1	79.6	79.6	7.0	66.5	66.5
Volume/Cap:	0.20	0.20	0.20	0.57	0.57	0.11	0.17	0.57	0.57	0.29	0.35	0.35
Delay/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2k95thQ:	5	5	5	15	15	3	3	25	25	3	14	14

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

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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	67	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1447	10	30	706	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1447	10	30	706	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1447	10	30	706	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	50	200	10	40	50	1447	10	30	706	40

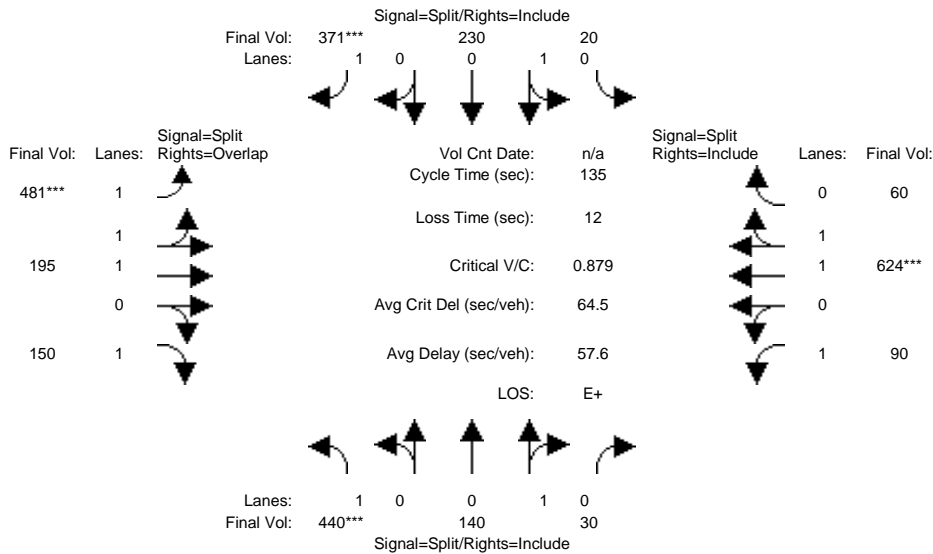
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3675	25	1750	3501	198

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.39	0.39	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	19.6	80.2	80.2	7.0	67.7	67.7
Volume/Cap:	0.20	0.20	0.20	0.59	0.59	0.12	0.18	0.59	0.59	0.29	0.36	0.36
Delay/Veh:	40.5	40.5	40.5	46.3	46.3	39.6	43.6	11.2	11.2	55.7	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	40.5	46.3	46.3	39.6	43.6	11.2	11.2	55.7	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2k95thQ:	5	5	5	15	15	3	3	26	26	3	14	14

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

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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	1	1	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	371	481	195	150	90	624	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	371	481	195	150	90	624	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	371	481	195	150	90	624	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	140	30	20	230	371	481	195	150	90	624	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3375	325

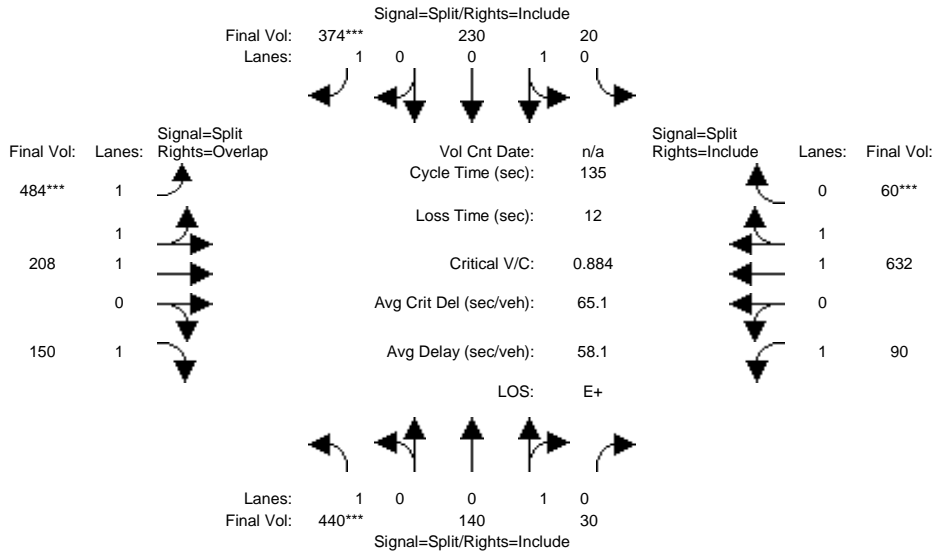
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.21	0.15	0.10	0.09	0.05	0.18	0.18
Crit Moves:	***					***	***				***	
Green Time:	38.6	38.6	38.6	32.6	32.6	32.6	23.4	23.4	62.1	28.4	28.4	28.4
Volume/Cap:	0.88	0.33	0.33	0.58	0.58	0.88	0.88	0.59	0.19	0.24	0.88	0.88
Delay/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2k95thQ:	36	11	11	18	18	32	26	15	8	7	30	30

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

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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	4	4	18	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	374	484	208	150	90	632	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	374	484	208	150	90	632	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	374	484	208	150	90	632	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	140	30	20	230	374	484	208	150	90	632	60

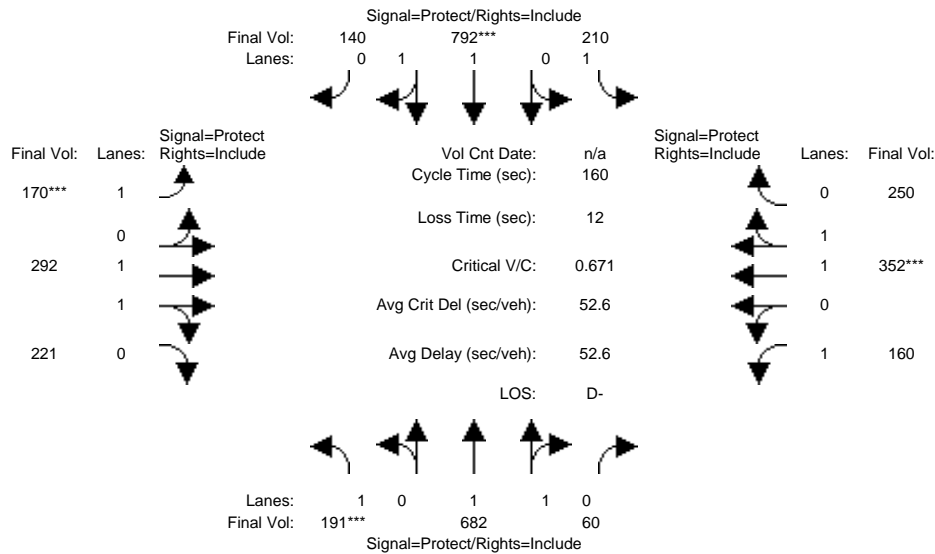
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3379	321

Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.21	0.15	0.11	0.09	0.05	0.19	0.19
Crit Moves:	***					***	***					***
Green Time:	38.4	38.4	38.4	32.6	32.6	32.6	23.5	23.5	61.8	28.5	28.5	28.5
Volume/Cap:	0.88	0.33	0.33	0.57	0.57	0.88	0.88	0.63	0.19	0.24	0.88	0.88
Delay/Veh:	63.2	38.6	38.6	47.0	47.0	68.7	66.2	52.9	21.8	44.6	63.3	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:	63.2	38.6	38.6	47.0	47.0	68.7	66.2	52.9	21.8	44.6	63.3	63.3
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2k95thQ:	37	11	11	18	18	33	26	16	8	7	30	30

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

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Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	1	2	0	0	2	0	0	2	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	682	60	210	792	140	170	292	221	160	352	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	682	60	210	792	140	170	292	221	160	352	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	682	60	210	792	140	170	292	221	160	352	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	682	60	210	792	140	170	292	221	160	352	250

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	1.11	0.89	1.00	1.15	0.85
Final Sat.:	1750	3401	299	1750	3144	556	1750	2105	1593	1750	2162	1536

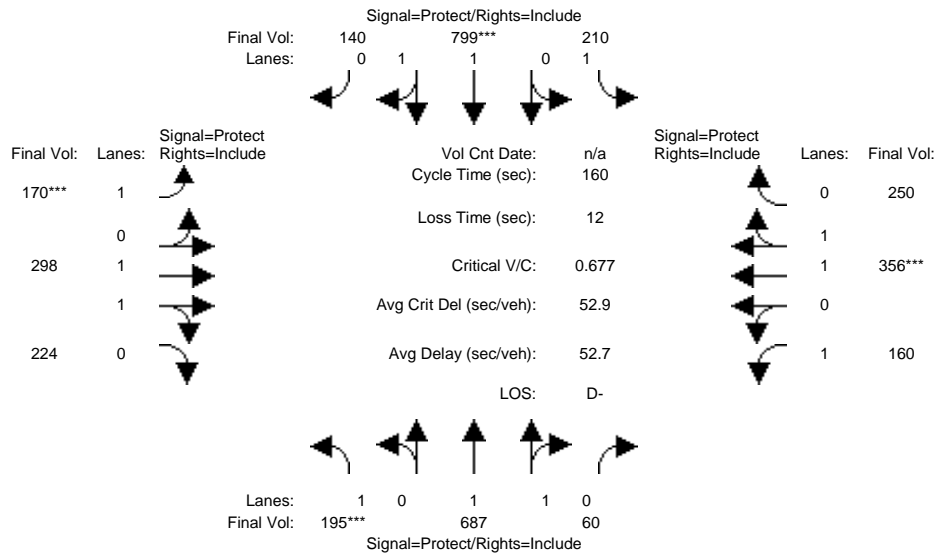
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	26.0	53.8	53.8	32.2	60.0	60.0	23.2	37.3	37.3	24.6	38.8	38.8
Volume/Cap:	0.67	0.60	0.60	0.60	0.67	0.67	0.67	0.59	0.59	0.59	0.67	0.67
Delay/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2k95thQ:	19	27	27	19	33	33	16	20	20	15	24	24

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

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Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	5	7	0	0	9	0	0	8	4	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	687	60	210	799	140	170	298	224	160	356	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	687	60	210	799	140	170	298	224	160	356	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	687	60	210	799	140	170	298	224	160	356	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	687	60	210	799	140	170	298	224	160	356	250

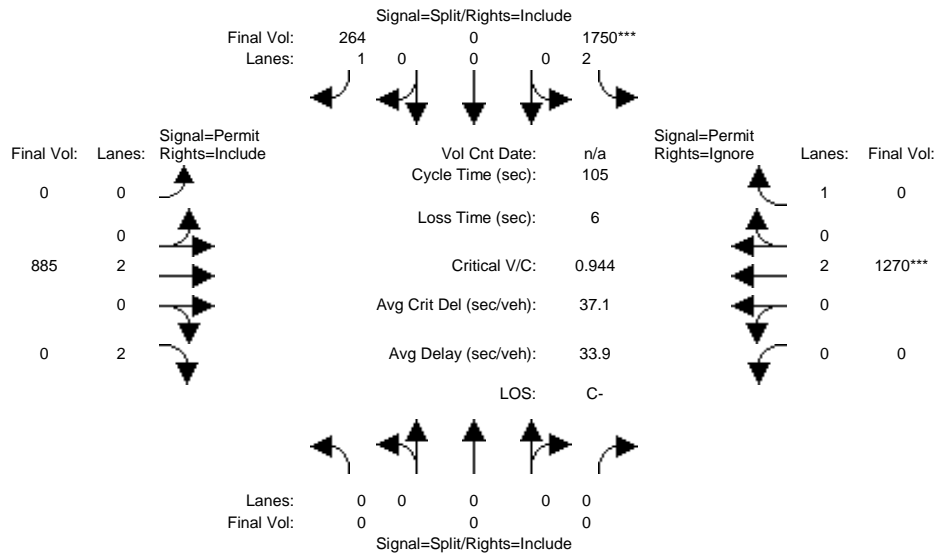
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	1.12	0.88	1.00	1.15	0.85
Final Sat.:	1750	3403	297	1750	3148	552	1750	2111	1587	1750	2172	1526

Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	26.3	54.1	54.1	32.2	60.0	60.0	23.0	37.4	37.4	24.2	38.7	38.7
Volume/Cap:	0.68	0.60	0.60	0.60	0.68	0.68	0.68	0.60	0.60	0.60	0.68	0.68
Delay/Veh:	69.2	44.7	44.7	60.8	43.3	43.3	72.2	55.9	55.9	67.3	57.1	57.1
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:	69.2	44.7	44.7	60.8	43.3	43.3	72.2	55.9	55.9	67.3	57.1	57.1
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2k95thQ:	20	27	27	19	34	34	16	20	20	15	24	24

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

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Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	4	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	264	0	885	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	264	0	885	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	264	0	885	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1750	0	264	0	885	0	0	1270	0

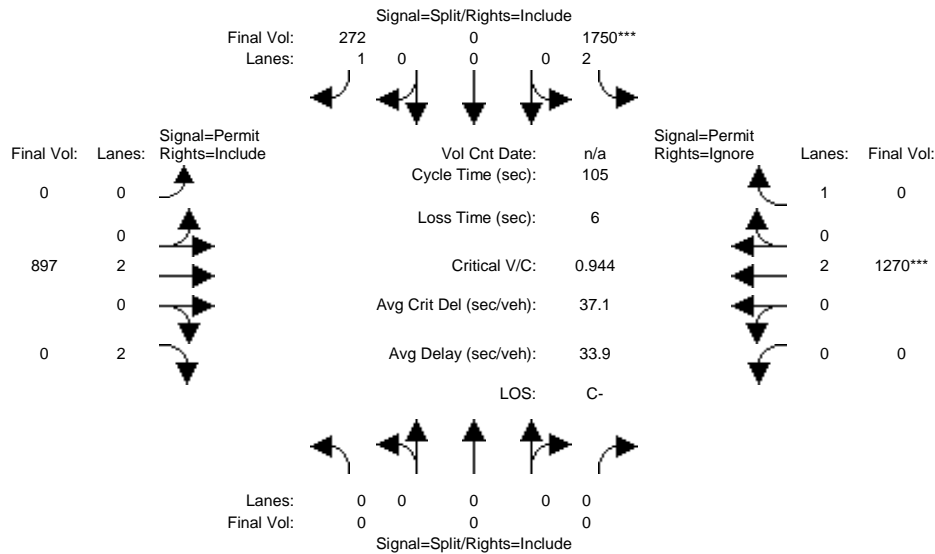
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.15	0.00	0.23	0.00	0.00	0.33	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.66	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2k95thQ:	0	0	0	58	0	9	0	22	0	0	38	0

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

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Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	12	0	17	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	272	0	897	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	272	0	897	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	272	0	897	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1750	0	272	0	897	0	0	1270	0

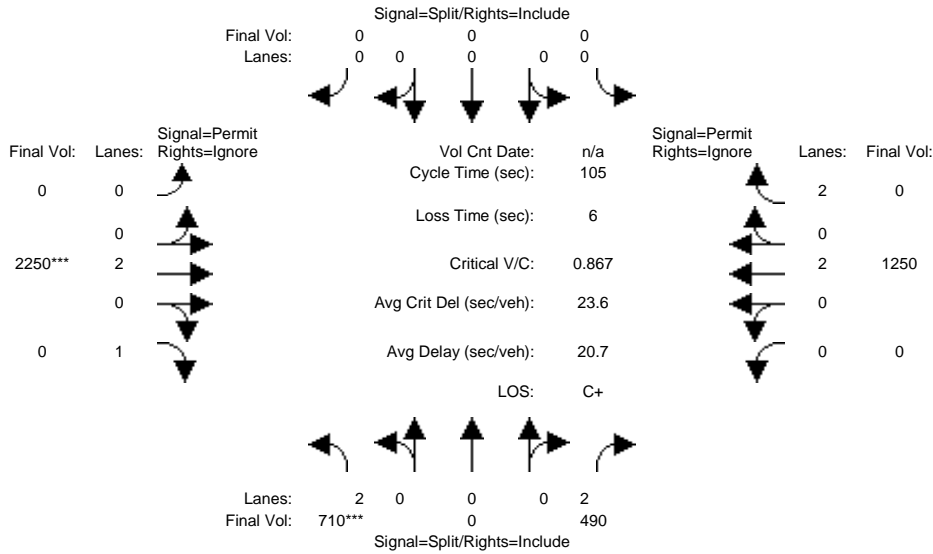
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.16	0.00	0.24	0.00	0.00	0.33	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.67	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	30.0	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	30.0	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2k95thQ:	0	0	0	58	0	9	0	22	0	0	38	0

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

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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	0	2250	295	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	0	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0

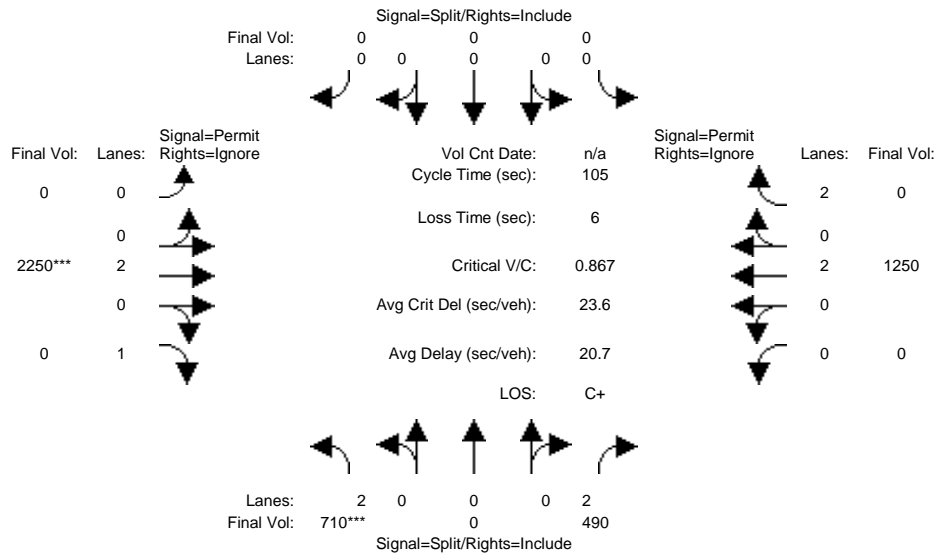
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	71.7	0.0	0.0	71.7	0.0
Volume/Cap:	0.87	0.00	0.60	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.48	0.00
Delay/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	28	0	17	0	0	0	0	47	0	0	18	0

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

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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	0	2250	307	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	0	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0

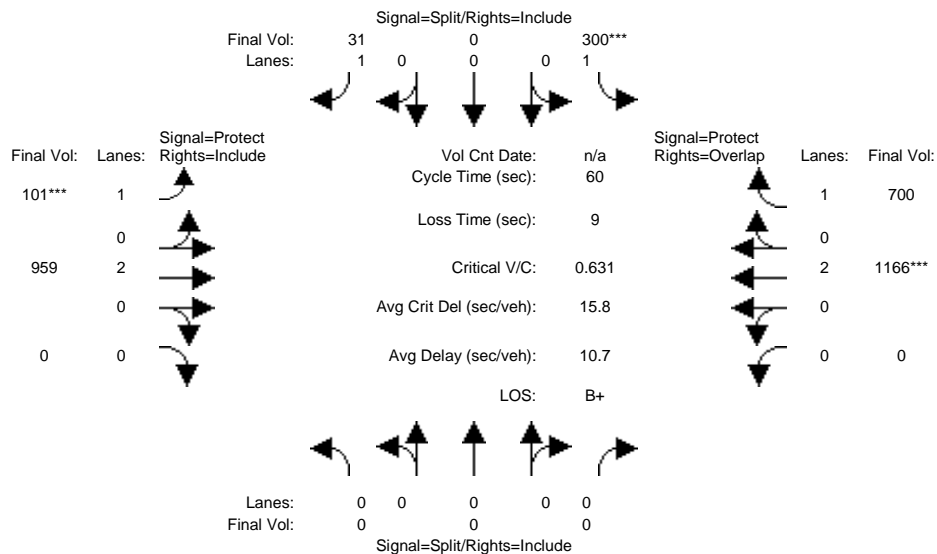
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	71.7	0.0	0.0	71.7	0.0
Volume/Cap:	0.87	0.00	0.60	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.48	0.00
Delay/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	28	0	17	0	0	0	0	47	0	0	18	0

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

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	1	9	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	101	959	0	0	1166	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	101	959	0	0	1166	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	101	959	0	0	1166	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	300	0	31	101	959	0	0	1166	700

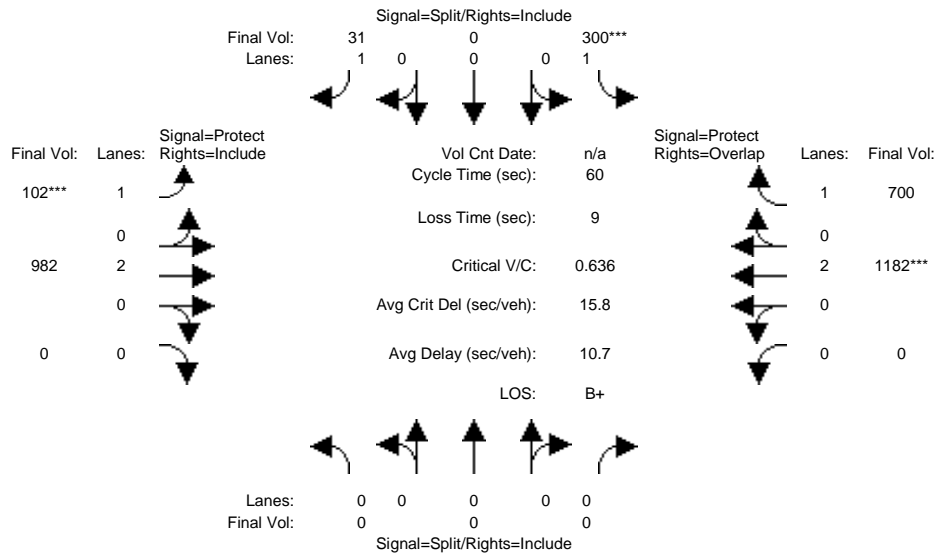
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.25	0.00	0.00	0.31	0.40
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	15.8	0.0	15.8	7.0	35.2	0.0	0.0	28.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.07	0.49	0.43	0.00	0.00	0.65	0.55
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2k95thQ:	0	0	0	13	0	1	4	9	0	0	16	12

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

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	2	32	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	102	982	0	0	1182	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	102	982	0	0	1182	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	102	982	0	0	1182	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	300	0	31	102	982	0	0	1182	700

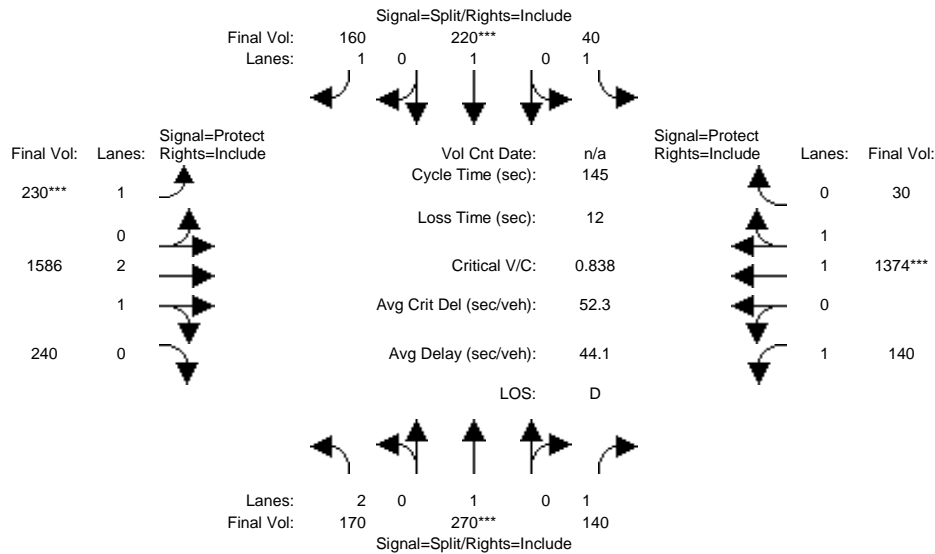
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.26	0.00	0.00	0.31	0.40
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	15.6	0.0	15.6	7.0	35.4	0.0	0.0	28.4	44.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.07	0.50	0.44	0.00	0.00	0.66	0.55
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	16.8	26.8	7.0	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	16.8	26.8	7.0	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2k95thQ:	0	0	0	13	0	1	4	10	0	0	16	12

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

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1586	240	140	1374	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1586	240	140	1374	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1586	240	140	1374	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	270	140	40	220	160	230	1586	240	140	1374	30

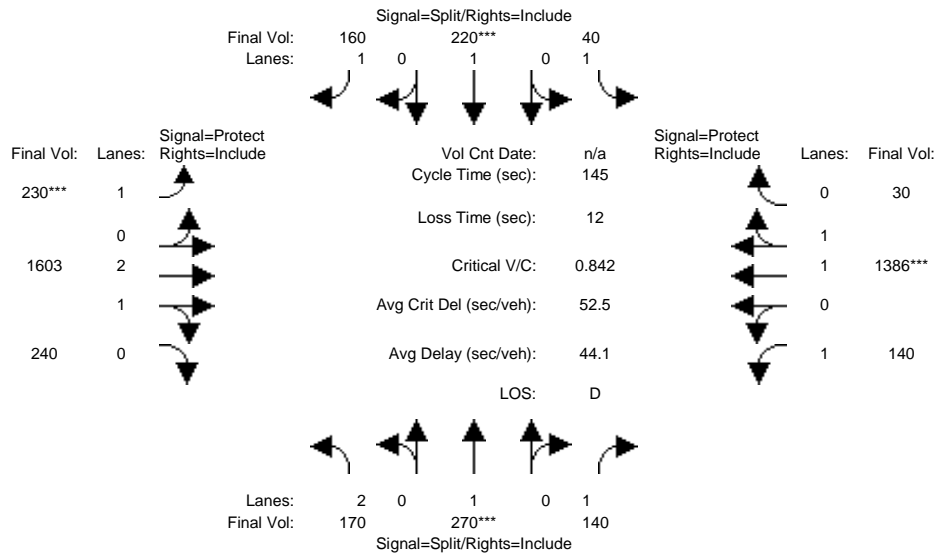
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4863	736	1750	3621	79

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	24.6	24.6	24.6	20.0	20.0	20.0	22.7	71.0	71.0	17.4	65.6	65.6
Volume/Cap:	0.32	0.84	0.47	0.17	0.84	0.66	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
LOS by Move:	D-	E-	E+	E+	F	E	E-	C	C	E	D+	D+
HCM2k95thQ:	8	25	12	4	21	16	21	35	35	12	47	47

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

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1603	240	140	1386	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1603	240	140	1386	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1603	240	140	1386	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	270	140	40	220	160	230	1603	240	140	1386	30

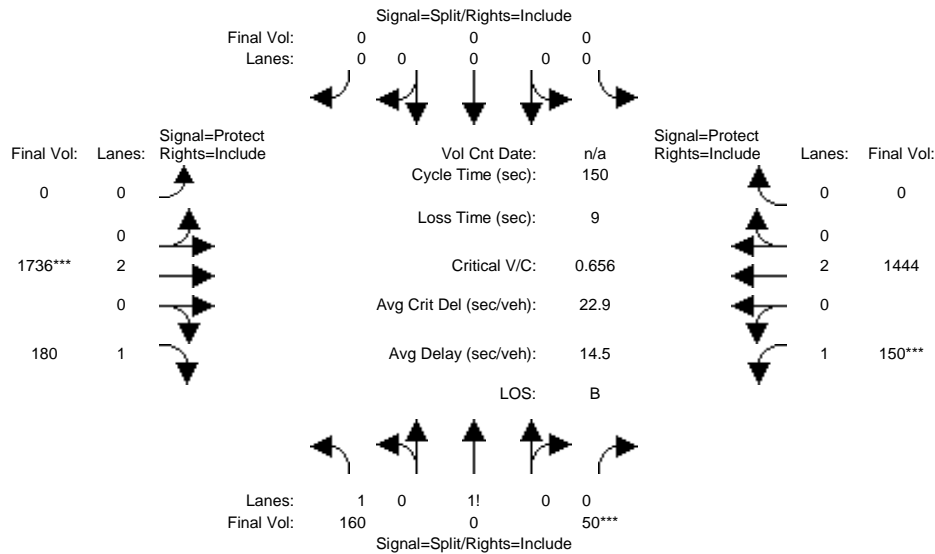
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4870	729	1750	3622	78

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	24.5	24.5	24.5	19.9	19.9	19.9	22.6	71.3	71.3	17.3	65.9	65.9
Volume/Cap:	0.32	0.84	0.47	0.17	0.84	0.66	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.3	76.2	55.6	55.5	82.1	66.2	79.8	28.6	28.6	69.3	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	76.2	55.6	55.5	82.1	66.2	79.8	28.6	28.6	69.3	38.9	38.9
LOS by Move:	D-	E-	E+	E+	F	E	E-	C	C	E	D+	D+
HCM2k95thQ:	8	25	12	4	22	16	21	35	35	12	47	47

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

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1736	180	150	1444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1736	180	150	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1736	180	150	1444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	0	50	0	0	0	0	1736	180	150	1444	0

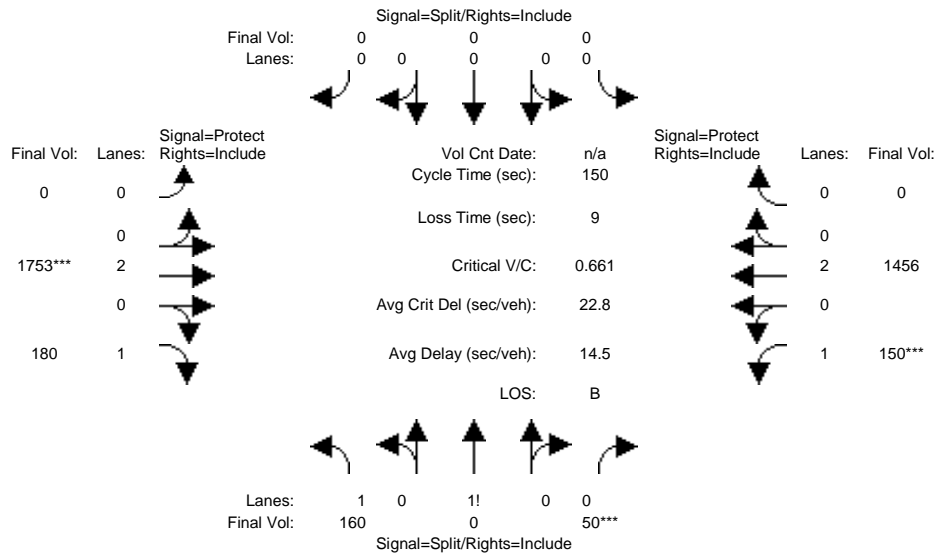
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	104	104.4	19.6	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.46	0.00
Delay/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2k95thQ:	10	0	14	0	0	0	0	36	6	13	16	0

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

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1753	180	150	1456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1753	180	150	1456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1753	180	150	1456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	0	50	0	0	0	0	1753	180	150	1456	0

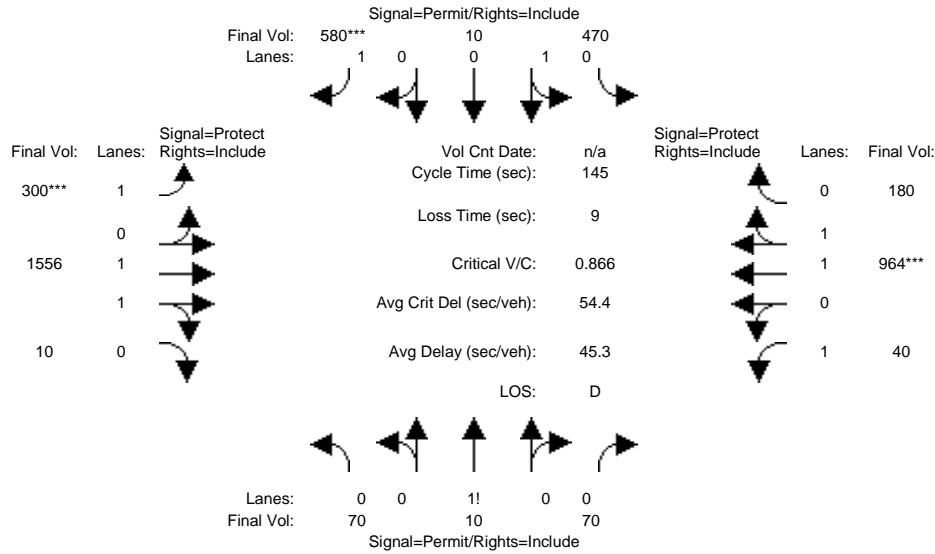
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	105	104.7	19.5	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.46	0.00
Delay/Veh:	63.6	0.0	68.9	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	0.0	68.9	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2k95thQ:	10	0	14	0	0	0	0	37	6	13	17	0

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

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1556	10	40	964	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1556	10	40	964	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1556	10	40	964	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	10	70	470	10	580	300	1556	10	40	964	180

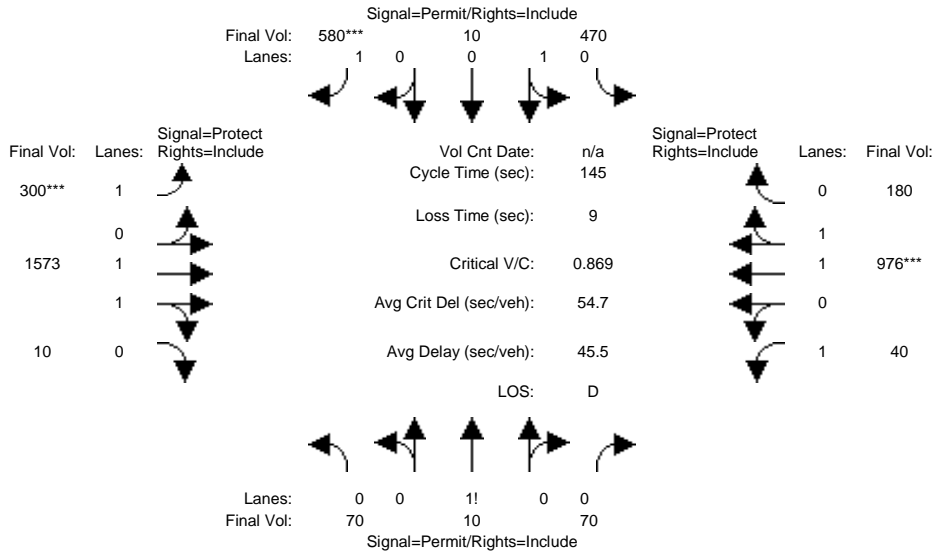
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3676	24	1750	3117	582

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.42	0.42	0.02	0.31	0.31
Crit Moves:						****	****				****	
Green Time:	55.5	55.5	55.5	55.5	55.5	55.5	28.7	72.3	72.3	8.2	51.8	51.8
Volume/Cap:	0.22	0.22	0.22	0.70	0.70	0.87	0.87	0.85	0.85	0.40	0.87	0.87
Delay/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2k95thQ:	9	9	9	33	33	46	26	50	50	4	42	42

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

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1573	10	40	976	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1573	10	40	976	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1573	10	40	976	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	10	70	470	10	580	300	1573	10	40	976	180

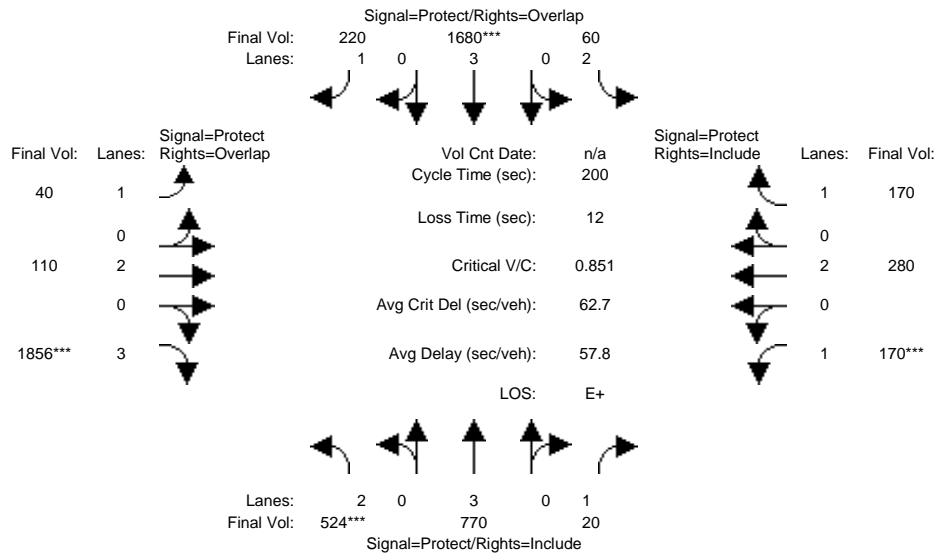
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3677	23	1750	3123	576

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.43	0.43	0.02	0.31	0.31
Crit Moves:						****	****				****	
Green Time:	55.3	55.3	55.3	55.3	55.3	55.3	28.6	72.5	72.5	8.2	52.1	52.1
Volume/Cap:	0.22	0.22	0.22	0.70	0.70	0.87	0.87	0.86	0.86	0.40	0.87	0.87
Delay/Veh:	30.5	30.5	30.5	41.1	41.1	53.3	76.8	35.8	35.8	68.8	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	41.1	41.1	53.3	76.8	35.8	35.8	68.8	49.7	49.7
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2k95thQ:	9	9	9	33	33	46	26	51	51	4	42	42

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

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	4	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	524	770	20	60	1680	220	40	110	1856	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	770	20	60	1680	220	40	110	1856	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	770	20	60	1680	220	40	110	1856	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	524	770	20	60	1680	220	40	110	1856	170	280	170

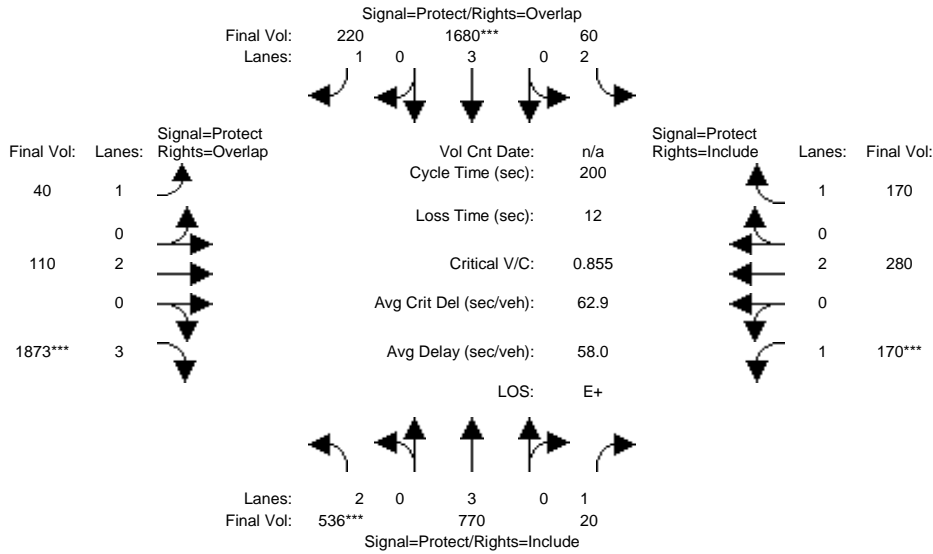
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	***			****			****		****	****		
Green Time:	39.1	86.1	86.1	22.3	69.3	90.4	21.1	56.8	95.9	22.8	58.5	58.5
Volume/Cap:	0.85	0.31	0.03	0.17	0.85	0.28	0.22	0.10	0.85	0.85	0.25	0.33
Delay/Veh:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
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:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2k95thQ:	33	18	1	4	53	16	5	5	63	24	12	16

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

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	16	0	0	0	0	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	770	20	60	1680	220	40	110	1873	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	770	20	60	1680	220	40	110	1873	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	770	20	60	1680	220	40	110	1873	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	536	770	20	60	1680	220	40	110	1873	170	280	170

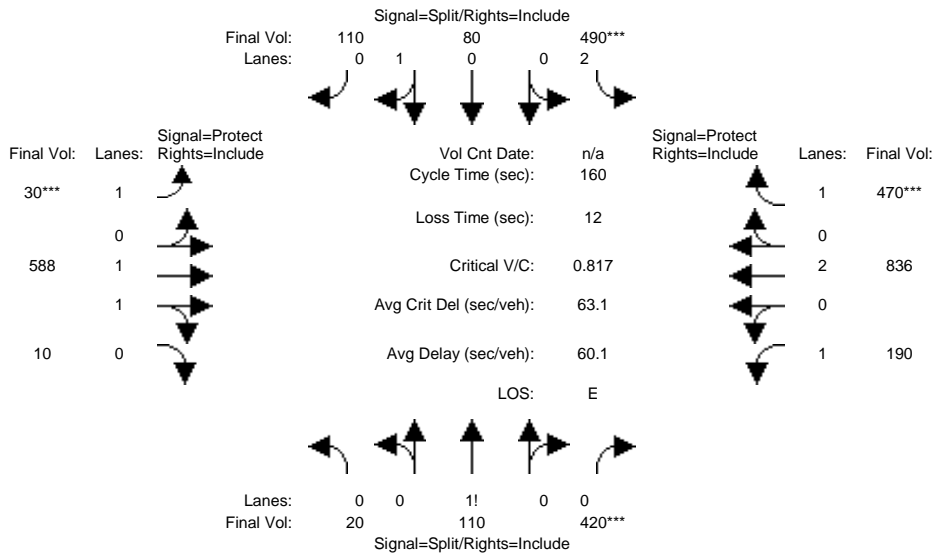
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	***			****			****		****	****		
Green Time:	39.8	86.4	86.4	22.4	69.0	89.9	21.0	56.5	96.3	22.7	58.2	58.2
Volume/Cap:	0.85	0.31	0.03	0.17	0.85	0.28	0.22	0.10	0.85	0.85	0.25	0.33
Delay/Veh:	88.4	37.4	32.7	80.6	64.8	34.8	82.6	53.1	49.2	115.5	54.4	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	37.4	32.7	80.6	64.8	34.8	82.6	53.1	49.2	115.5	54.4	56.0
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2k95thQ:	34	18	1	4	53	16	5	5	63	24	12	16

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

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	588	10	190	836	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	588	10	190	836	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	588	10	190	836	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	420	490	80	110	30	588	10	190	836	470

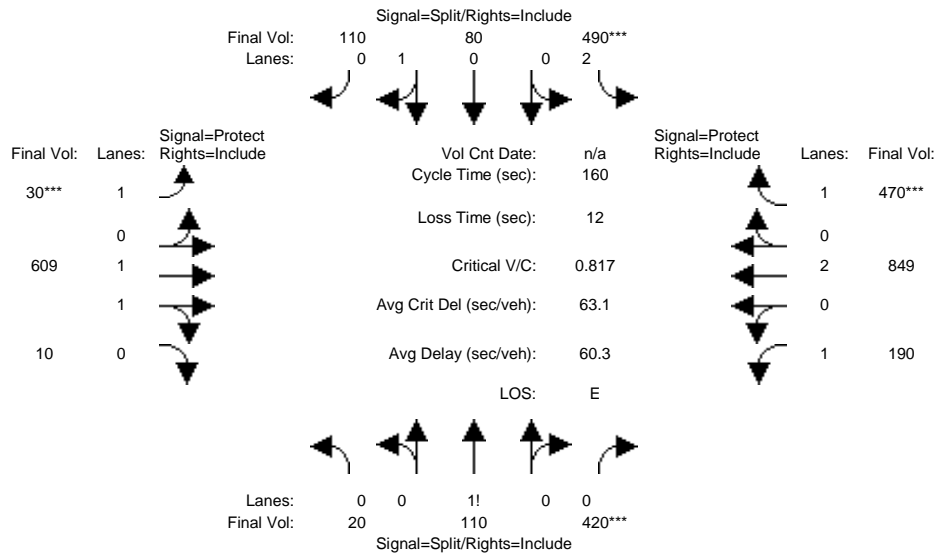
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3638	62	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.16	0.16	0.11	0.22	0.27
Crit Moves:	****			****			****			****		
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	34.9	34.9	23.4	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.74	0.74	0.74	0.69	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
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:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2k95thQ:	46	46	46	28	17	17	3	25	25	18	30	39

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

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	29	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	609	10	190	849	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	609	10	190	849	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	609	10	190	849	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	420	490	80	110	30	609	10	190	849	470

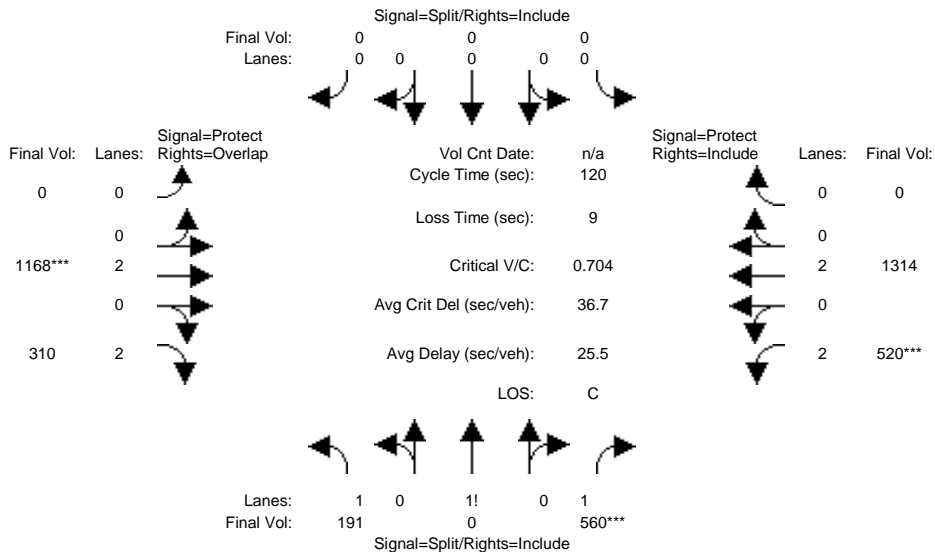
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3640	60	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.17	0.17	0.11	0.22	0.27
Crit Moves:	****			****			****			****		
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	35.3	35.3	22.9	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.76	0.76	0.76	0.70	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.4	62.4	78.3	49.4	61.2
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:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.4	62.4	78.3	49.4	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2k95thQ:	46	46	46	28	17	17	3	26	26	18	31	39

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

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	1	0	0	0	0	0	0	8	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	560	0	0	0	0	1168	310	520	1314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	0	560	0	0	0	0	1168	310	520	1314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	560	0	0	0	0	1168	310	520	1314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	0	560	0	0	0	0	1168	310	520	1314	0

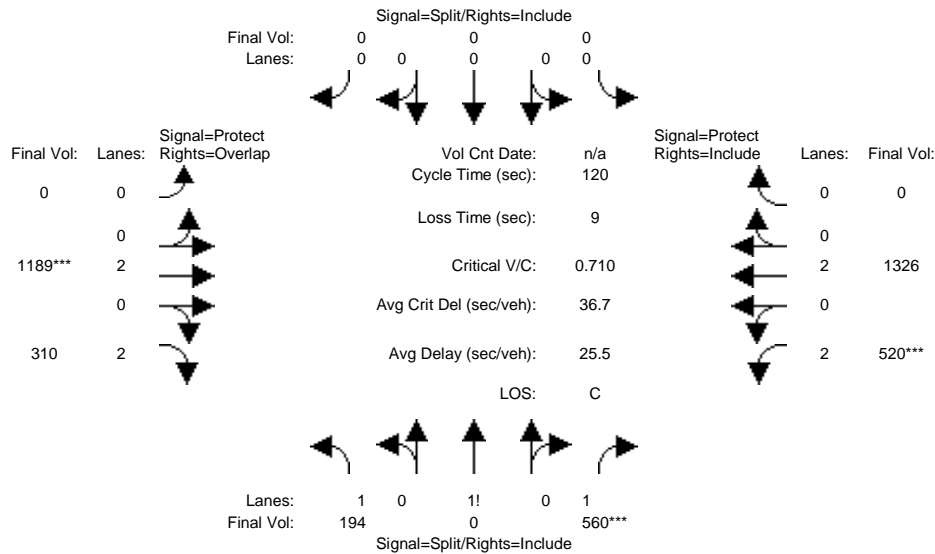
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2204	0	3133	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	52.4	82.9	28.1	80.5	0.0
Volume/Cap:	0.34	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.14	0.70	0.52	0.00
Delay/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2k95thQ:	10	0	22	0	0	0	0	29	5	19	21	0

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

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	4	0	0	0	0	0	0	29	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	560	0	0	0	0	1189	310	520	1326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	0	560	0	0	0	0	1189	310	520	1326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	560	0	0	0	0	1189	310	520	1326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	0	560	0	0	0	0	1189	310	520	1326	0

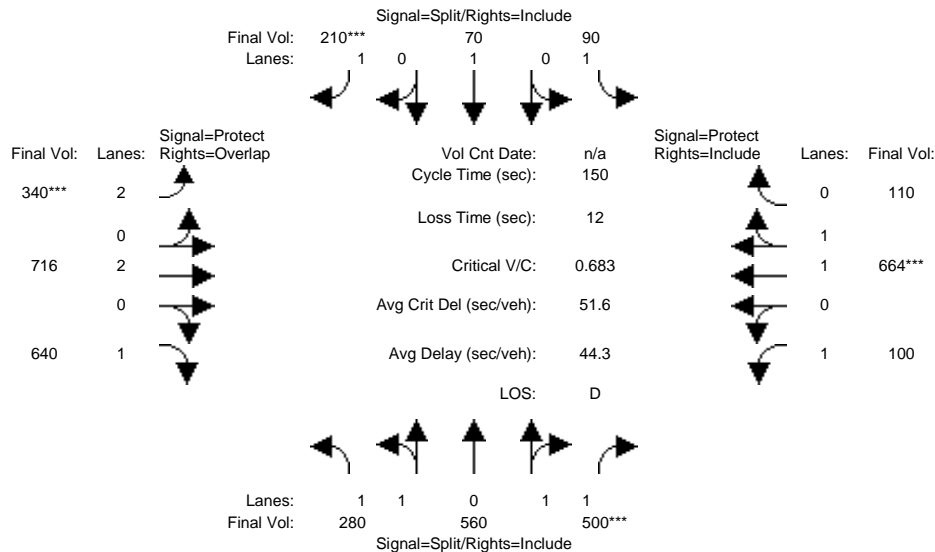
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2210	0	3127	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.3	0.0	30.3	0.0	0.0	0.0	0.0	52.9	83.1	27.9	80.7	0.0
Volume/Cap:	0.35	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.14	0.71	0.52	0.00
Delay/Veh:	36.9	0.0	43.1	0.0	0.0	0.0	0.0	28.8	6.3	45.6	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	43.1	0.0	0.0	0.0	0.0	28.8	6.3	45.6	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2k95thQ:	10	0	23	0	0	0	0	30	4	19	21	0

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

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	716	640	100	664	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	716	640	100	664	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	716	640	100	664	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	560	500	90	70	210	340	716	640	100	664	110

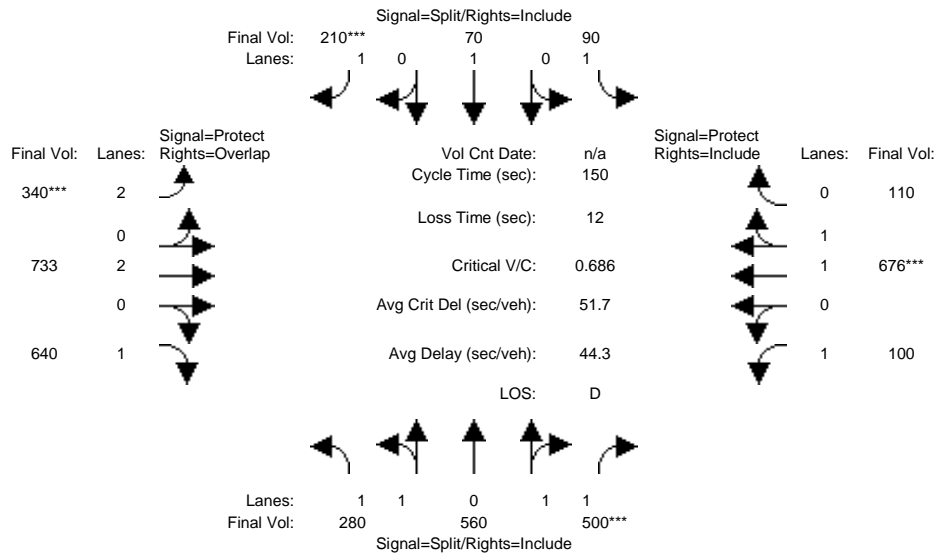
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3174	526

Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			***			****	****				****	
Green Time:	42.0	42.0	42.0	26.4	26.4	26.4	23.7	54.5	96.5	15.1	46.0	46.0
Volume/Cap:	0.57	0.68	0.68	0.29	0.21	0.68	0.68	0.52	0.57	0.57	0.68	0.68
Delay/Veh:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
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:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2k95thQ:	21	26	26	8	6	20	16	22	30	9	27	27

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

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	733	640	100	676	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	733	640	100	676	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	733	640	100	676	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	560	500	90	70	210	340	733	640	100	676	110

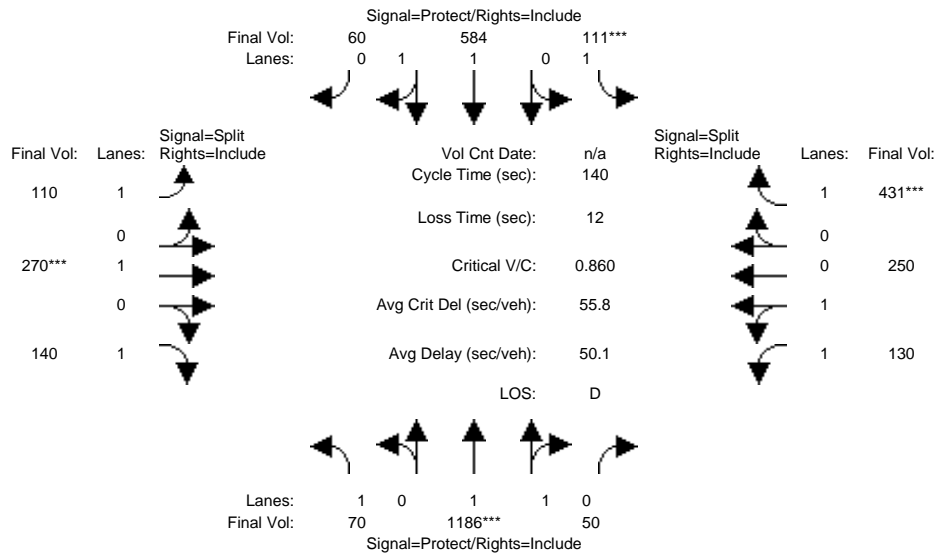
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3182	518

Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			***			****	****				****	
Green Time:	41.8	41.8	41.8	26.2	26.2	26.2	23.6	54.8	96.6	15.2	46.4	46.4
Volume/Cap:	0.57	0.69	0.69	0.29	0.21	0.69	0.69	0.53	0.57	0.56	0.69	0.69
Delay/Veh:	46.8	49.3	49.3	54.4	53.3	64.4	63.7	37.8	15.7	68.3	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	49.3	49.3	54.4	53.3	64.4	63.7	37.8	15.7	68.3	47.2	47.2
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2k95thQ:	21	26	26	8	6	20	16	23	30	9	28	28

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

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	6	0	1	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1186	50	111	584	60	110	270	140	130	250	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1186	50	111	584	60	110	270	140	130	250	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1186	50	111	584	60	110	270	140	130	250	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1186	50	111	584	60	110	270	140	130	250	431

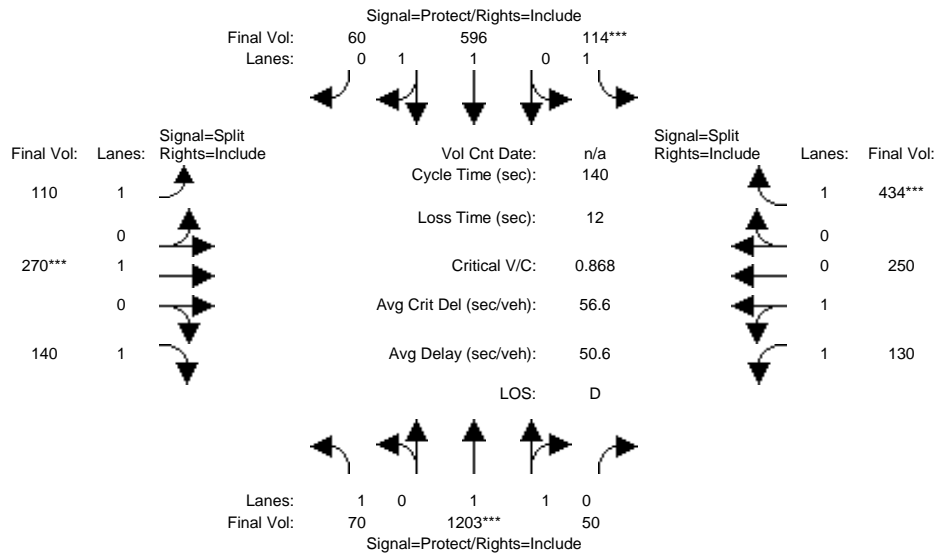
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3550	150	1750	3355	345	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.06	0.17	0.17	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:	****			****			****			****		
Green Time:	14.4	54.4	54.4	10.3	50.3	50.3	23.1	23.1	23.1	40.1	40.1	40.1
Volume/Cap:	0.39	0.86	0.86	0.86	0.48	0.48	0.38	0.86	0.48	0.26	0.46	0.86
Delay/Veh:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
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:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
LOS by Move:	E	D	D	F	D+	D+	D-	E-	D-	D+	D	E
HCM2k95thQ:	6	42	42	11	19	19	9	25	12	9	16	36

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

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	23	0	4	16	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1203	50	114	596	60	110	270	140	130	250	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1203	50	114	596	60	110	270	140	130	250	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1203	50	114	596	60	110	270	140	130	250	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1203	50	114	596	60	110	270	140	130	250	434

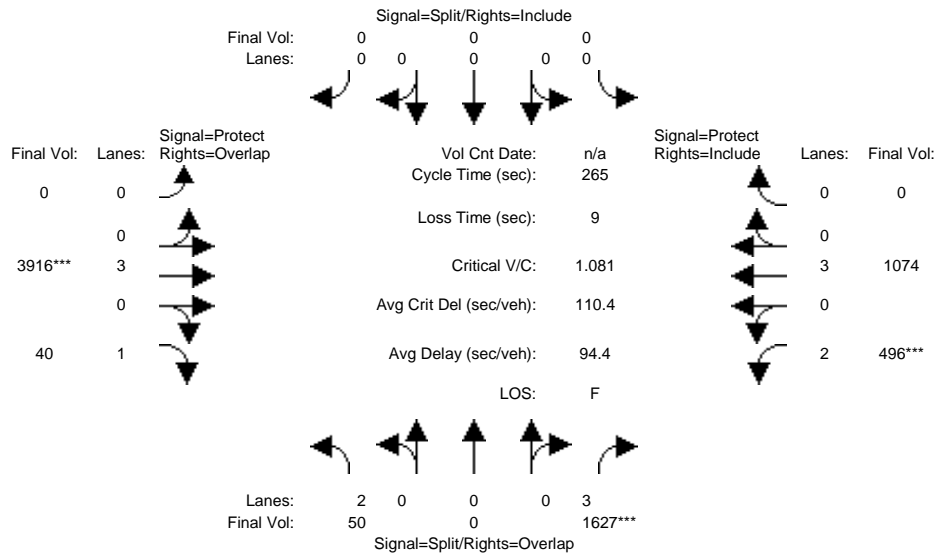
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3552	148	1750	3361	338	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.07	0.18	0.18	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:	****			****			****			****		
Green Time:	14.3	54.6	54.6	10.5	50.8	50.8	22.9	22.9	22.9	40.0	40.0	40.0
Volume/Cap:	0.39	0.87	0.87	0.87	0.49	0.49	0.38	0.87	0.49	0.26	0.46	0.87
Delay/Veh:	60.2	45.3	45.3	105.9	34.8	34.8	53.1	79.1	54.5	38.7	41.5	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	45.3	45.3	105.9	34.8	34.8	53.1	79.1	54.5	38.7	41.5	62.5
LOS by Move:	E	D	D	F	C-	C-	D-	E-	D-	D+	D	E
HCM2k95thQ:	6	43	43	11	20	20	9	25	12	9	16	37

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

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	7	0	0	0	0	6	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1627	0	0	0	0	3916	40	496	1074	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1627	0	0	0	0	3916	40	496	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1627	0	0	0	0	3916	40	496	1074	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	0	1627	0	0	0	0	3916	40	496	1074	0

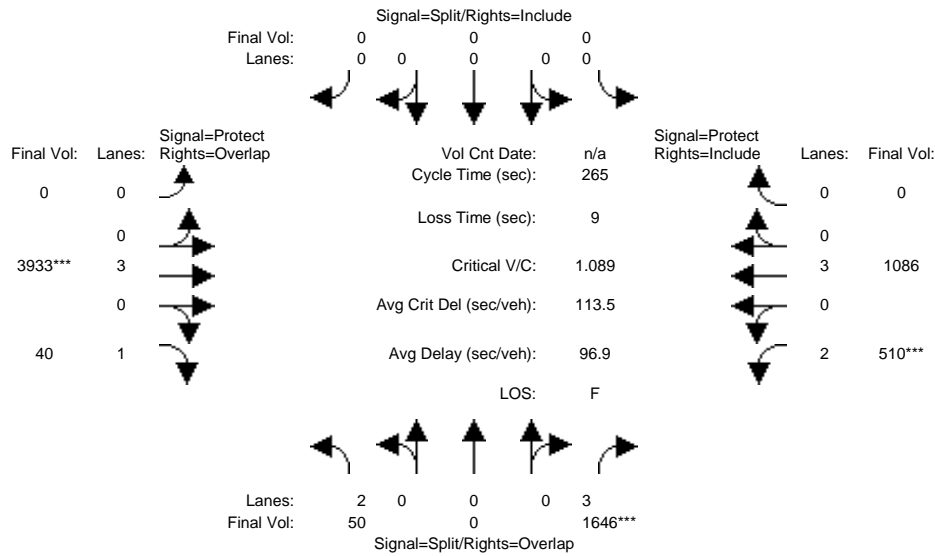
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	49.0	0.0	87.6	0.0	0.0	0.0	0.0	168	217.4	38.6	207	0.0
Volume/Cap:	0.09	0.00	1.08	0.00	0.00	0.00	0.00	1.08	0.03	1.08	0.24	0.00
Delay/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2k95thQ:	4	0	94	0	0	0	0	178	1	48	14	0

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

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	26	0	0	0	0	23	0	20	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1646	0	0	0	0	3933	40	510	1086	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1646	0	0	0	0	3933	40	510	1086	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1646	0	0	0	0	3933	40	510	1086	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	0	1646	0	0	0	0	3933	40	510	1086	0

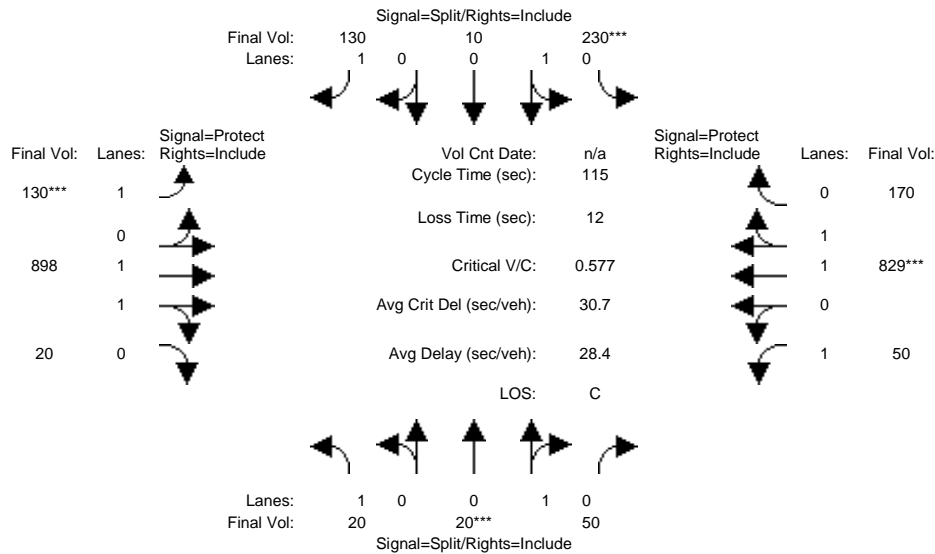
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****				
Green Time:	48.6	0.0	88.0	0.0	0.0	0.0	0.0	168	216.6	39.4	207	0.0
Volume/Cap:	0.09	0.00	1.09	0.00	0.00	0.00	0.00	1.09	0.03	1.09	0.24	0.00
Delay/Veh:	89.8	0.0	139.7	0.0	0.0	0.0	0.0	93.8	4.5	180.5	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	139.7	0.0	0.0	0.0	0.0	93.8	4.5	180.5	7.8	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2k95thQ:	4	0	95	0	0	0	0	180	1	49	14	0

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

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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	898	20	50	829	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	898	20	50	829	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	898	20	50	829	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	20	50	230	10	130	130	898	20	50	829	170

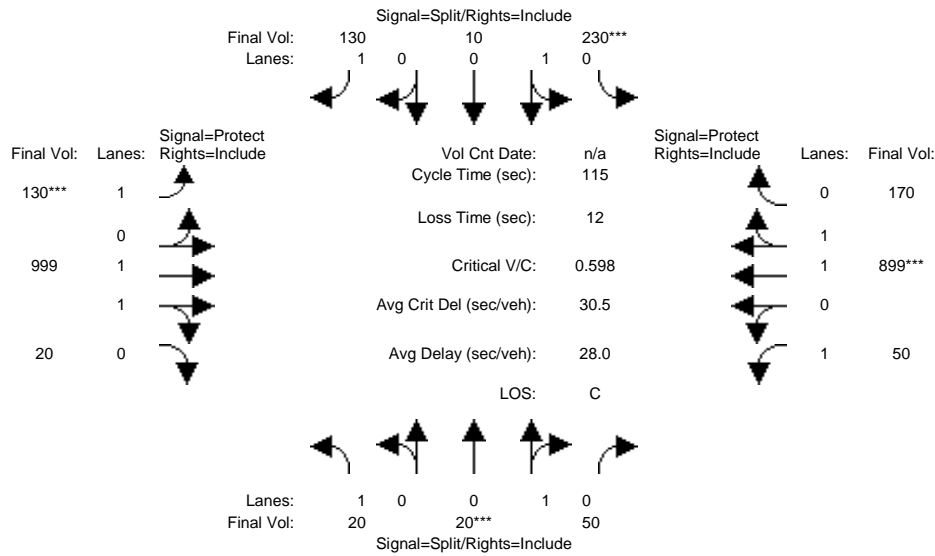
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3619	81	1750	3070	630

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.25	0.25	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	26.0	26.0	26.0	14.5	53.8	53.8	13.2	52.6	52.6
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.53	0.53	0.25	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
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:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2k95thQ:	2	6	6	16	16	8	9	20	20	3	23	23

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

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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	139	0	0	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	999	20	50	899	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	999	20	50	899	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	999	20	50	899	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	20	50	230	10	130	130	999	20	50	899	170

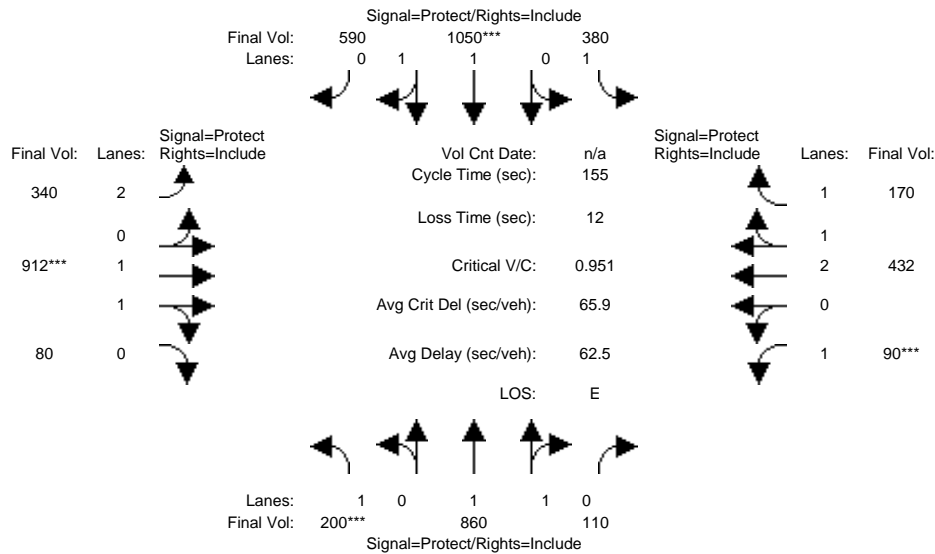
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.67	0.33
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	73	1750	3111	588

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	25.0	25.0	25.0	13.9	55.7	55.7	12.3	54.1	54.1
Volume/Cap:	0.13	0.45	0.45	0.61	0.61	0.34	0.61	0.57	0.57	0.27	0.61	0.61
Delay/Veh:	48.9	51.9	51.9	43.6	43.6	38.6	53.3	21.5	21.5	48.0	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:	48.9	51.9	51.9	43.6	43.6	38.6	53.3	21.5	21.5	48.0	23.3	23.3
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2k95thQ:	2	6	6	16	16	9	9	22	22	3	25	25

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

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Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	200	860	110	380	1050	590	340	910	80	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	860	110	380	1050	590	340	910	80	90	430	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	860	110	380	1050	590	340	912	80	90	432	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	860	110	380	1050	590	340	912	80	90	432	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	860	110	380	1050	590	340	912	80	90	432	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	860	110	380	1050	590	340	912	80	90	432	170

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.77	0.23	1.00	1.26	0.74	2.00	1.83	0.17	1.00	2.83	1.17
Final Sat.:	1750	3280	420	1750	2368	1331	3150	3401	298	1750	5355	2107

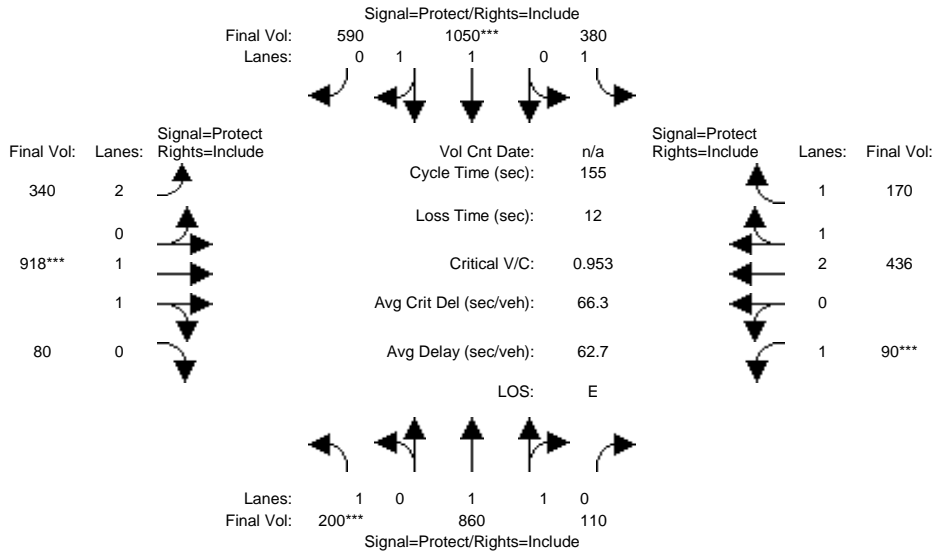
Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.26	0.22	0.44	0.44	0.11	0.27	0.27	0.05	0.08	0.08
Crit Moves:	***			****			****			****		
Green Time:	18.6	49.7	49.7	41.2	72.3	72.3	29.8	43.7	43.7	8.4	22.3	22.3
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.95	0.56	0.95	0.95	0.95	0.56	0.56
Delay/Veh:	115.8	53.0	53.0	64.2	51.7	51.7	57.9	71.9	71.9	149.3	62.5	62.5
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:	115.8	53.0	53.0	64.2	51.7	51.7	57.9	71.9	71.9	149.3	62.5	62.5
LOS by Move:	F	D-	D-	E	D-	D-	E+	E	E	F	E	E
HCM2k95thQ:	25	39	39	34	66	66	16	42	42	14	14	14

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

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Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	200	860	110	380	1050	590	340	910	80	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	860	110	380	1050	590	340	910	80	90	430	170
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	860	110	380	1050	590	340	918	80	90	436	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	860	110	380	1050	590	340	918	80	90	436	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	860	110	380	1050	590	340	918	80	90	436	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	860	110	380	1050	590	340	918	80	90	436	170

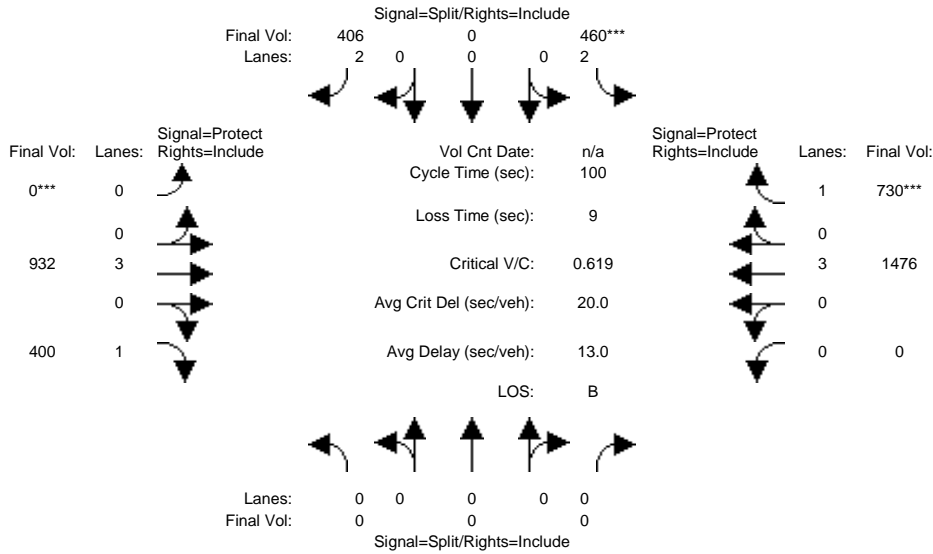
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.77	0.23	1.00	1.26	0.74	2.00	1.84	0.16	1.00	2.84	1.16
Final Sat.:	1750	3280	420	1750	2368	1331	3150	3403	297	1750	5369	2094

Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.22	0.44	0.44	0.11	0.27	0.27	0.05	0.08	0.08
Crit Moves:	***			****			****			****		
Green Time:	18.6	49.6	49.6	41.1	72.1	72.1	29.8	43.9	43.9	8.4	22.4	22.4
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.95	0.56	0.95	0.95	0.95	0.56	0.56
Delay/Veh:	116.4	53.2	53.2	64.4	52.1	52.1	57.9	72.1	72.1	150.0	62.4	62.4
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:	116.4	53.2	53.2	64.4	52.1	52.1	57.9	72.1	72.1	150.0	62.4	62.4
LOS by Move:	F	D-	D-	E	D-	D-	E+	E	E	F	E	E
HCM2k95thQ:	25	39	39	34	67	67	16	43	43	14	14	14

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

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Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	460	0	400	0	900	400	0	1460	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	400	0	900	400	0	1460	730
Added Vol:	0	0	0	0	0	6	0	32	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	406	0	932	400	0	1476	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	460	0	406	0	932	400	0	1476	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	406	0	932	400	0	1476	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	460	0	406	0	932	400	0	1476	730

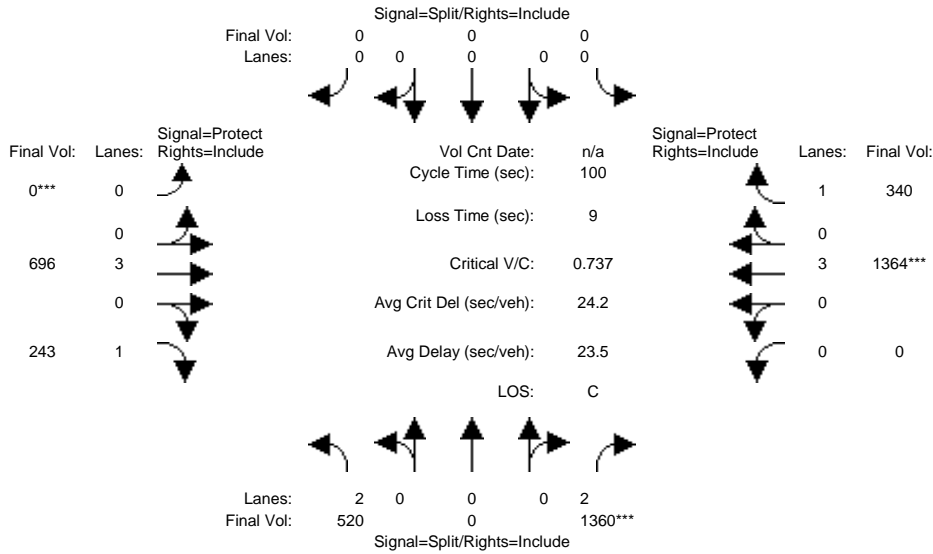
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.16	0.23	0.00	0.26	0.42
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	0.0	67.4	67.4	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.55	0.00	0.24	0.34	0.00	0.38	0.62
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.4	0.0	6.4	7.1	0.0	7.2	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.4	0.0	6.4	7.1	0.0	7.2	10.1
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	16	0	14	0	7	11	0	12	23

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

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Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	0	6	3	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	696	243	0	1364	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	696	243	0	1364	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	696	243	0	1364	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	0	1360	0	0	0	0	696	243	0	1364	340

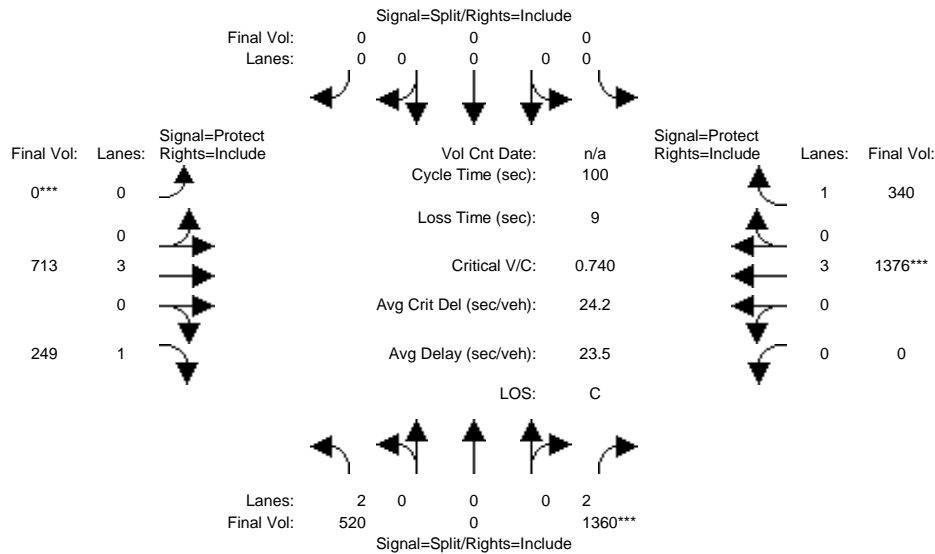
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.12	0.14	0.00	0.24	0.19
Crit Moves:	****			****			****			****		
Green Time:	58.5	0.0	58.5	0.0	0.0	0.0	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.28	0.00	0.74	0.00	0.00	0.00	0.00	0.38	0.43	0.00	0.74	0.60
Delay/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
LOS by Move:	B+	A	B	A	A	A	A	C	C	A	C	C
HCM2k95thQ:	9	0	33	0	0	0	0	10	12	0	21	17

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

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Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	US 101 NB Ramps						Willow Rd					
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	0	23	9	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	713	249	0	1376	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	713	249	0	1376	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	713	249	0	1376	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	0	1360	0	0	0	0	713	249	0	1376	340

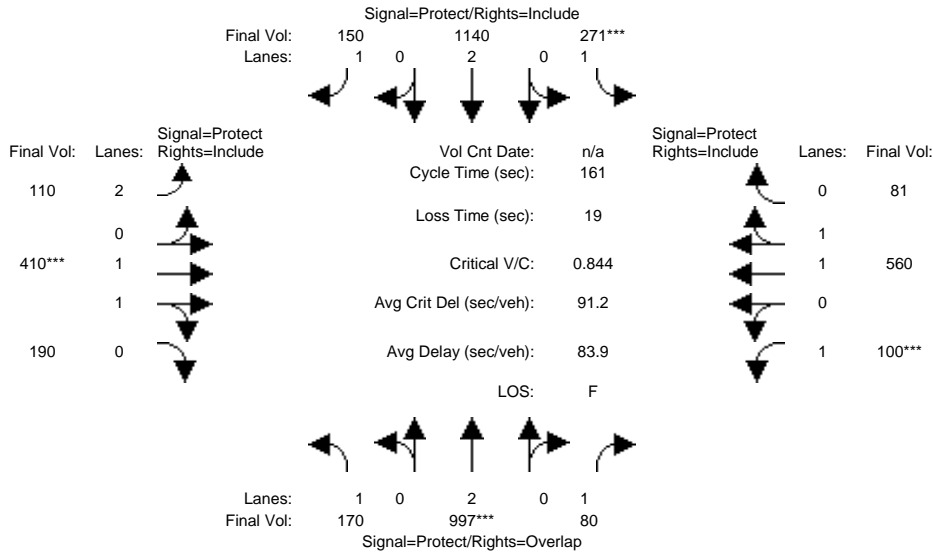
Saturation Flow Module:	US 101 NB Ramps						Willow Rd					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:	US 101 NB Ramps						Willow Rd					
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.13	0.14	0.00	0.24	0.19
Crit Moves:	****						****			****		
Green Time:	58.4	0.0	58.4	0.0	0.0	0.0	0.0	32.6	32.6	0.0	32.6	32.6
Volume/Cap:	0.28	0.00	0.74	0.00	0.00	0.00	0.00	0.38	0.44	0.00	0.74	0.60
Delay/Veh:	10.5	0.0	16.9	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.5	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	16.9	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.5	29.9
LOS by Move:	B+	A	B	A	A	A	A	C	C	A	C	C
HCM2k95thQ:	9	0	33	0	0	0	0	11	12	0	22	17

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

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Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	990	80	270	1130	150	110	410	190	100	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	990	80	270	1130	150	110	410	190	100	560	80
Added Vol:	0	7	0	1	10	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	997	80	271	1140	150	110	410	190	100	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	997	80	271	1140	150	110	410	190	100	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	997	80	271	1140	150	110	410	190	100	560	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	997	80	271	1140	150	110	410	190	100	560	81

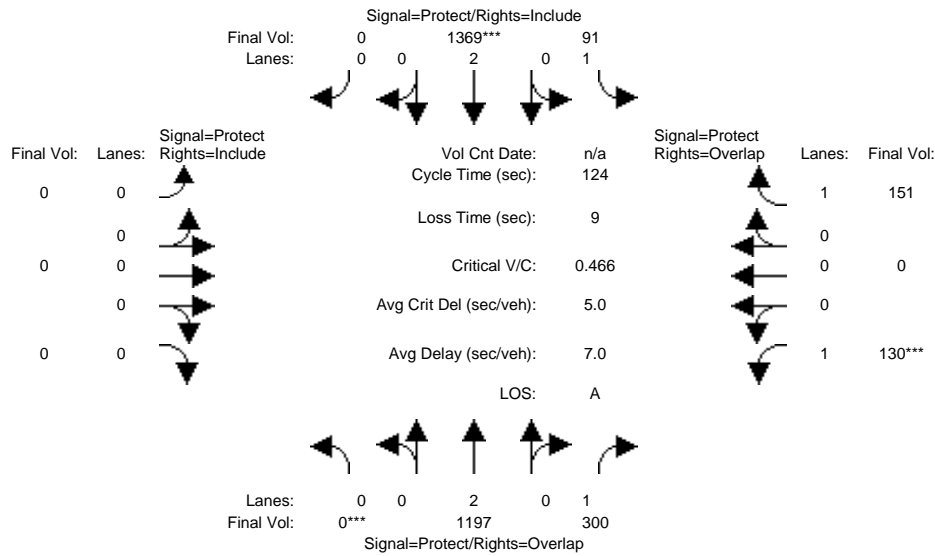
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.74	0.26
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2148	996	1488	2747	397

Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.05	0.18	0.35	0.10	0.04	0.19	0.19	0.07	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.3	49.8	49.8	15.3	35.9	35.9
Volume/Cap:	0.87	0.86	0.12	1.46	1.00	0.29	0.23	0.62	0.62	0.71	0.92	0.92
Delay/Veh:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
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:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
LOS by Move:	F	E+	C	F	F	D	E+	D	D	F	F	F
HCM2k95thQ:	19	43	7	43	51	14	6	27	27	13	34	34

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

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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	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	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	7	0	1	9	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1197	300	91	1369	0	0	0	0	130	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1197	300	91	1369	0	0	0	0	130	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1197	300	91	1369	0	0	0	0	130	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1197	300	91	1369	0	0	0	0	130	0	151

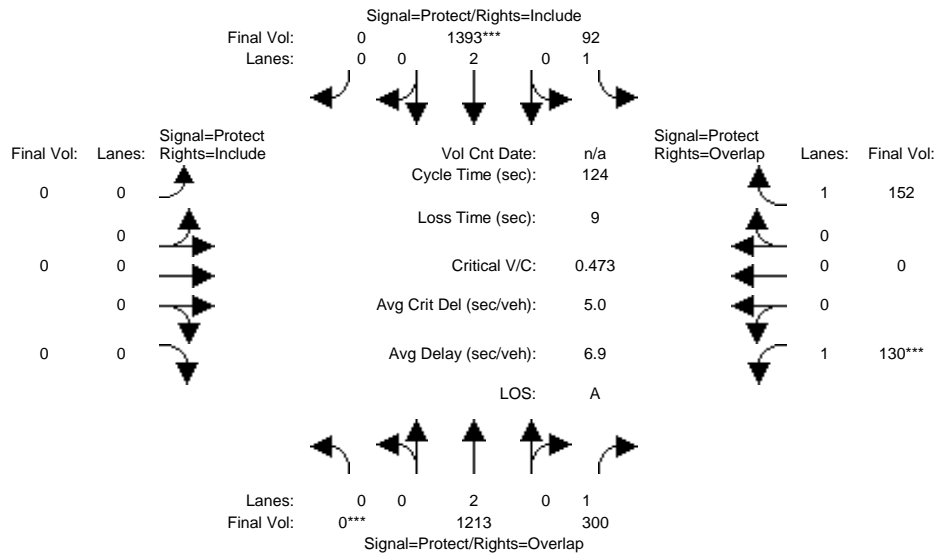
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.44	0.20	0.63	0.45	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	5	1	7	0	0	0	0	0	12	0	11

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

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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	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	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	23	0	2	33	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1213	300	92	1393	0	0	0	0	130	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1213	300	92	1393	0	0	0	0	130	0	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1213	300	92	1393	0	0	0	0	130	0	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1213	300	92	1393	0	0	0	0	130	0	152

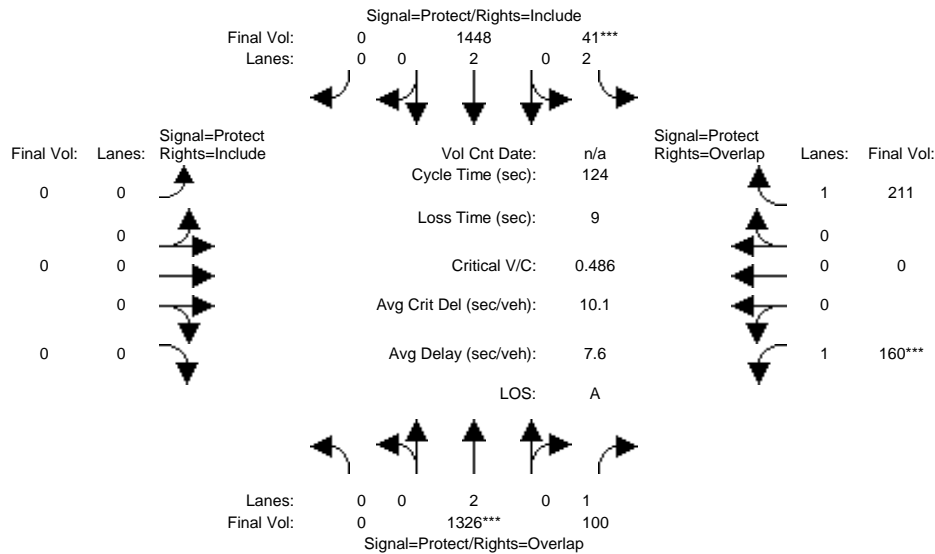
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.45	0.20	0.63	0.46	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.7
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	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.7
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	5	1	7	0	0	0	0	0	12	0	11

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

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Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	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	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	6	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1326	100	41	1448	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1326	100	41	1448	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1326	100	41	1448	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1326	100	41	1448	0	0	0	0	160	0	211

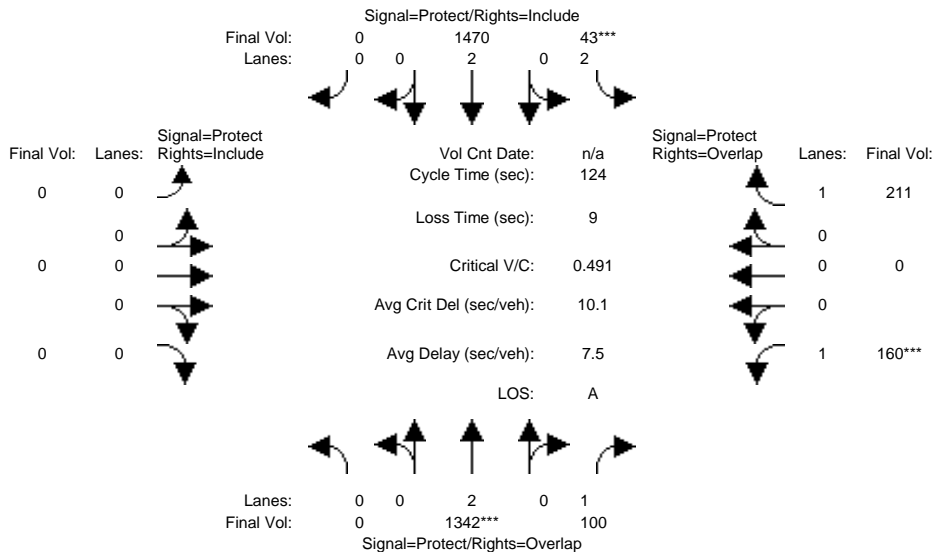
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.06	0.01	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.51	0.07	0.16	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	8	0	2	2	0	0	0	0	14	0	15

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

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Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	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	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	22	0	3	30	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1342	100	43	1470	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1342	100	43	1470	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1342	100	43	1470	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1342	100	43	1470	0	0	0	0	160	0	211

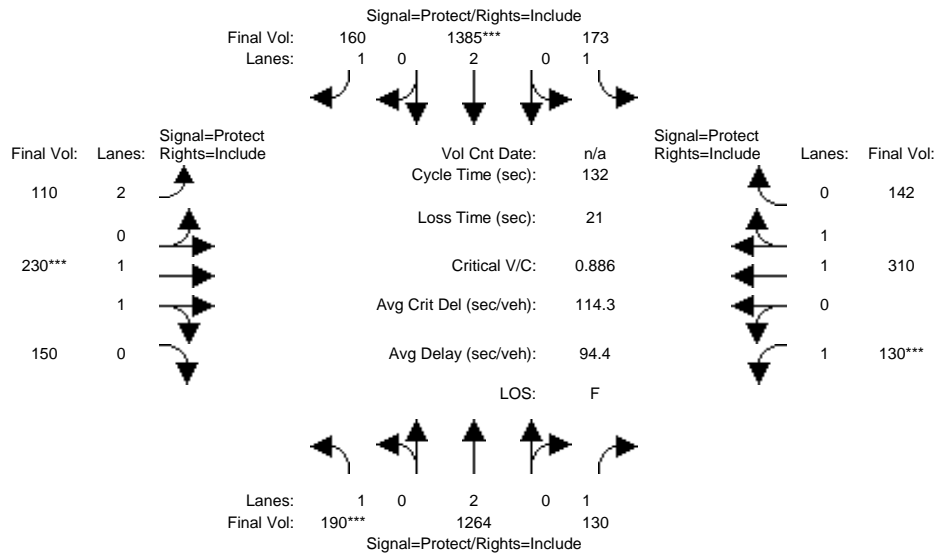
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.06	0.01	0.39	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.51	0.07	0.17	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	8	0	2	2	0	0	0	0	14	0	15

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

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	4	0	3	5	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1264	130	173	1385	160	110	230	150	130	310	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1264	130	173	1385	160	110	230	150	130	310	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1264	130	173	1385	160	110	230	150	130	310	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1264	130	173	1385	160	110	230	150	130	310	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2156	988

Capacity Analysis Module:

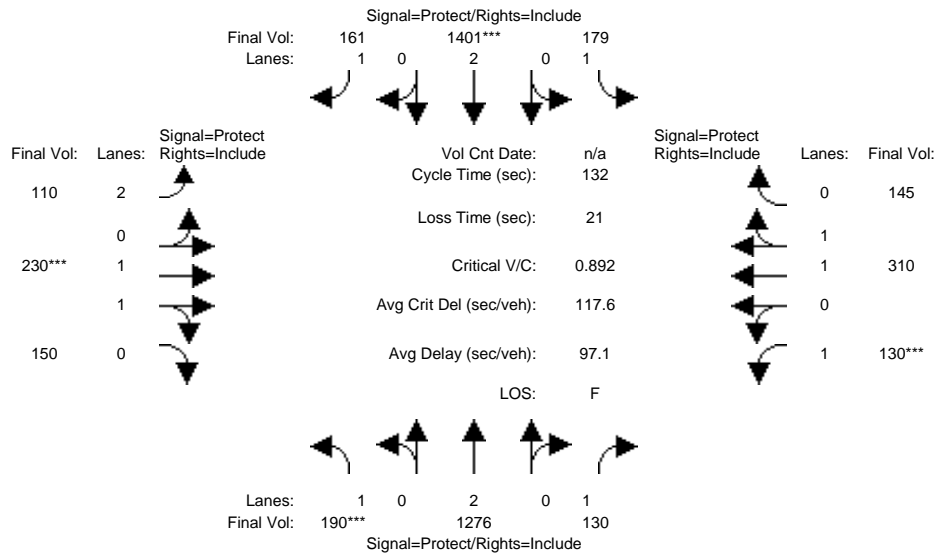
Vol/Sat:	0.13	0.39	0.09	0.12	0.43	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	14.7	50.0	50.0	15.5	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.03	0.23	0.99	1.11	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
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:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2k95thQ:	28	58	11	19	66	13	6	16	16	23	24	24

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

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	16	0	9	21	1	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1276	130	179	1401	161	110	230	150	130	310	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1276	130	179	1401	161	110	230	150	130	310	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1276	130	179	1401	161	110	230	150	130	310	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1276	130	179	1401	161	110	230	150	130	310	145

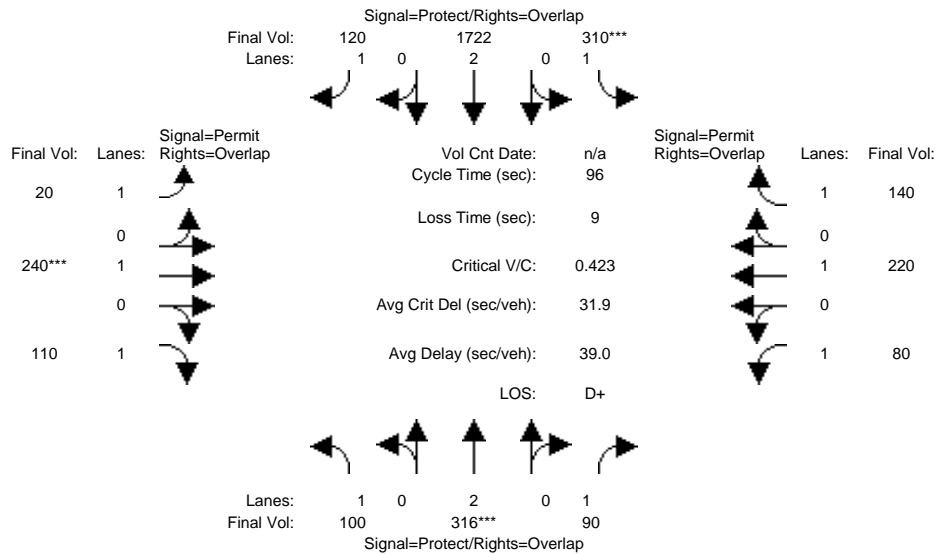
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2142	1002

Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.09	0.12	0.43	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	14.7	50.3	50.3	15.3	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.04	0.23	1.04	1.12	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	83.3	32.4	146.4	114	32.6	51.8	42.8	42.8	277.3	74.1	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.9	83.3	32.4	146.4	114	32.6	51.8	42.8	42.8	277.3	74.1	74.1
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2k95thQ:	28	59	11	21	67	13	6	16	16	23	24	24

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

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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	316	90	310	1722	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	316	90	310	1722	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	316	90	310	1722	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	316	90	310	1722	120	20	240	110	80	220	140

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

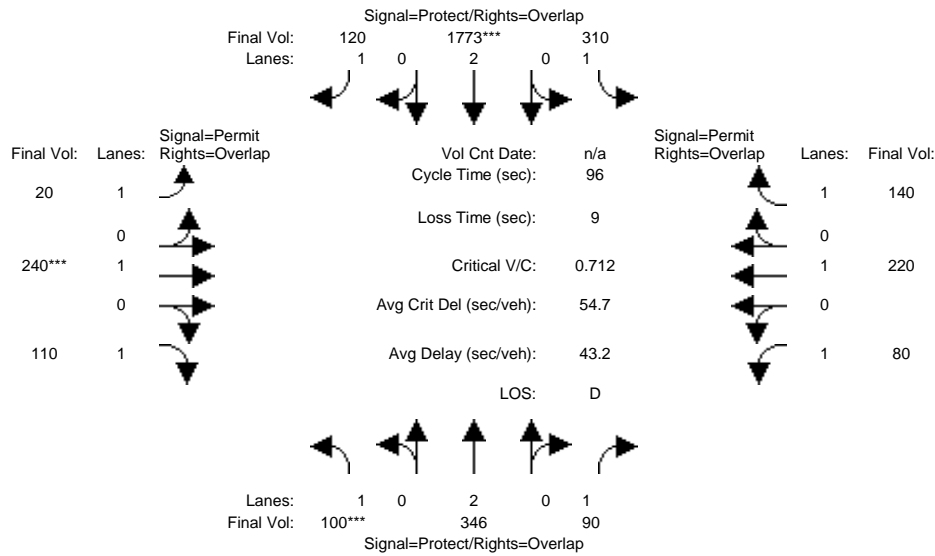
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.08	0.05	0.18	0.45	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:	****			****			****					
Green Time:	14.7	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.37	0.23	0.14	0.74	1.00	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
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:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
LOS by Move:	D	C+	C+	D	D	B	C	C	B	C	C	B+
HCM2k95thQ:	6	7	4	17	46	5	1	12	4	4	11	5

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

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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	46	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	346	90	310	1773	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	346	90	310	1773	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	346	90	310	1773	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	346	90	310	1773	120	20	240	110	80	220	140

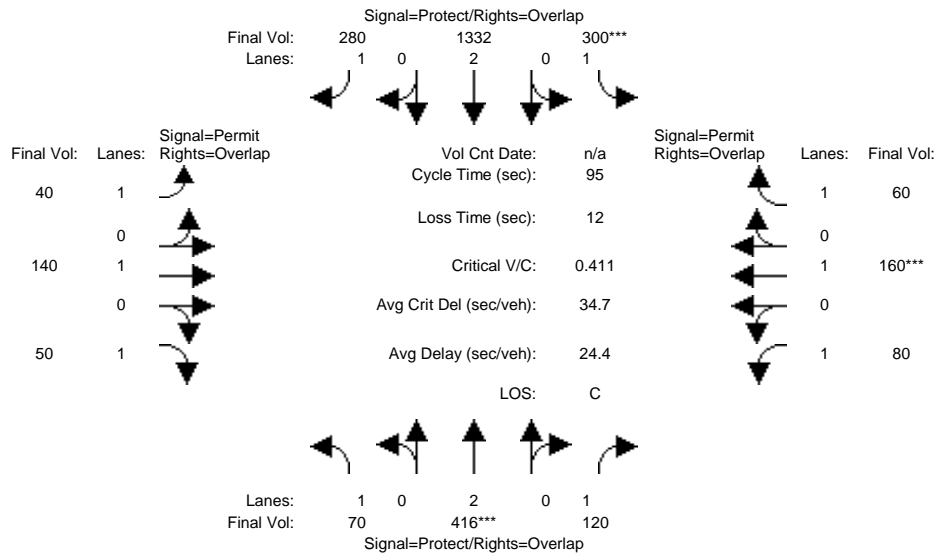
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.09	0.05	0.18	0.47	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:	***			****			****					
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.37	0.25	0.14	0.74	1.03	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.4	23.1	22.2	43.2	59.0	16.9	25.2	29.0	16.2	26.2	28.6	11.6
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:	40.4	23.1	22.2	43.2	59.0	16.9	25.2	29.0	16.2	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	E+	B	C	C	B	C	C	B+
HCM2k95thQ:	6	7	4	17	49	5	1	12	4	4	11	5

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

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Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	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	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	416	120	300	1332	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	416	120	300	1332	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	416	120	300	1332	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	416	120	300	1332	280	40	140	50	80	160	60

Saturation 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	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

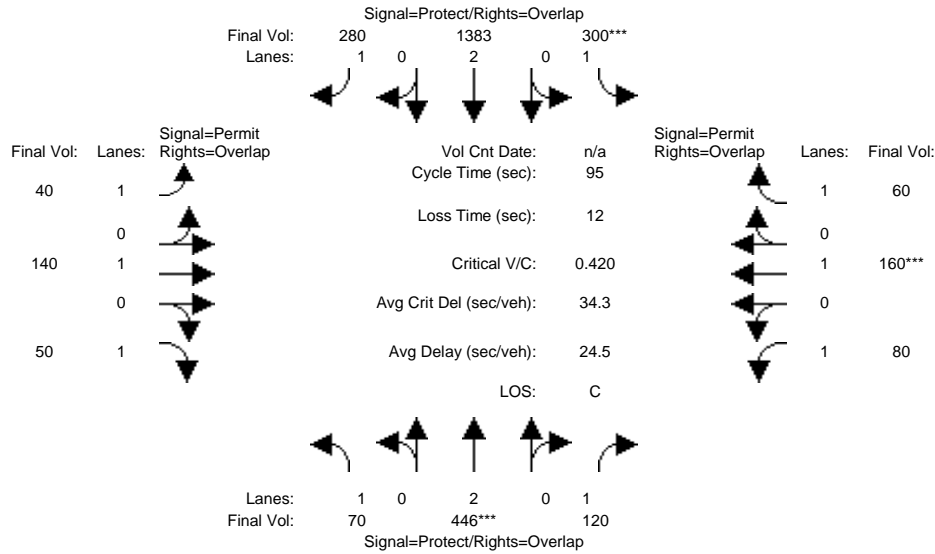
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.17	0.35	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:	****			****						****		
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.26	0.16	0.83	0.65	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B	B	C	C	C	C	C-	B
HCM2k95thQ:	5	8	5	18	25	10	2	7	2	5	8	2

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

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Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	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	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	46	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	446	120	300	1383	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	446	120	300	1383	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	446	120	300	1383	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	446	120	300	1383	280	40	140	50	80	160	60

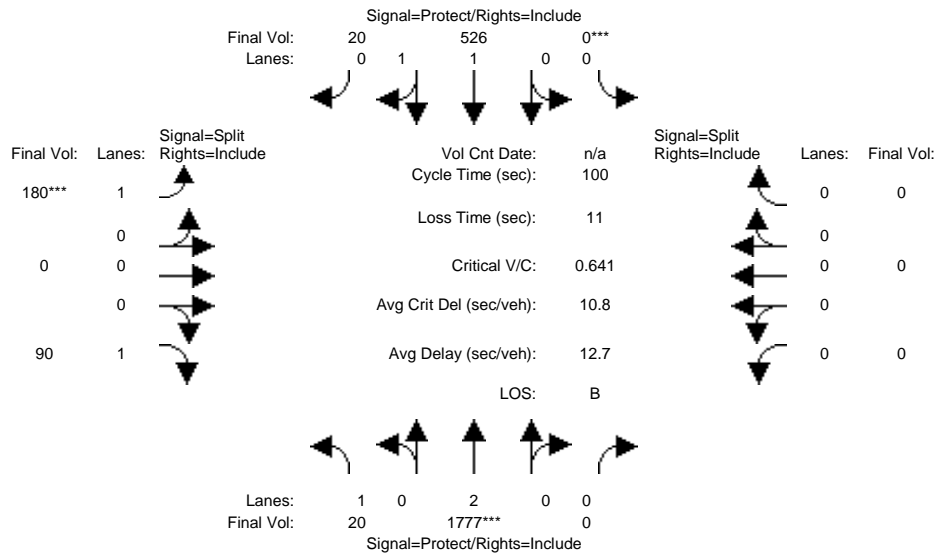
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.17	0.36	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:	****			****						****		
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.28	0.16	0.83	0.67	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.4	19.4	56.0	18.5	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.4	19.4	56.0	18.5	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B-	B	C	C	C	C	C-	B
HCM2k95thQ:	5	9	5	18	26	10	2	7	2	5	8	2

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

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Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	7	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:	20	1777	0	0	526	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1777	0	0	526	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1777	0	0	526	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1777	0	0	526	20	180	0	90	0	0	0

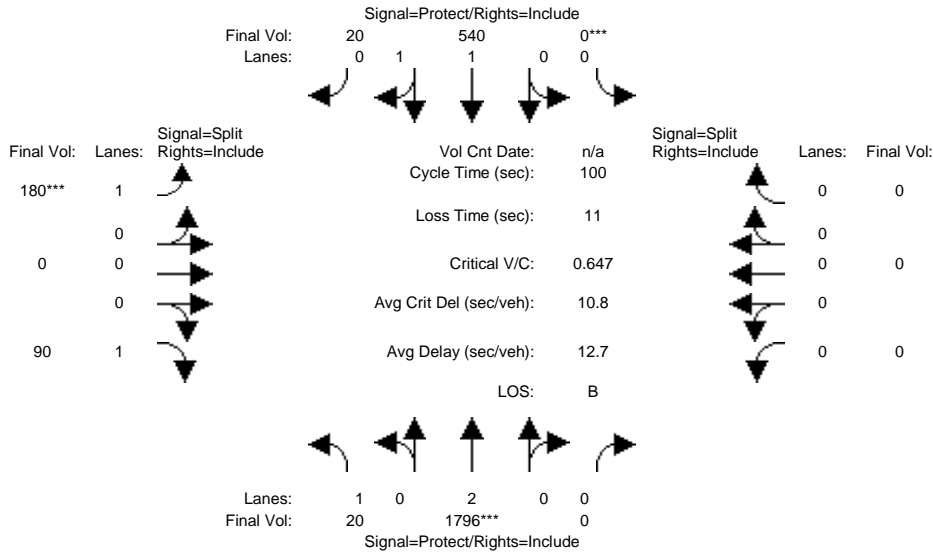
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3564	136	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	23.5	73.0	0.0	0.0	49.5	49.5	16.0	0.0	16.0	0.0	0.0	0.0
Volume/Cap:	0.05	0.64	0.00	0.00	0.30	0.30	0.64	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2k95thQ:	1	24	0	0	10	10	13	0	6	0	0	0

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

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Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	26	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1796	0	0	540	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1796	0	0	540	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1796	0	0	540	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1796	0	0	540	20	180	0	90	0	0	0

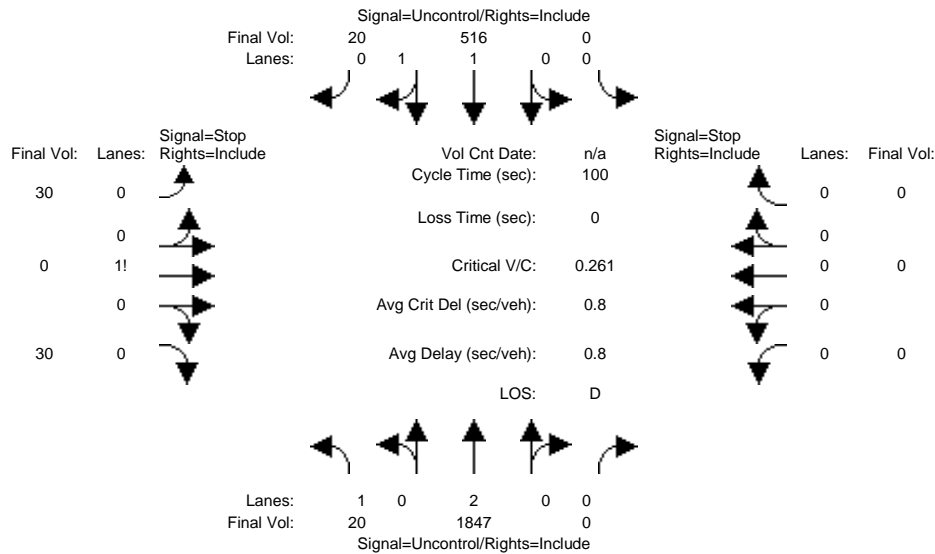
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3568	132	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	23.1	73.1	0.0	0.0	50.0	50.0	15.9	0.0	15.9	0.0	0.0	0.0
Volume/Cap:	0.05	0.65	0.00	0.00	0.30	0.30	0.65	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	29.9	7.4	0.0	0.0	14.8	14.8	44.6	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	7.4	0.0	0.0	14.8	14.8	44.6	0.0	38.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2k95thQ:	1	24	0	0	10	10	13	0	6	0	0	0

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

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Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound		South Bound		East Bound			West Bound				
Base Vol:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	7	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:	20	1847	0	0	516	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1847	0	0	516	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1847	0	0	516	20	30	0	30	0	0	0

Critical Gap Module:	North Bound		South Bound		East Bound			West Bound				
Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:	North Bound		South Bound		East Bound			West Bound				
Cnflct Vol:	536	xxxx	xxxx	xxxx	xxxx	xxxx	1490	2413	268	xxxx	xxxx	xxxx
Potent Cap.:	1042	xxxx	xxxx	xxxx	xxxx	xxxx	117	33	736	xxxx	xxxx	xxxx
Move Cap.:	1042	xxxx	xxxx	xxxx	xxxx	xxxx	115	33	736	xxxx	xxxx	xxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.04	xxxx	xxxx	xxxx

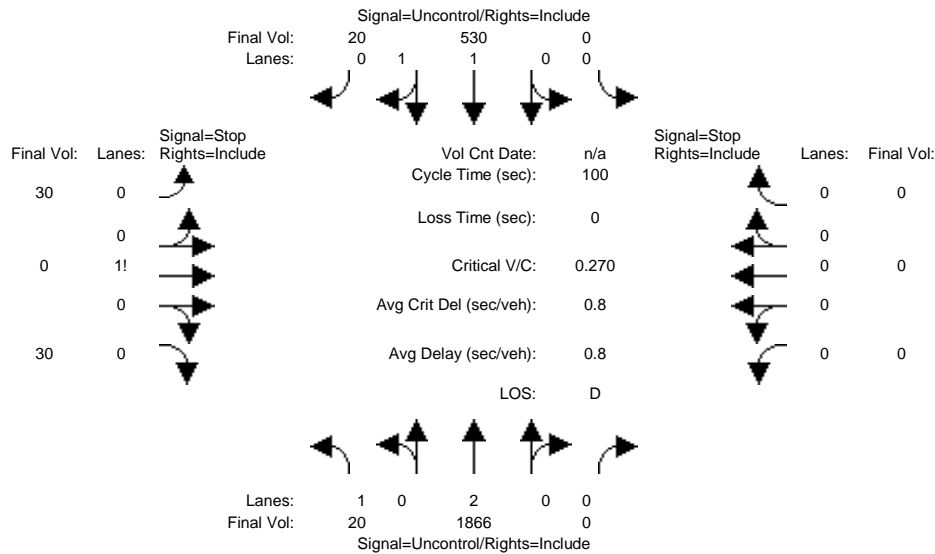
Level Of Service Module:	North Bound		South Bound		East Bound			West Bound				
2Way95thQ:	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	199	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	30.7	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	30.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	*	*	*

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

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Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	26	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1866	0	0	530	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1866	0	0	530	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1866	0	0	530	20	30	0	30	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	1513	2446	275	xxxx	xxxx	xxxxx
Potent Cap.:	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	32	729	xxxx	xxxx	xxxxx
Move Cap.:	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	111	31	729	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.04	xxxx	xxxx	xxxx

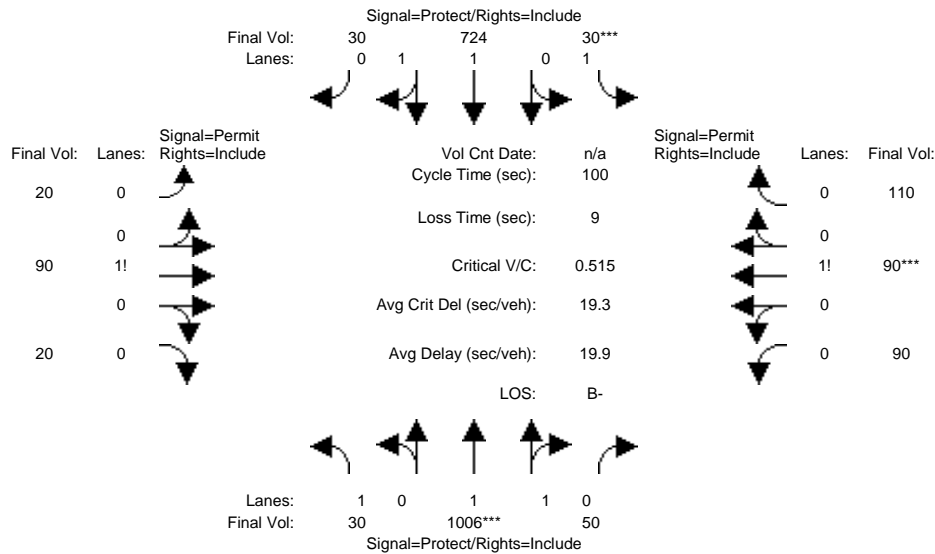
Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	193	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				31.9		xxxxxxx		
ApproachLOS:	*			*				D		*		

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

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 2018 PM / 2018 PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2018 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1006	50	30	724	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1006	50	30	724	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1006	50	30	724	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1006	50	30	724	30	20	90	20	90	90	110

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	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3525	175	1750	3553	147	269	1212	269	543	543	664

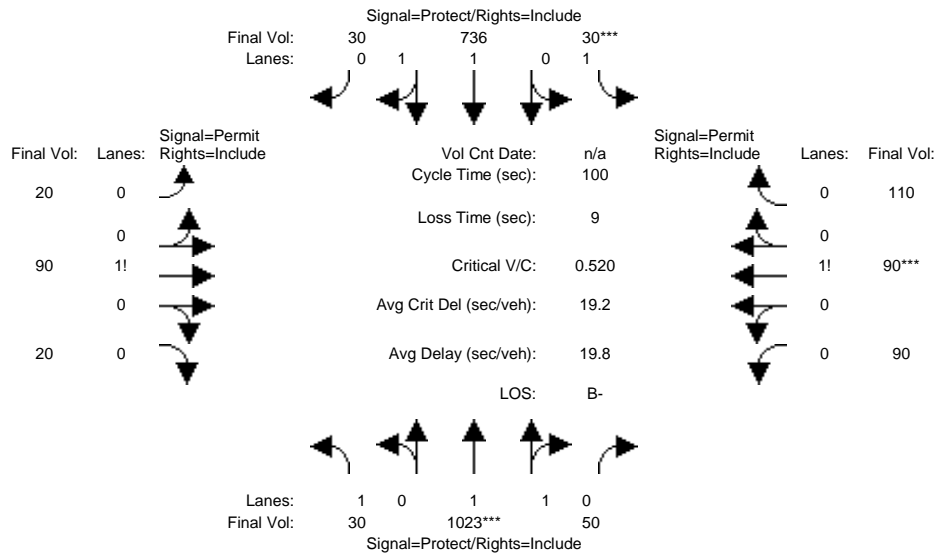
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.20	0.20	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	15.4	53.1	53.1	7.0	44.8	44.8	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
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:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2k95thQ:	2	19	19	2	15	15	6	6	6	16	16	16

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

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Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1023	50	30	736	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1023	50	30	736	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1023	50	30	736	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1023	50	30	736	30	20	90	20	90	90	110

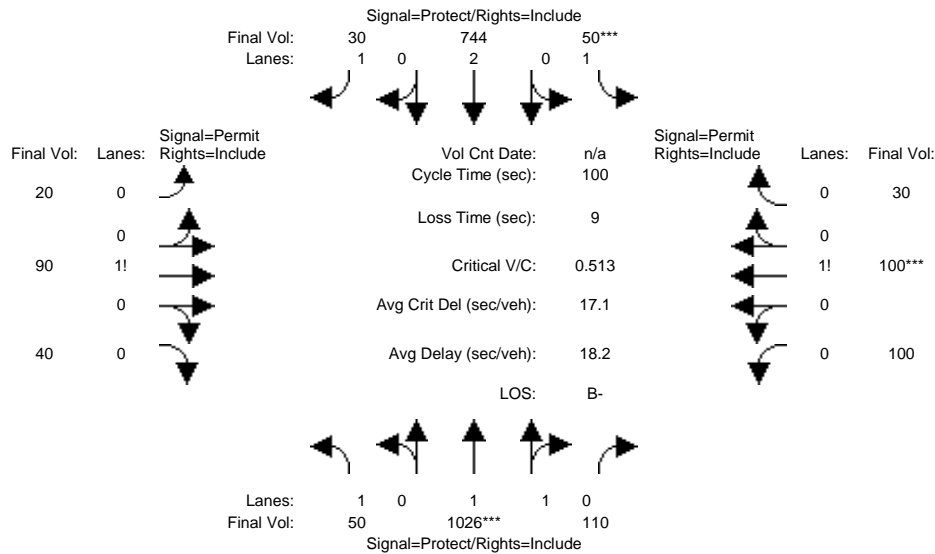
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3527	172	1750	3555	145	269	1212	269	543	543	664

Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.21	0.21	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	15.3	53.5	53.5	7.0	45.2	45.2	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.7	15.6	15.6	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	15.6	15.6	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2k95thQ:	2	20	20	2	15	15	7	7	7	16	16	16

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

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Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1026	110	50	744	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1026	110	50	744	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1026	110	50	744	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1026	110	50	744	30	20	90	40	100	100	30

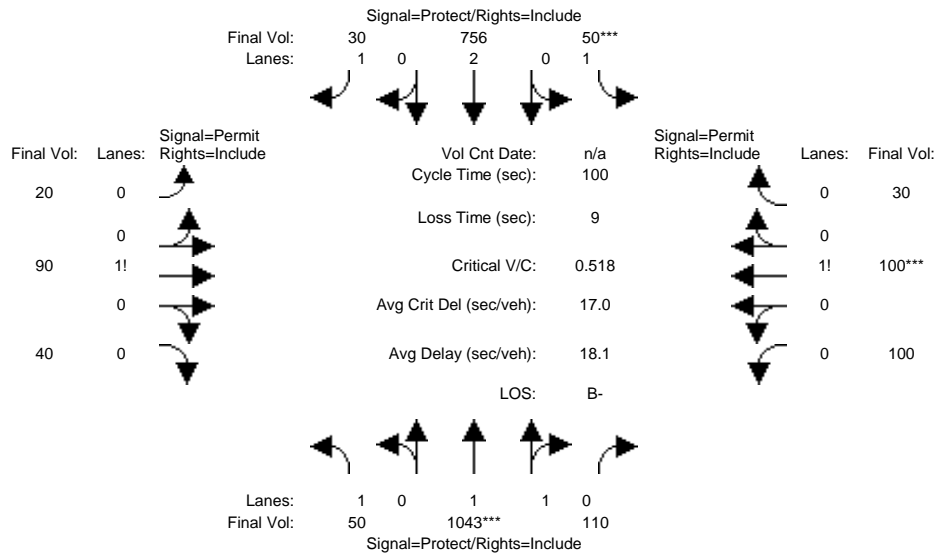
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3341	358	1750	3800	1750	233	1050	467	761	761	228

Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	17.3	58.8	58.8	7.0	48.5	48.5	25.2	25.2	25.2	25.2	25.2	25.2
Volume/Cap:	0.16	0.52	0.52	0.41	0.40	0.04	0.34	0.34	0.34	0.52	0.52	0.52
Delay/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	3	19	19	3	13	1	8	8	8	13	13	13

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

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Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	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:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1043	110	50	756	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1043	110	50	756	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1043	110	50	756	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1043	110	50	756	30	20	90	40	100	100	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3347	353	1750	3800	1750	233	1050	467	761	761	228

Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	17.2	59.1	59.1	7.0	48.9	48.9	24.9	24.9	24.9	24.9	24.9	24.9
Volume/Cap:	0.17	0.53	0.53	0.41	0.41	0.04	0.34	0.34	0.34	0.53	0.53	0.53
Delay/Veh:	35.5	12.4	12.4	46.7	16.5	13.3	31.3	31.3	31.3	33.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	12.4	12.4	46.7	16.5	13.3	31.3	31.3	31.3	33.7	33.7	33.7
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	3	19	19	3	14	1	8	8	8	13	13	13

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

2035 CONDITIONS

Stanford GUP EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.3	0.435	9.3	B+	10.1	0.451	+ 0.015	9.1	- 0.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	136.9	1.108	146.4	F	155.2	1.146	+ 0.038	165.6	+ 19.2
#3	Sand Hill Rd / Addison Wesley (MP)	D+	37.9	0.807	49.6	D	49.6	0.844	+ 0.037	67.8	+ 18.3
#4	Sand Hill Rd / Saga Ln (MP)	B-	19.4	0.722	16.4	B-	19.6	0.757	+ 0.036	16.8	+ 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	17.4	0.647	15.0	B	17.4	0.682	+ 0.036	15.3	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	13.3	0.585	18.8	B	13.3	0.585	+ 0.000	18.8	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	50.6	0.834	54.8	D-	52.1	0.864	+ 0.030	56.8	+ 2.0
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.5	0.662	11.5	B+	10.5	0.687	+ 0.025	11.6	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	24.3	0.681	28.0	C	25.4	0.709	+ 0.028	29.6	+ 1.7
#10	Pastuer Drive / Sand Hill Road	C+	20.8	0.579	22.4	C+	20.8	0.588	+ 0.009	22.8	+ 0.4
#11	Arboretum Road / Sand Hill Road	C	25.2	0.708	32.2	C	25.9	0.721	+ 0.013	33.5	+ 1.2
#12	El Camino Real / Sand Hill Road (SC CMP)	D	43.7	0.694	46.6	D	43.6	0.709	+ 0.016	43.5	- 3.1
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	C-	32.5	0.754	28.4	C-	32.7	0.756	+ 0.002	28.5	+ 0.1
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	A	9.3	0.737	16.9	A	9.3	0.740	+ 0.004	17.0	+ 0.1
#15	Deer Creek Road / Page Mill Road (SCC)	B	15.9	0.766	18.9	B	16.6	0.787	+ 0.021	20.1	+ 1.2
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.0	0.303	2.5	A	8.5	0.314	+ 0.011	2.5	- 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	163.6	1.234	243.0	F	169.5	1.260	+ 0.026	247.2	+ 4.2
#18	Page Mill Rd / Peter Couotts (SCC)	C+	22.7	0.713	21.1	C	23.3	0.733	+ 0.020	22.1	+ 0.9
#19	Hanover St / Page Mill Rd (SC CMP)	F	90.7	0.802	120.5	F	97.6	0.827	+ 0.025	132.1	+ 11.6
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E-	76.4	0.996	87.5	F	86.3	1.043	+ 0.047	101.0	+ 13.4
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	122.6	1.172	179.6	F	125.3	1.186	+ 0.014	184.0	+ 4.4
#22	Oregon Expy / West Bayshore Rd (SCC)	C	23.6	0.676	35.0	C	23.6	0.679	+ 0.003	35.0	+ 0.0
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.5	0.842	10.5	E	10.6	0.846	+ 0.004	10.6	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.3	0.750	26.3	D	27.4	0.763	+ 0.014	27.4	+ 1.1
#25	Junipero Serra / Alpine Road (MP)	D	47.3	0.831	53.3	D	50.7	0.880	+ 0.049	57.5	+ 4.3
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	29.9	0.738	28.7	C-	32.2	0.748	+ 0.009	30.1	+ 1.4

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 Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.0	0.567	24.1	B	14.3	0.587	+ 0.020	24.8	+ 0.7
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	20.6	0.647	30.2	C+	22.4	0.708	+ 0.061	32.7	+ 2.5
#29	Foothill Expressway / Hillview Avenue (SCC)	F	121.1	0.779	182.4	F	131.6	0.803	+ 0.024	198.5	+ 16.1
#30	Foothill Expressway / Arastradero Road (SCC)	F	293.4	1.333	395.2	F	298.6	1.349	+ 0.016	403.0	+ 7.8
#31	Foothill Expressway / San Antonio Road (SC CMP)	D+	36.0	0.928	47.7	D	40.1	0.944	+ 0.016	53.8	+ 6.1
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	142.1	1.053	236.3	F	148.9	1.067	+ 0.014	249.8	+ 13.5
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	128.7	1.088	154.0	F	131.9	1.102	+ 0.014	158.8	+ 4.8
#34	Bowdoin Street / Stanford Avenue	C	16.7	0.769	16.7	C	22.8	0.878	+ 0.109	22.8	+ 6.1
#35	Arboretum Road / Quarry Road	D	46.8	0.542	48.6	D	47.5	0.582	+ 0.040	49.9	+ 1.3
#36	Arboretum Road / Palm Drive	C	31.0	0.614	32.5	C-	32.4	0.694	+ 0.080	34.7	+ 2.1
#37	El Camino Real / Encinal Avenue (MP)	D	44.9	1.004	72.1	D	45.4	1.011	+ 0.007	73.5	+ 1.4
#38	El Camino Real / Valpariso Avenue (MP)	D-	53.5	0.901	63.3	D-	54.0	0.918	+ 0.017	65.2	+ 1.9
#39	El Camino Real / Oak Grove Avenue (MP)	C-	34.4	0.644	33.2	C-	34.1	0.662	+ 0.018	32.9	- 0.2
#40	El Camino Real / Santa Cruz Avenue (MP)	C	26.8	0.691	30.1	C	26.5	0.710	+ 0.018	30.1	- 0.1
#41	El Camino Real / Ravenswood Avenue (MP)	D	48.0	0.874	64.7	D	48.7	0.882	+ 0.008	65.7	+ 1.0
#42	El Camino Real / Roble Avenue (MP)	B	12.8	0.533	13.2	B	12.7	0.540	+ 0.006	13.1	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	25.1	0.687	33.5	C	24.9	0.701	+ 0.014	33.3	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B	15.2	0.590	18.8	B	15.0	0.605	+ 0.014	18.6	- 0.2
#45	El Camino Real / Quarry Road	B+	12.0	0.563	16.8	B	13.3	0.592	+ 0.029	18.4	+ 1.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.0	0.415	30.8	C+	20.7	0.431	+ 0.016	30.7	- 0.1
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	27.3	0.831	35.6	C	28.6	0.840	+ 0.008	36.1	+ 0.5
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E+	56.9	0.904	67.7	E	60.4	0.936	+ 0.032	73.0	+ 5.2
#49	El Camino Real / Churchill Avenue	C	25.4	0.695	31.5	C	25.3	0.712	+ 0.017	31.7	+ 0.1
#50	El Camino Real / Serra Street	C	25.2	0.627	34.0	C	28.8	0.710	+ 0.082	40.1	+ 6.0
#51	El Camino Real / Stanford Avenue	C	31.0	0.662	36.6	C	31.7	0.695	+ 0.033	37.6	+ 1.0
#52	El Camino Real / California Avenue	C+	22.7	0.585	20.8	C+	22.1	0.614	+ 0.029	20.4	- 0.4

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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	68.5	0.989	80.0	E	71.7	1.009	+ 0.020	85.5	+ 5.5
#54	El Camino Real / San Antonio Road (SC CMP)	E	60.9	0.927	67.8	E	61.4	0.934	+ 0.008	68.6	+ 0.8
#55	Alma Street / Lytton Avenue	C	28.2	0.931	36.8	C	30.9	0.948	+ 0.017	40.9	+ 4.1
#56	Alma Street / Hamilton Avenue	B+	10.2	0.816	12.1	B+	10.4	0.823	+ 0.007	12.3	+ 0.3
#57	Alma Street / Churchill Avenue	C-	32.4	0.803	32.3	C-	32.5	0.808	+ 0.005	32.6	+ 0.2
#58	Alma Street / Charleston Road	F	123.7	1.141	136.1	F	127.5	1.151	+ 0.009	140.1	+ 3.9
#59	Middlefield Road / Marsh Road	E-	76.9	1.173	122.8	E-	79.7	1.184	+ 0.012	127.4	+ 4.6
#60	Middlefield Road / Ravenswood Avenue (MP)	D	49.3	0.910	65.6	D	51.0	0.921	+ 0.011	67.7	+ 2.1
#61	Middlefield Road / Ringwood Avenue (MP)	D	43.2	0.645	51.0	D	43.4	0.650	+ 0.004	51.2	+ 0.2
#62	Middlefield Road / Willow Road (MP)	D	50.0	0.674	48.9	D	50.2	0.674	+ 0.000	48.8	- 0.0
#63	Middlefield Road / Lytton Avenue	D	49.2	0.889	51.2	D-	51.1	0.907	+ 0.018	53.3	+ 2.1
#64	Middlefield Road / University Avenue	D+	35.1	0.679	34.8	D+	35.6	0.698	+ 0.019	35.3	+ 0.5
#65	Middlefield Road / Hamilton Avenue	B+	10.5	0.461	11.0	B+	10.6	0.466	+ 0.005	11.0	+ 0.1
#66	Middlefield Road / Embarcadero Road	D-	55.0	0.918	58.9	E+	59.4	0.948	+ 0.030	64.6	+ 5.8
#67	Saint Francis Drive / Embarcadero Road	C+	23.0	0.713	24.5	C+	23.0	0.729	+ 0.015	24.6	+ 0.2
#68	East Bayshore Road / Embarcadero Road	F	98.5	1.057	112.3	F	99.0	1.063	+ 0.006	112.8	+ 0.5
#69	Middlefield Road / Charleston Road	E+	56.9	0.857	62.0	E+	57.2	0.861	+ 0.004	62.3	+ 0.3
#70	US 101 SB Ramps / Marsh Road (MP)	E-	77.3	1.160	100.9	E-	77.2	1.160	+ 0.000	100.9	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C	23.2	0.942	28.9	C	23.2	0.942	+ 0.000	28.9	+ 0.0
#72	Bay Road / Willow Road (MP)	B-	19.7	0.707	25.5	B-	19.7	0.715	+ 0.008	25.6	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	42.7	0.795	50.3	D	42.7	0.800	+ 0.005	50.4	+ 0.1
#74	O'Brien Drive / Willow Road (MP)	B-	19.4	0.777	28.2	B-	19.4	0.780	+ 0.003	28.2	+ 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	41.3	0.983	58.4	D	42.0	0.988	+ 0.005	59.6	+ 1.2
#76	Bayfront Expressway / Willow Road (SM CMP)	D-	51.1	0.961	59.2	D-	51.1	0.961	+ 0.000	59.2	+ 0.0
#77	Woodland Drive / University Avenue	E	71.7	0.967	80.3	E	72.7	0.967	+ 0.000	80.3	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	27.9	0.770	43.6	C	28.0	0.774	+ 0.004	43.8	+ 0.2

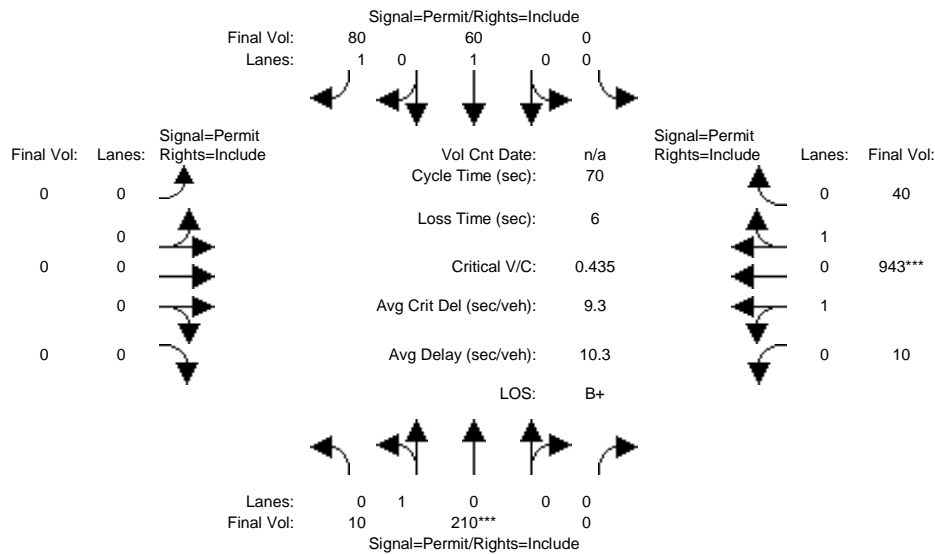
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E-	76.3	1.012	90.9	E-	77.1	1.017	+ 0.005	92.3	+ 1.3
#80	University Avenue / Bay Road	D-	54.1	0.879	61.0	D-	54.4	0.884	+ 0.005	61.4	+ 0.5
#81	University Ave / Bayfront Expy (SM CMP)	C	26.4	0.844	54.3	C	26.6	0.852	+ 0.008	54.9	+ 0.5
#82	Town & Country Driveway / Embarcadero Road	C	27.8	0.579	25.7	C	27.2	0.610	+ 0.031	25.3	- 0.4
#83	San Antonio Avenue / Charleston Road (SC CMP)	E-	79.2	1.092	121.0	E-	79.4	1.093	+ 0.001	121.4	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.1	0.735	20.8	B+	11.2	0.737	+ 0.003	21.1	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C	25.0	0.768	23.7	C	25.1	0.768	+ 0.000	23.7	+ 0.0
#86	Central Expy / Rengstorff Ave (SC CMP)	F	449.7	1.879	637.6	F	452.3	1.889	+ 0.010	639.9	+ 2.3
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	227.3	0.826	312.0	F	226.4	0.830	+ 0.004	312.2	+ 0.2
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	11.2	0.574	16.0	B+	11.2	0.577	+ 0.003	15.9	- 0.1
#89	Central Expy / Moffett Blvd (SC CMP)	F	241.9	1.346	345.3	F	245.4	1.355	+ 0.010	350.4	+ 5.2
#90	Foothill Expy / Edith Ave (SCC)	D-	52.2	0.770	67.0	E+	57.5	0.786	+ 0.016	76.6	+ 9.6
#91	Foothill Expy / Main St (SC CMP)	D	41.1	0.764	52.7	D	46.0	0.780	+ 0.016	60.4	+ 7.7
#92	University Ave / O'Brien Dr	A	9.1	0.541	10.8	A	9.1	0.546	+ 0.005	10.8	+ 0.0
#93	University Ave / Adams Dr	F	6.6	1.082	6.6	F	7.0	1.132	+ 0.051	7.0	+ 0.3
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.471	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0

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Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	943	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	943	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	943	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	210	0	0	60	80	0	0	0	10	943	40

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	36	3419	145

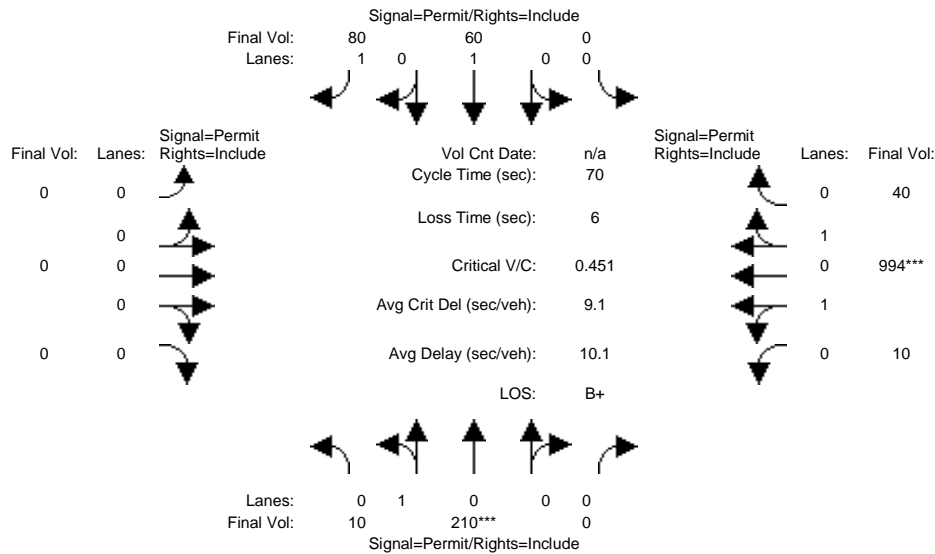
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****									****		
Green Time:	19.7	19.7	0.0	0.0	19.7	19.7	0.0	0.0	0.0	44.3	44.3	44.3
Volume/Cap:	0.44	0.44	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
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:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2k95thQ:	8	8	0	0	2	3	0	0	0	11	11	11

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

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	994	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	994	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	994	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	210	0	0	60	80	0	0	0	10	994	40

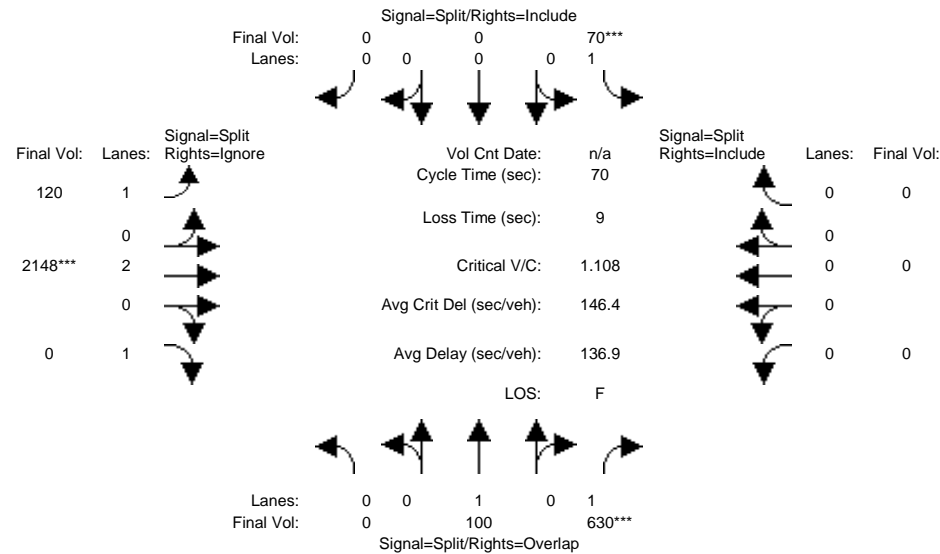
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	34	3428	138

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****									****		
Green Time:	19.0	19.0	0.0	0.0	19.0	19.0	0.0	0.0	0.0	45.0	45.0	45.0
Volume/Cap:	0.45	0.45	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.45	0.45	0.45
Delay/Veh:	21.9	21.9	0.0	0.0	19.3	19.7	0.0	0.0	0.0	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	0.0	0.0	19.3	19.7	0.0	0.0	0.0	6.4	6.4	6.4
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2k95thQ:	8	8	0	0	2	3	0	0	0	11	11	11

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	630	70	0	0	120	2148	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	630	70	0	0	120	2148	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	630	70	0	0	120	2148	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	100	630	70	0	0	120	2148	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:

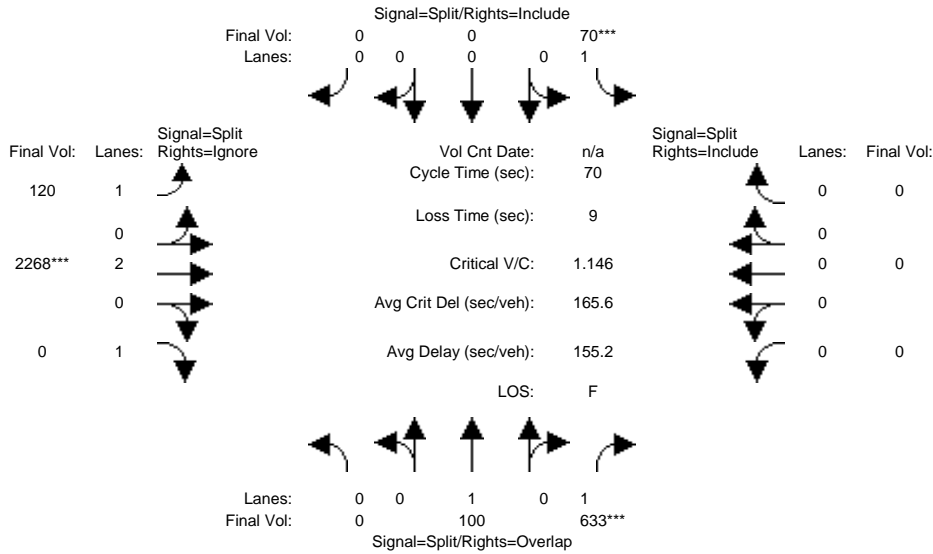
Vol/Sat:	0.00	0.05	0.36	0.04	0.00	0.00	0.07	0.57	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.8	19.8	10.0	0.0	0.0	31.2	31.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.27	0.28	0.00	0.00	0.15	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2k95thQ:	0	3	56	3	0	0	3	82	0	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	3	0	0	0	0	158	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	633	70	0	0	120	2268	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	633	70	0	0	120	2268	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	633	70	0	0	120	2268	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	100	633	70	0	0	120	2268	0	0	0	0

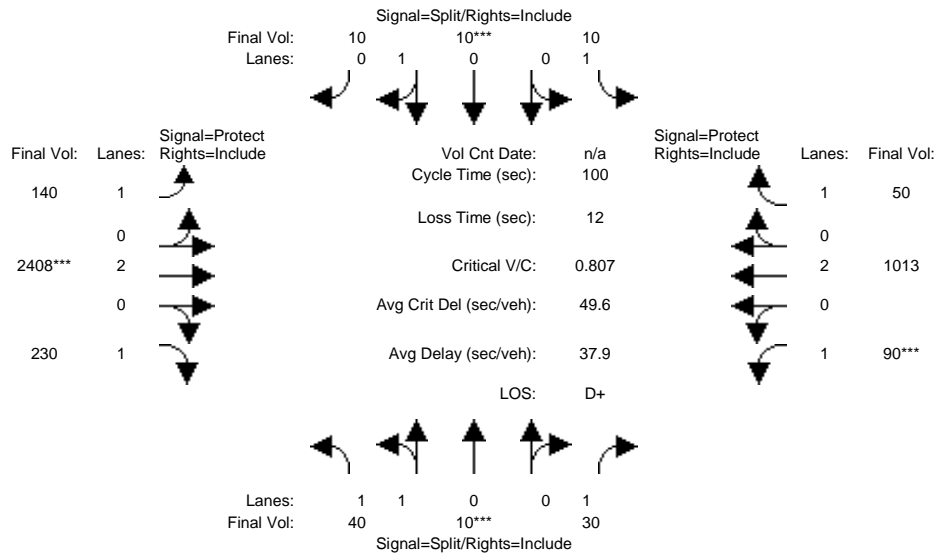
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.36	0.04	0.00	0.00	0.07	0.60	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.2	19.2	10.0	0.0	0.0	31.8	31.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.32	0.28	0.00	0.00	0.15	1.32	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.6	181.6	27.4	0.0	0.0	11.3	165	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	181.6	27.4	0.0	0.0	11.3	165	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2k95thQ:	0	4	59	3	0	0	3	91	0	0	0	0

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

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Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2408	230	90	1013	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2408	230	90	1013	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2408	230	90	1013	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750

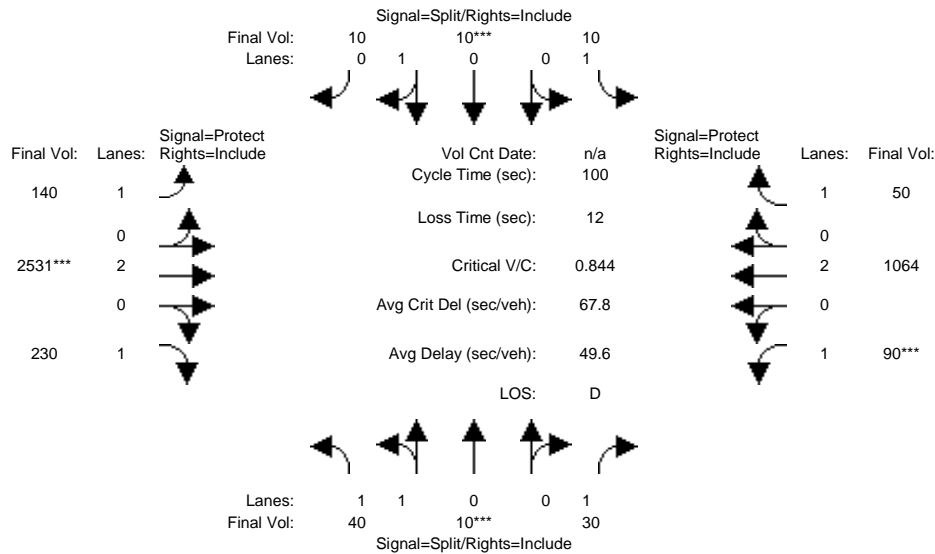
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.63	0.13	0.05	0.27	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.7	61.0	61.0	7.0	52.3	52.3
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.04	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
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:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2k95thQ:	2	2	2	1	1	1	8	63	6	6	18	2

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

Stanford GUP EIR
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Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2531	230	90	1064	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2531	230	90	1064	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2531	230	90	1064	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	10	30	10	10	10	140	2531	230	90	1064	50

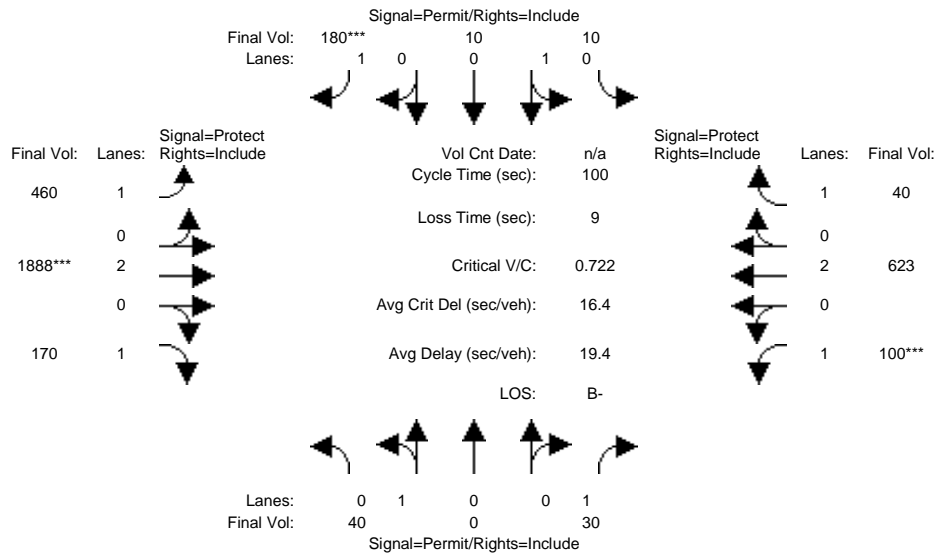
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.67	0.13	0.05	0.28	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.1	61.0	61.0	7.0	52.9	52.9
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.53	1.09	0.22	0.73	0.53	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.2	68.6	8.9	66.0	15.7	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.2	68.6	8.9	66.0	15.7	11.4
LOS by Move:	D	D	D	D	D	D	D	E	A	E	B	B+
HCM2k95thQ:	2	2	2	1	1	1	8	76	6	6	19	2

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	1888	170	100	623	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	1888	170	100	623	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	1888	170	100	623	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	0	30	10	10	180	460	1888	170	100	623	40

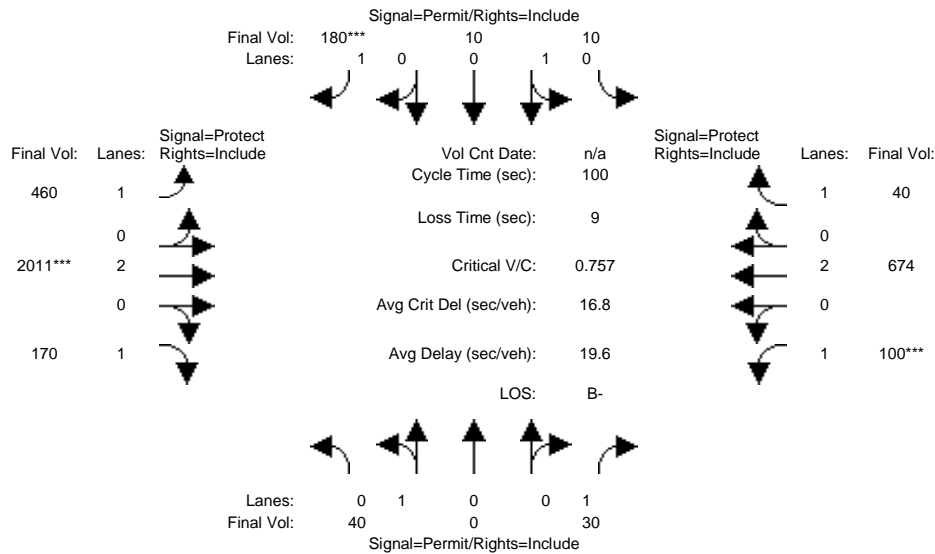
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.50	0.10	0.06	0.16	0.02
Crit Moves:						****		****		****		
Green Time:	14.2	0.0	14.2	14.2	14.2	14.2	47.3	68.8	68.8	7.9	29.5	29.5
Volume/Cap:	0.16	0.00	0.12	0.08	0.08	0.72	0.56	0.72	0.14	0.72	0.56	0.08
Delay/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
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:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
LOS by Move:	D+	A	D+	D+	D+	D	B-	B+	A	E	C	C
HCM2k95thQ:	2	0	2	1	1	14	18	29	4	7	15	2

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

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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	2011	170	100	674	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	2011	170	100	674	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	2011	170	100	674	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	0	30	10	10	180	460	2011	170	100	674	40

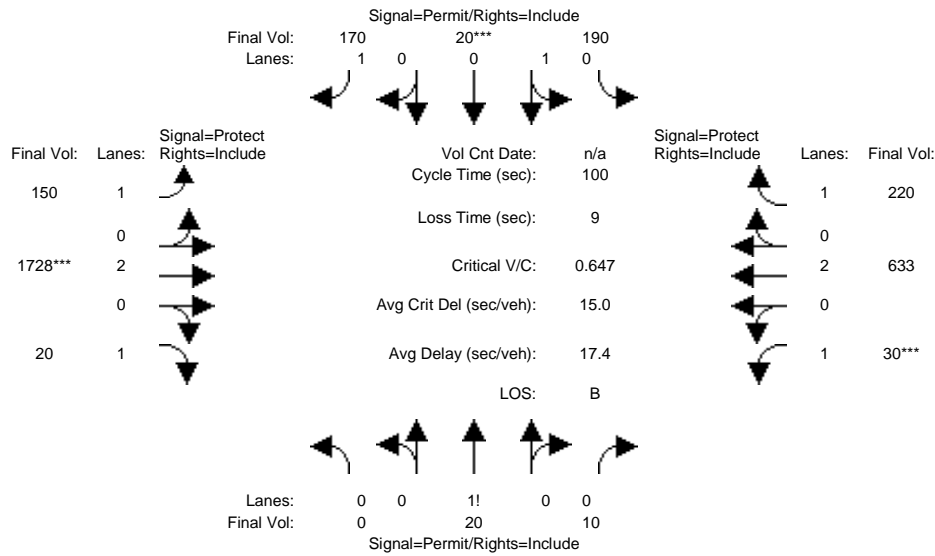
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.53	0.10	0.06	0.18	0.02
Crit Moves:						****		****		****		
Green Time:	13.6	0.0	13.6	13.6	13.6	13.6	46.2	69.9	69.9	7.5	31.2	31.2
Volume/Cap:	0.16	0.00	0.13	0.08	0.08	0.76	0.57	0.76	0.14	0.76	0.57	0.07
Delay/Veh:	38.5	0.0	38.2	37.9	37.9	54.7	20.6	10.9	5.1	67.3	29.4	24.3
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:	38.5	0.0	38.2	37.9	37.9	54.7	20.6	10.9	5.1	67.3	29.4	24.3
LOS by Move:	D+	A	D+	D+	D+	D-	C+	B+	A	E	C	C
HCM2k95thQ:	3	0	2	1	1	14	19	31	4	7	16	2

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
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 2035 AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1728	20	30	633	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1728	20	30	633	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1728	20	30	633	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	20	10	190	20	170	150	1728	20	30	633	220

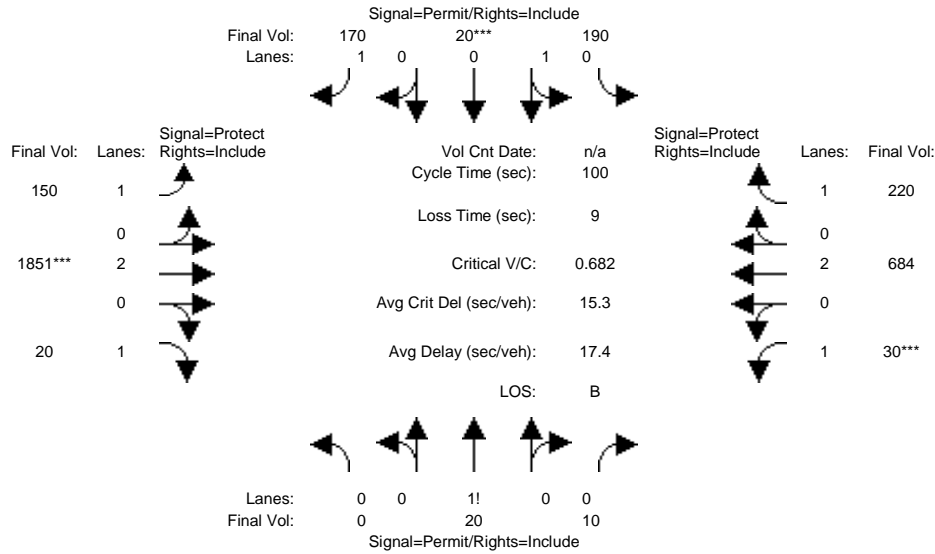
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.45	0.01	0.02	0.17	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	17.2	17.2	17.2	17.2	17.2	25.1	66.8	66.8	7.0	48.8	48.8
Volume/Cap:	0.00	0.10	0.10	0.68	0.68	0.57	0.34	0.68	0.02	0.24	0.34	0.26
Delay/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
LOS by Move:	A	D+	D+	D	D	D	C	B+	A	D	B	B
HCM2k95thQ:	0	2	2	14	14	11	8	28	0	2	11	8

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

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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1851	20	30	684	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1851	20	30	684	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1851	20	30	684	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	20	10	190	20	170	150	1851	20	30	684	220

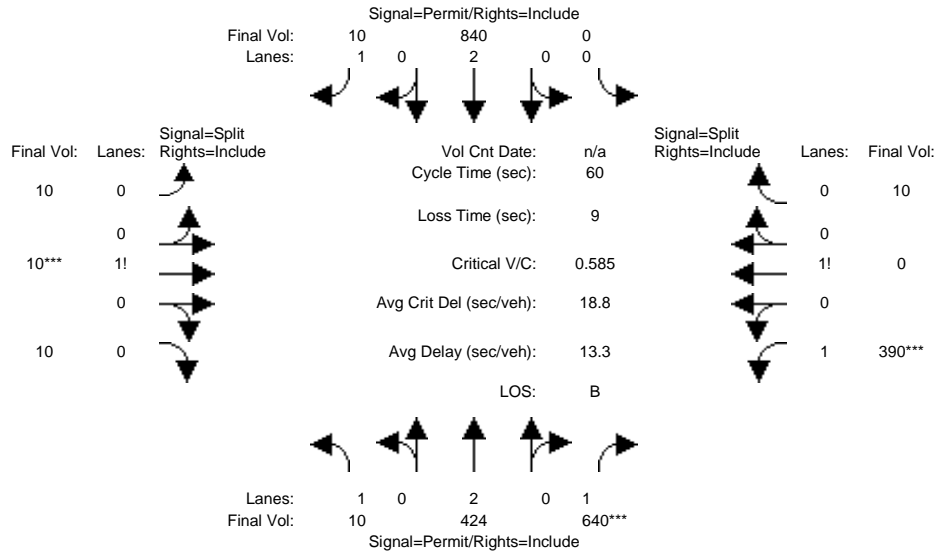
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.49	0.01	0.02	0.18	0.13
Crit Moves:					****			****			****	
Green Time:	0.0	16.2	16.2	16.2	16.2	16.2	24.1	67.8	67.8	7.0	50.6	50.6
Volume/Cap:	0.00	0.10	0.10	0.72	0.72	0.60	0.36	0.72	0.02	0.24	0.36	0.25
Delay/Veh:	0.0	35.8	35.8	48.1	48.1	42.4	32.0	11.1	5.3	45.0	15.0	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	35.8	48.1	48.1	42.4	32.0	11.1	5.3	45.0	15.0	14.1
LOS by Move:	A	D+	D+	D	D	D	C-	B+	A	D	B	B
HCM2k95thQ:	0	2	2	15	15	12	8	31	0	2	12	8

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	424	640	0	840	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	424	640	0	840	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	424	640	0	840	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	424	640	0	840	10	10	10	10	390	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85

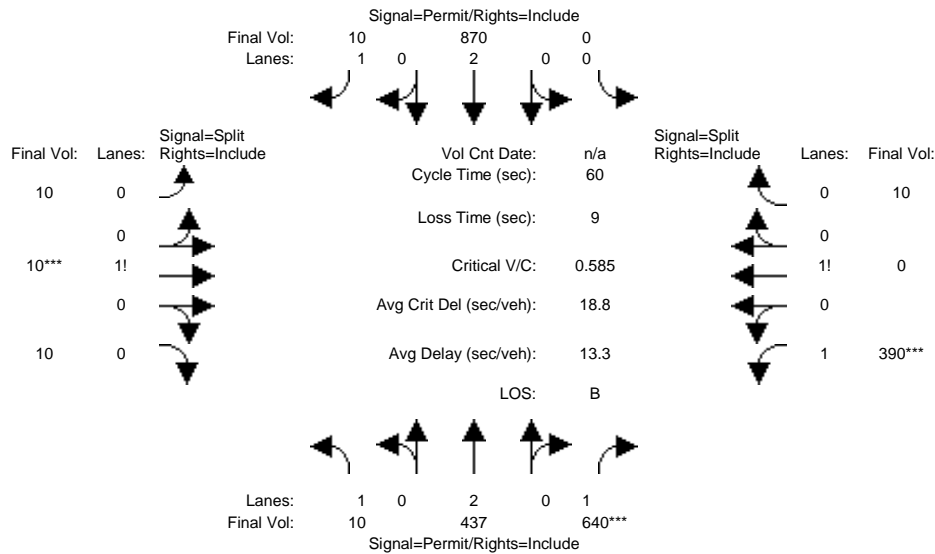
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.37	0.00	0.22	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.43	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
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:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2k95thQ:	0	4	17	0	10	0	1	1	1	10	0	11

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

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
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:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	17	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	437	640	0	870	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	437	640	0	870	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	437	640	0	870	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	437	640	0	870	10	10	10	10	390	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85

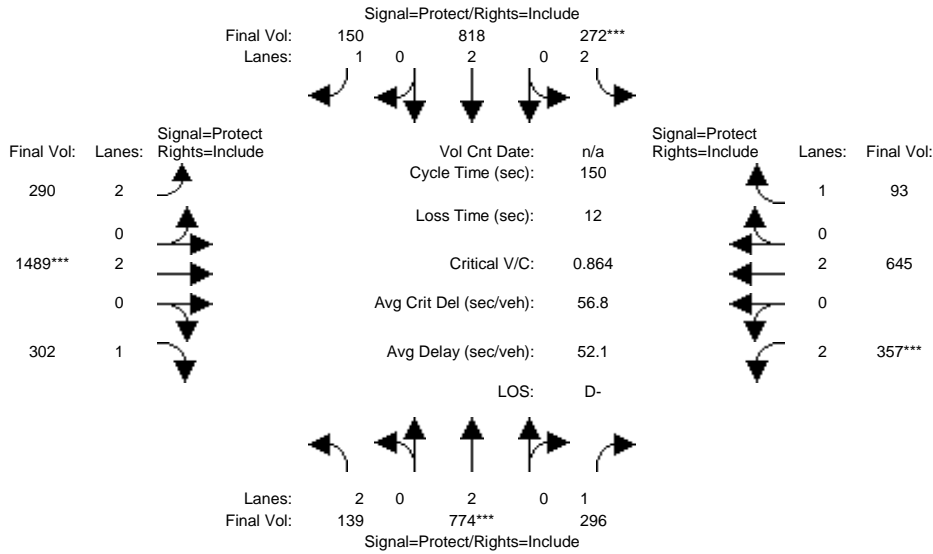
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.37	0.00	0.23	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.44	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
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:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2k95thQ:	0	4	17	0	10	0	1	1	1	10	0	11

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

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Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	120	760	290	270	780	150	290	1380	250	350	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	760	290	270	780	150	290	1380	250	350	600	90
Added Vol:	19	14	6	2	38	0	0	109	52	7	45	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	774	296	272	818	150	290	1489	302	357	645	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	774	296	272	818	150	290	1489	302	357	645	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	774	296	272	818	150	290	1489	302	357	645	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	774	296	272	818	150	290	1489	302	357	645	93

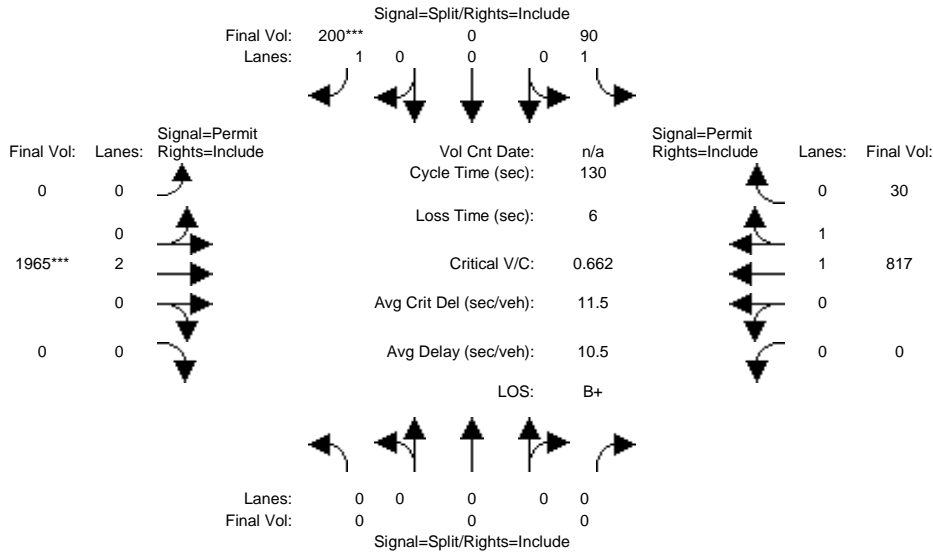
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.17	0.09	0.22	0.09	0.09	0.39	0.17	0.11	0.17	0.05
Crit Moves:	****			****			****			****		
Green Time:	9.0	35.3	35.3	15.0	41.4	41.4	30.8	68.0	68.0	19.7	56.8	56.8
Volume/Cap:	0.74	0.86	0.72	0.86	0.78	0.31	0.45	0.86	0.38	0.86	0.45	0.14
Delay/Veh:	83.6	63.8	58.7	87.7	54.0	43.4	52.6	41.7	27.4	80.9	35.1	30.7
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:	83.6	63.8	58.7	87.7	54.0	43.4	52.6	41.7	27.4	80.9	35.1	30.7
LOS by Move:	F	E	E+	F	D-	D	D-	D	C	F	D+	C
HCM2k95thQ:	8	31	24	15	30	11	13	49	17	19	20	6

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1940	0	0	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1940	0	0	810	30
Added Vol:	0	0	0	0	0	0	0	25	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1965	0	0	817	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1965	0	0	817	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1965	0	0	817	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	90	0	200	0	1965	0	0	817	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3569	131

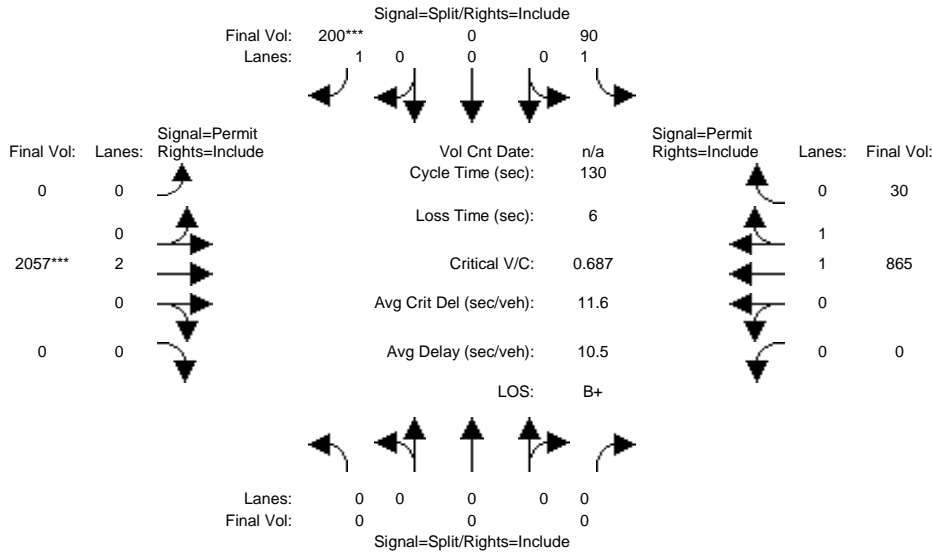
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.52	0.00	0.00	0.23	0.23
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.4	0.0	22.4	0.0	102	0.0	0.0	102	101.6
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.66	0.00	0.66	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	55.6	0.0	7.0	0.0	0.0	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	55.6	0.0	7.0	0.0	0.0	4.1	4.1
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	7	0	17	0	29	0	0	10	10

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

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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1940	0	0	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1940	0	0	810	30
Added Vol:	0	0	0	0	0	0	0	117	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	2057	0	0	865	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	2057	0	0	865	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	2057	0	0	865	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	90	0	200	0	2057	0	0	865	30

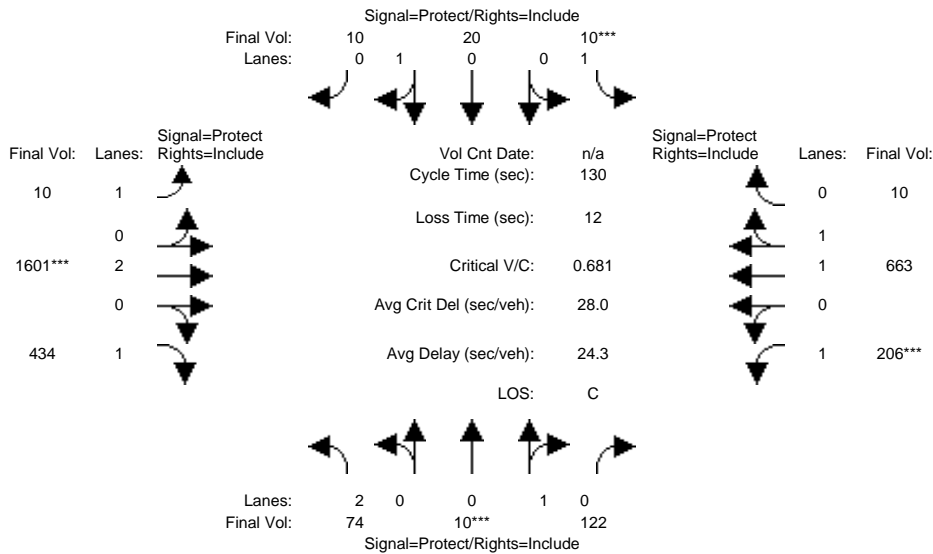
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3576	124

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.54	0.00	0.00	0.24	0.24
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	21.6	0.0	21.6	0.0	102	0.0	0.0	102	102.4
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.69	0.00	0.69	0.00	0.00	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	48.2	0.0	57.8	0.0	7.1	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.2	0.0	57.8	0.0	7.1	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	7	0	17	0	31	0	0	10	10

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	70	10	120	10	20	10	10	1590	420	200	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1590	420	200	660	10
Added Vol:	4	0	2	0	0	0	0	11	14	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	10	122	10	20	10	10	1601	434	206	663	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	10	122	10	20	10	10	1601	434	206	663	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	10	122	10	20	10	10	1601	434	206	663	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	10	122	10	20	10	10	1601	434	206	663	10

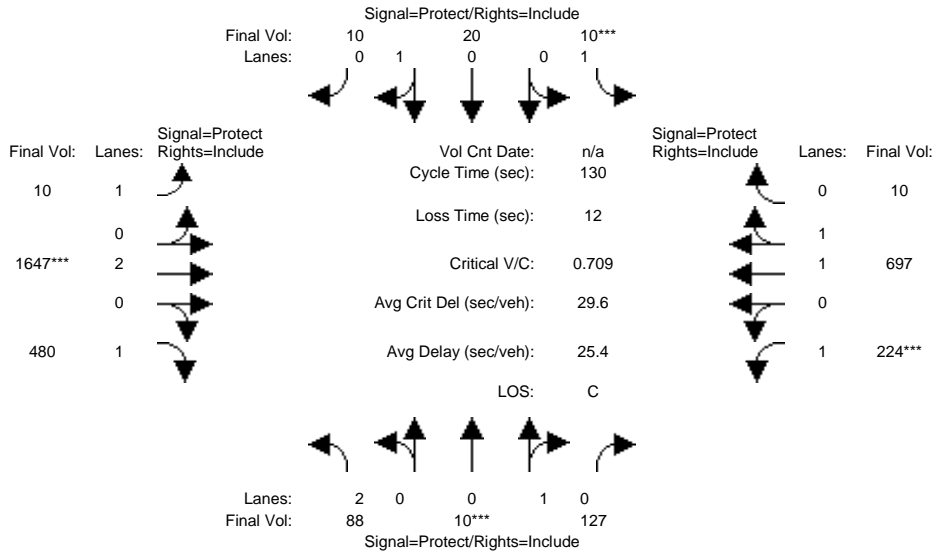
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	136	1664	1750	1200	600	1750	3800	1750	1750	3645	55

Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.02	0.02	0.01	0.42	0.25	0.12	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	8.4	13.3	13.3	7.0	11.9	11.9	22.3	76.4	76.4	21.3	75.4	75.4
Volume/Cap:	0.37	0.72	0.72	0.11	0.18	0.18	0.03	0.72	0.42	0.72	0.31	0.31
Delay/Veh:	59.4	69.3	69.3	59.0	55.1	55.1	44.9	20.3	15.0	59.9	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	69.3	69.3	59.0	55.1	55.1	44.9	20.3	15.0	59.9	14.1	14.1
LOS by Move:	E+	E	E	E+	E+	E+	D	C+	B	E+	B	B
HCM2k95thQ:	4	13	13	1	3	3	1	37	18	16	13	13

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

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	70	10	120	10	20	10	10	1590	420	200	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1590	420	200	660	10
Added Vol:	18	0	7	0	0	0	0	57	60	24	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	10	127	10	20	10	10	1647	480	224	697	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	10	127	10	20	10	10	1647	480	224	697	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	10	127	10	20	10	10	1647	480	224	697	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	10	127	10	20	10	10	1647	480	224	697	10

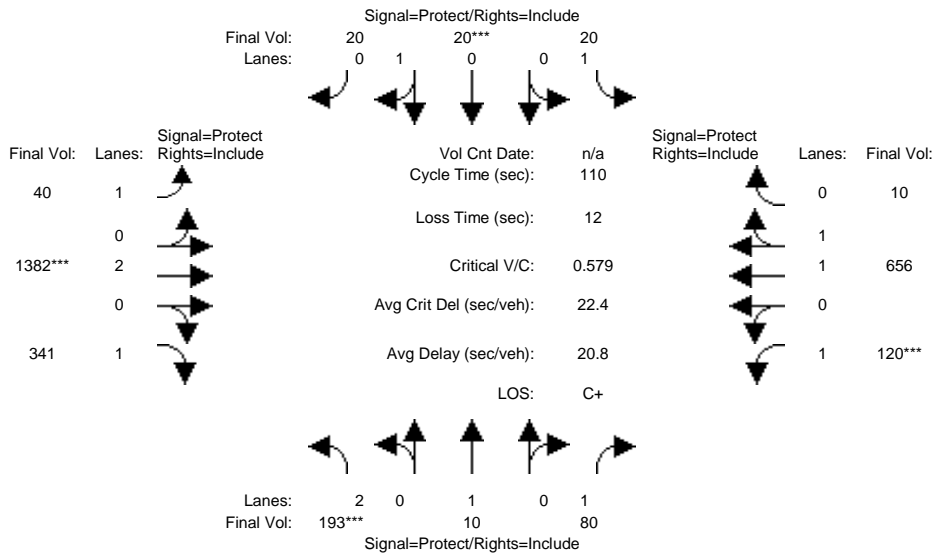
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	131	1669	1750	1200	600	1750	3800	1750	1750	3648	52

Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.02	0.02	0.01	0.43	0.27	0.13	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	8.3	13.3	13.3	7.0	11.9	11.9	21.5	75.5	75.5	22.3	76.3	76.3
Volume/Cap:	0.44	0.75	0.75	0.11	0.18	0.18	0.03	0.75	0.47	0.75	0.33	0.33
Delay/Veh:	60.1	72.2	72.2	59.0	55.1	55.1	45.6	21.6	16.1	61.0	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	72.2	72.2	59.0	55.1	55.1	45.6	21.6	16.1	61.0	13.8	13.8
LOS by Move:	E	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2k95thQ:	5	14	14	1	3	3	1	39	21	18	14	14

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	190	10	80	20	20	20	40	1380	330	120	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1380	330	120	650	10
Added Vol:	3	0	0	0	0	0	0	2	11	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	10	80	20	20	20	40	1382	341	120	656	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	10	80	20	20	20	40	1382	341	120	656	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	10	80	20	20	20	40	1382	341	120	656	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	10	80	20	20	20	40	1382	341	120	656	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3644	56

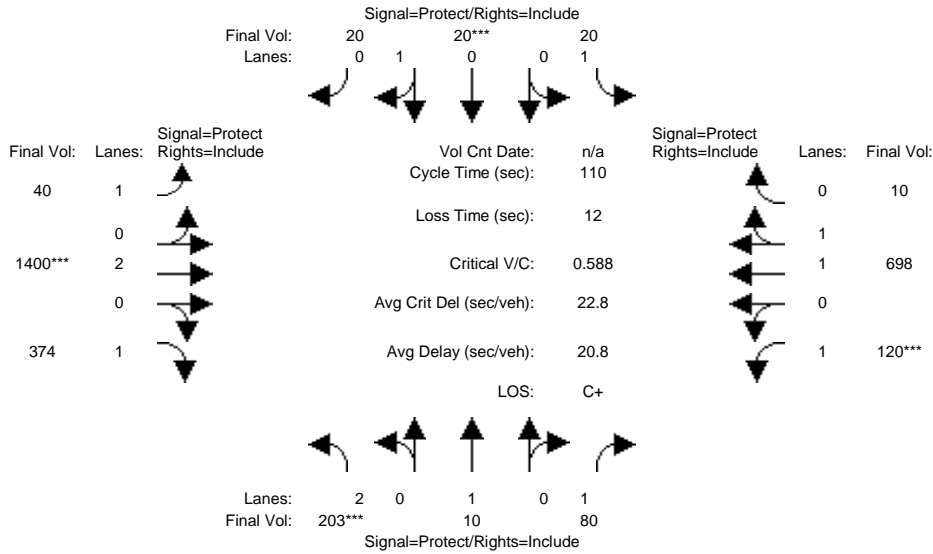
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.36	0.19	0.07	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	10.9	12.3	12.3	8.6	10.0	10.0	20.1	64.8	64.8	12.2	56.9	56.9
Volume/Cap:	0.62	0.05	0.41	0.15	0.24	0.24	0.12	0.62	0.33	0.62	0.35	0.35
Delay/Veh:	51.2	43.7	46.8	47.8	47.3	47.3	37.7	15.1	11.7	52.5	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	43.7	46.8	47.8	47.3	47.3	37.7	15.1	11.7	52.5	15.7	15.7
LOS by Move:	D-	D	D	D	D	D	D+	B	B+	D-	B	B
HCM2k95thQ:	9	1	6	2	3	3	2	26	12	8	12	12

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

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	190	10	80	20	20	20	40	1380	330	120	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1380	330	120	650	10
Added Vol:	13	0	0	0	0	0	0	20	44	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	10	80	20	20	20	40	1400	374	120	698	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	10	80	20	20	20	40	1400	374	120	698	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	10	80	20	20	20	40	1400	374	120	698	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	10	80	20	20	20	40	1400	374	120	698	10

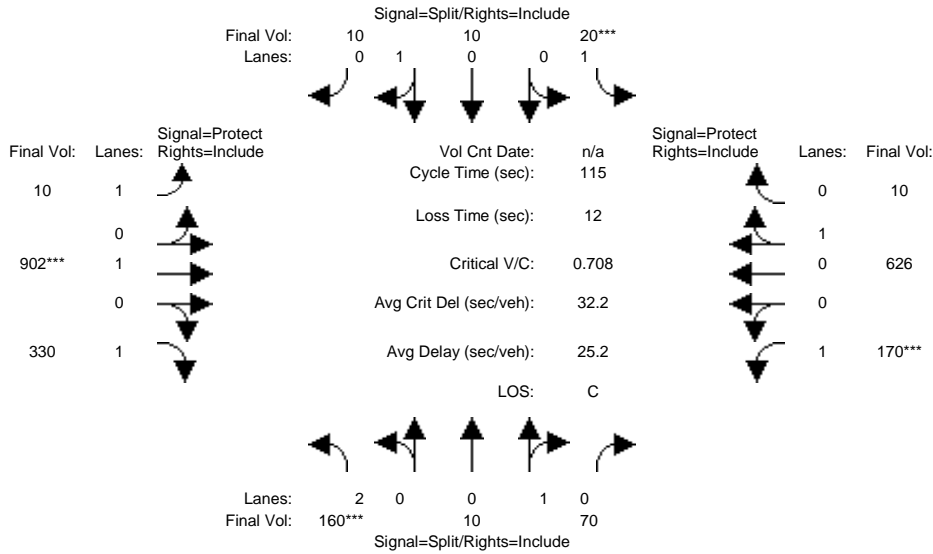
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3648	52

Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.37	0.21	0.07	0.19	0.19
Crit Moves:	***				****			****		****		
Green Time:	11.3	12.5	12.5	8.8	10.0	10.0	19.1	64.7	64.7	12.0	57.6	57.6
Volume/Cap:	0.63	0.05	0.40	0.14	0.24	0.24	0.13	0.63	0.36	0.63	0.37	0.37
Delay/Veh:	51.2	43.5	46.6	47.6	47.3	47.3	38.6	15.4	12.1	53.3	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	43.5	46.6	47.6	47.3	47.3	38.6	15.4	12.1	53.3	15.6	15.6
LOS by Move:	D-	D	D	D	D	D	D+	B	B	D-	B	B
HCM2k95thQ:	10	1	6	2	3	3	2	26	13	8	13	13

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

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Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	10	70	20	10	10	10	900	330	170	620	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	900	330	170	620	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	10	70	20	10	10	10	902	330	170	626	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	70	20	10	10	10	902	330	170	626	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	70	20	10	10	10	902	330	170	626	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	10	70	20	10	10	10	902	330	170	626	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1772	28

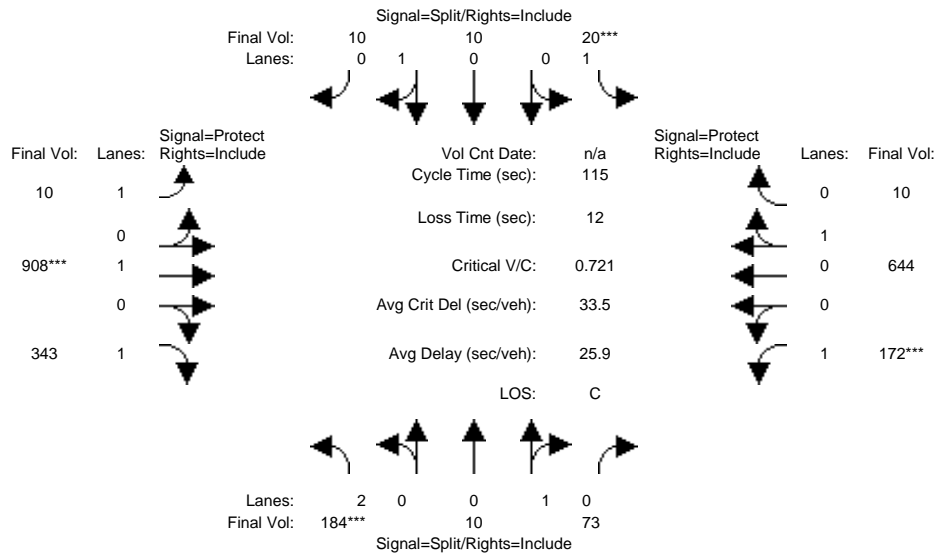
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.01	0.01	0.01	0.01	0.47	0.19	0.10	0.35	0.35
Crit Moves:	***			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	12.2	68.9	68.9	14.1	70.8	70.8
Volume/Cap:	0.58	0.51	0.51	0.13	0.13	0.13	0.05	0.79	0.31	0.79	0.57	0.57
Delay/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.3	21.5	11.6	67.0	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.3	21.5	11.6	67.0	13.9	13.9
LOS by Move:	D-	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2k95thQ:	7	6	6	2	2	2	1	40	11	13	25	25

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	10	70	20	10	10	10	900	330	170	620	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	900	330	170	620	10
Added Vol:	24	0	3	0	0	0	0	8	13	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	10	73	20	10	10	10	908	343	172	644	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	10	73	20	10	10	10	908	343	172	644	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	73	20	10	10	10	908	343	172	644	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	10	73	20	10	10	10	908	343	172	644	10

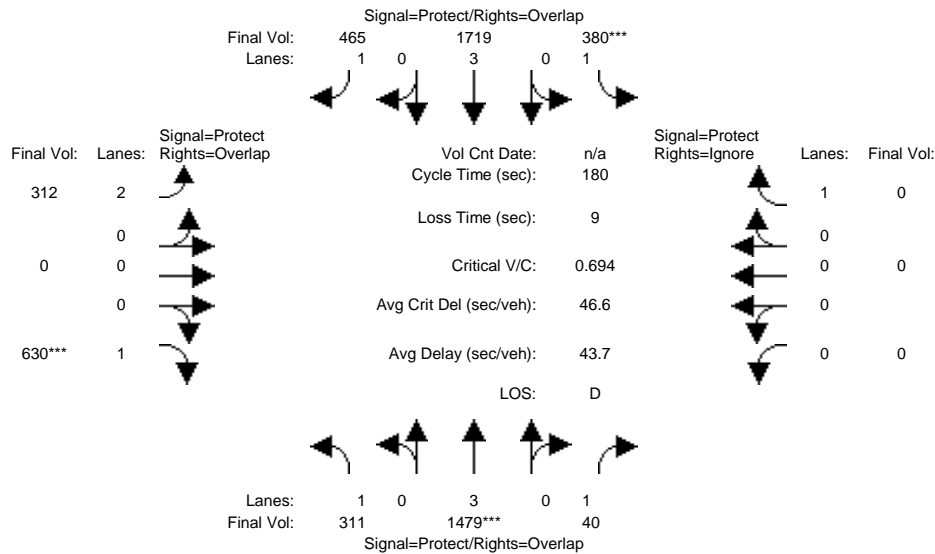
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	217	1583	1750	900	900	1750	1900	1750	1750	1772	28

Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.01	0.01	0.01	0.48	0.20	0.10	0.36	0.36
Crit Moves:	***			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.9	68.8	68.8	14.2	71.1	71.1
Volume/Cap:	0.67	0.53	0.53	0.13	0.13	0.13	0.06	0.80	0.33	0.80	0.59	0.59
Delay/Veh:	57.3	53.7	53.7	48.9	48.8	48.8	46.6	21.8	11.7	67.6	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	53.7	53.7	48.9	48.8	48.8	46.6	21.8	11.7	67.6	14.0	14.0
LOS by Move:	E+	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2k95thQ:	8	6	6	2	2	2	1	41	12	13	26	26

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	310	1470	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1470	40	380	1700	460	310	0	630	0	0	600
Added Vol:	1	9	0	0	19	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1479	40	380	1719	465	312	0	630	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	1479	40	380	1719	465	312	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1479	40	380	1719	465	312	0	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	311	1479	40	380	1719	465	312	0	630	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

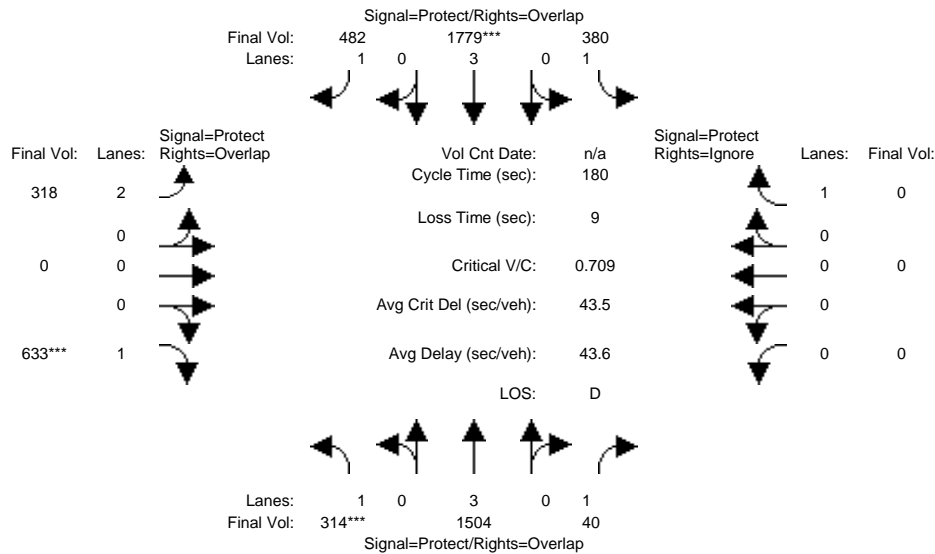
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.30	0.27	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	45.9	67.3	67.3	56.4	77.8	125.1	47.3	0.0	93.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.69	0.06	0.69	0.70	0.38	0.38	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	65.6	48.6	36.1	58.1	42.4	11.6	54.6	0.0	35.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	48.6	36.1	58.1	42.4	11.6	54.6	0.0	35.1	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	D-	A	D+	A	A	A
HCM2k95thQ:	29	38	3	33	41	20	15	0	44	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	310	1470	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1470	40	380	1700	460	310	0	630	0	0	600
Added Vol:	4	34	0	0	79	22	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	1504	40	380	1779	482	318	0	633	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	314	1504	40	380	1779	482	318	0	633	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1504	40	380	1779	482	318	0	633	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	314	1504	40	380	1779	482	318	0	633	0	0	0

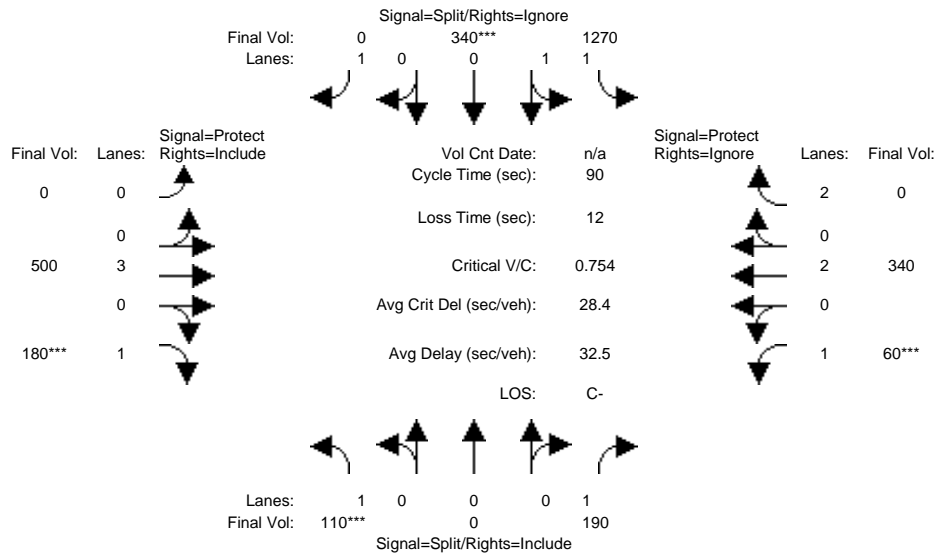
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.31	0.28	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	45.5	68.4	68.4	56.3	79.2	125.5	46.3	0.0	91.8	0.0	0.0	0.0
Volume/Cap:	0.71	0.69	0.06	0.69	0.71	0.40	0.39	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	66.5	48.0	35.4	58.1	42.0	11.6	55.6	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	48.0	35.4	58.1	42.0	11.6	55.6	0.0	36.5	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	E+	A	D+	A	A	A
HCM2k95thQ:	29	38	3	33	42	21	15	0	45	0	0	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill 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:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	0	190	1270	340	50	0	500	180	60	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	1270	340	50	0	500	180	60	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	190	1270	340	50	0	500	180	60	340	690
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	1270	340	0	0	500	180	60	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	1270	340	0	0	500	180	60	340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	110	0	190	1270	340	0	0	500	180	60	340	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.58	0.42	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2800	750	1750	0	5700	1750	1750	3800	3150

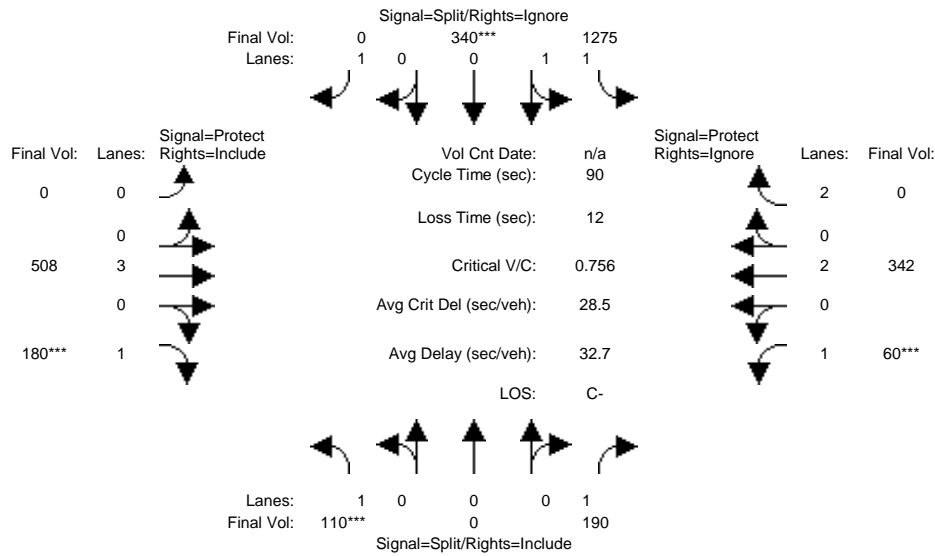
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.09	0.10	0.03	0.09	0.00
Crit Moves:	****			****			****	****	****	****	****	
Green Time:	13.0	0.0	13.0	47.3	47.3	0.0	0.0	10.7	10.7	7.0	17.7	0.0
Volume/Cap:	0.44	0.00	0.75	0.86	0.86	0.00	0.00	0.74	0.86	0.44	0.45	0.00
Delay/Veh:	36.4	0.0	49.1	22.9	22.9	0.0	0.0	42.5	67.8	41.9	32.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	49.1	22.9	22.9	0.0	0.0	42.5	67.8	41.9	32.3	0.0
LOS by Move:	D+	A	D	C+	C+	A	A	D	E	D	C-	A
HCM2k95thQ:	7	0	14	39	39	0	0	12	15	5	9	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill 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:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	0	190	1270	340	50	0	500	180	60	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	1270	340	50	0	500	180	60	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	0	0	8	0	0	2	61
Initial Fut:	110	0	190	1275	340	50	0	508	180	60	342	751
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	1275	340	0	0	508	180	60	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	1275	340	0	0	508	180	60	342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	110	0	190	1275	340	0	0	508	180	60	342	0

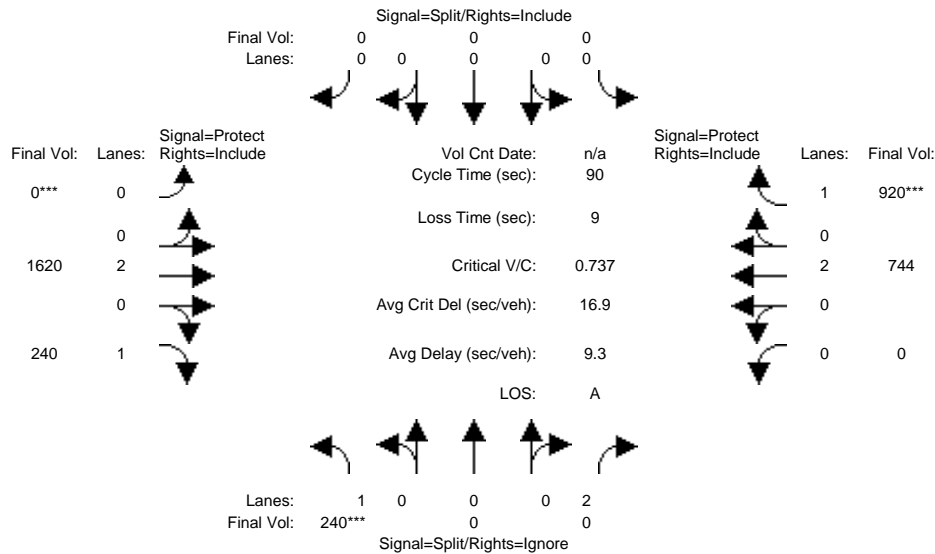
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.58	0.42	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2802	747	1750	0	5700	1750	1750	3800	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.09	0.10	0.03	0.09	0.00
Crit Moves:	***			****			****		****	****		
Green Time:	12.9	0.0	12.9	47.4	47.4	0.0	0.0	10.7	10.7	7.0	17.7	0.0
Volume/Cap:	0.44	0.00	0.76	0.86	0.86	0.00	0.00	0.75	0.86	0.44	0.46	0.00
Delay/Veh:	36.4	0.0	49.3	23.0	23.0	0.0	0.0	43.0	68.1	41.9	32.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	49.3	23.0	23.0	0.0	0.0	43.0	68.1	41.9	32.4	0.0
LOS by Move:	D+	A	D	C	C	A	A	D	E	D	C-	A
HCM2k95thQ:	7	0	14	39	39	0	0	12	15	5	9	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	240	0	1810	0	0	0	0	1620	240	0	930	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	0	1810	0	0	0	0	1620	240	0	930	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	0	1810	0	0	0	0	1620	240	0	930	920
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	0	0	0	0	0	0	1620	240	0	744	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	0	0	0	0	0	0	1620	240	0	744	920
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	0	0	0	0	0	0	1620	240	0	744	920

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3800	1750

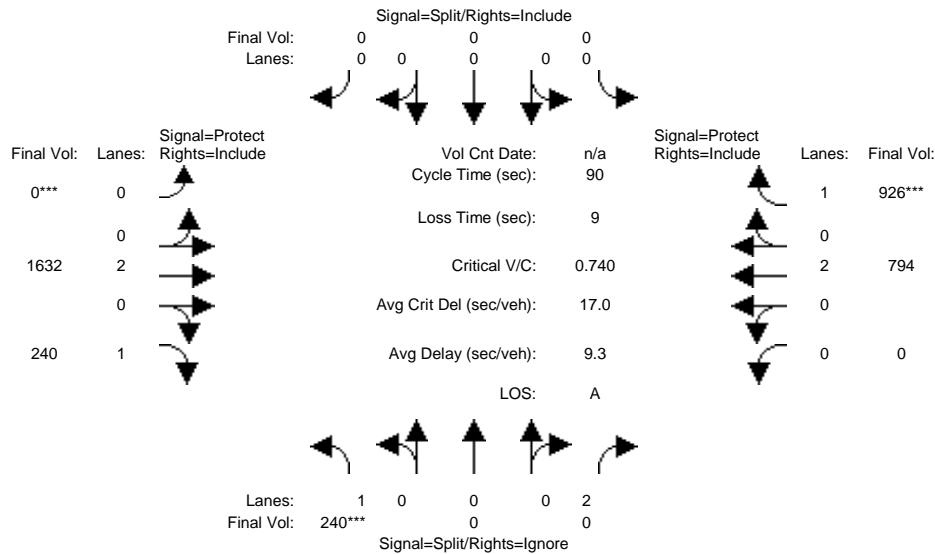
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.14	0.00	0.20	0.53
Crit Moves:	****						****					****
Green Time:	16.8	0.0	0.0	0.0	0.0	0.0	0.0	64.2	64.2	0.0	64.2	64.2
Volume/Cap:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.19	0.00	0.27	0.74
Delay/Veh:	43.1	0.0	0.0	0.0	0.0	0.0	0.0	6.8	4.3	0.0	4.6	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	0.0	0.0	0.0	0.0	0.0	0.0	6.8	4.3	0.0	4.6	10.1
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	B+
HCM2k95thQ:	16	0	0	0	0	0	0	21	5	0	7	31

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	240	0	1810	0	0	0	0	1620	240	0	930	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	0	1810	0	0	0	0	1620	240	0	930	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	116	0	0	0	0	12	0	0	63	6
Initial Fut:	240	0	1926	0	0	0	0	1632	240	0	993	926
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	0	0	0	0	0	0	1632	240	0	794	926
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	0	0	0	0	0	0	1632	240	0	794	926
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	0	0	0	0	0	0	1632	240	0	794	926

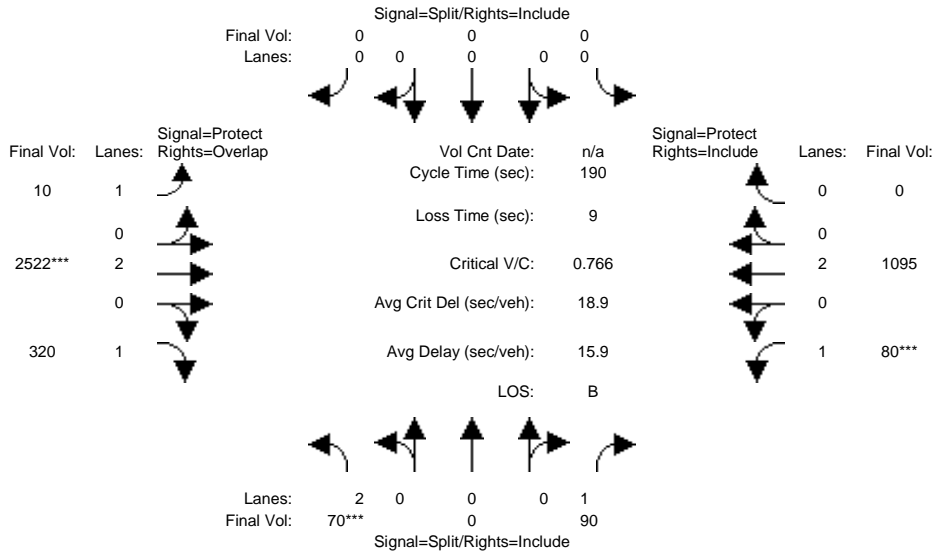
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.14	0.00	0.21	0.53
Crit Moves:	****						****					****
Green Time:	16.7	0.0	0.0	0.0	0.0	0.0	0.0	64.3	64.3	0.0	64.3	64.3
Volume/Cap:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.19	0.00	0.29	0.74
Delay/Veh:	43.4	0.0	0.0	0.0	0.0	0.0	0.0	6.8	4.3	0.0	4.7	10.2
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:	43.4	0.0	0.0	0.0	0.0	0.0	0.0	6.8	4.3	0.0	4.7	10.2
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	B+
HCM2k95thQ:	16	0	0	0	0	0	0	21	5	0	8	31

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name: Deer Creek Road Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	70	0	90	0	0	0	10	3120	320	80	1350	0
Growth Adj:	1.00	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	0	90	0	0	0	10	3120	320	80	1350	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	3153	320	80	1369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	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	0	90	0	0	0	10	2522	320	80	1095	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2522	320	80	1095	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	0	90	0	0	0	10	2522	320	80	1095	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

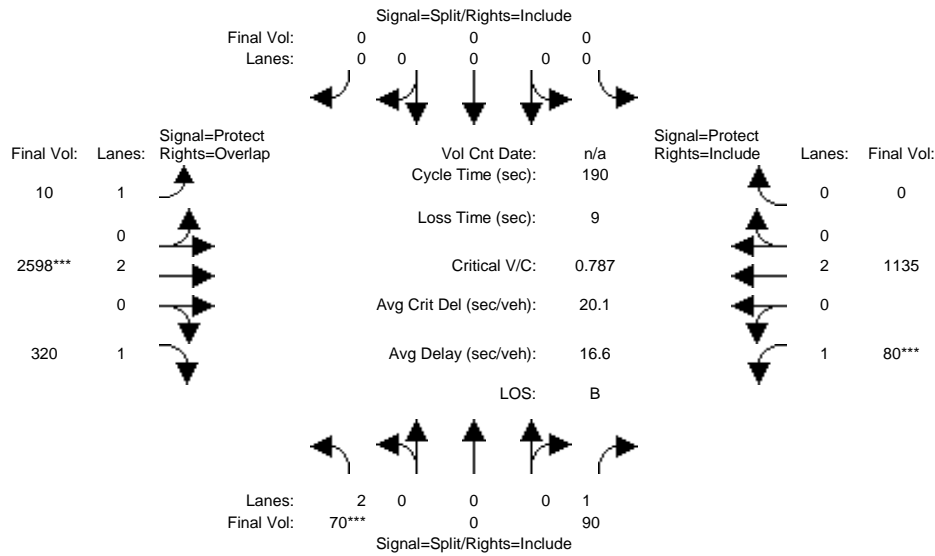
Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.66	0.18	0.05	0.29	0.00
Crit Moves:	***							***		***		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.84	0.21	0.54	0.35	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	14.7	2.1	91.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	14.7	2.1	91.0	4.7	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2k95thQ:	5	0	13	0	0	0	1	73	7	10	16	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	0	90	0	0	0	10	3120	320	80	1350	0
Growth Adj:	1.00	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	0	90	0	0	0	10	3120	320	80	1350	0
Added Vol:	0	0	0	0	0	0	0	128	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	3248	320	80	1419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	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	0	90	0	0	0	10	2598	320	80	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2598	320	80	1135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	0	90	0	0	0	10	2598	320	80	1135	0

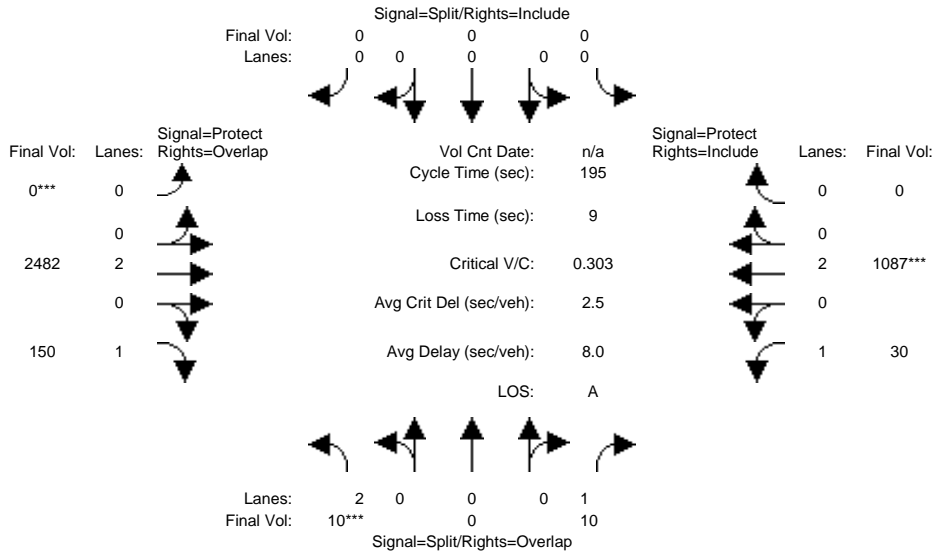
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.68	0.18	0.05	0.30	0.00
Crit Moves:	***							***		***		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.86	0.21	0.54	0.36	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	16.1	2.1	91.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	16.1	2.1	91.0	4.7	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2k95thQ:	5	0	13	0	0	0	1	80	7	10	17	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	0	10	0	0	0	0	3070	150	30	1340	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	3070	150	30	1340	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	3103	150	30	1359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2482	150	30	1087	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2482	150	30	1087	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	10	0	0	0	0	2482	150	30	1087	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

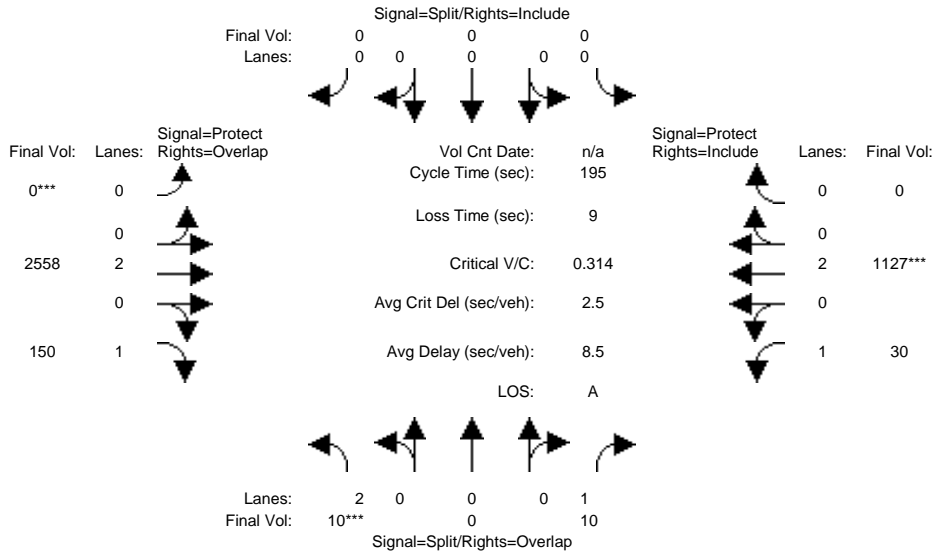
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.65	0.09	0.02	0.29	0.00
Crit Moves:	****						****			****		
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.78	0.10	0.29	0.32	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.5	1.2	93.5	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.5	1.2	93.5	1.7	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	1	0	1	0	0	0	0	57	2	4	10	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	0	10	0	0	0	0	3070	150	30	1340	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	3070	150	30	1340	0
Added Vol:	0	0	0	0	0	0	0	128	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	3198	150	30	1409	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2558	150	30	1127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2558	150	30	1127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2558	150	30	1127	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

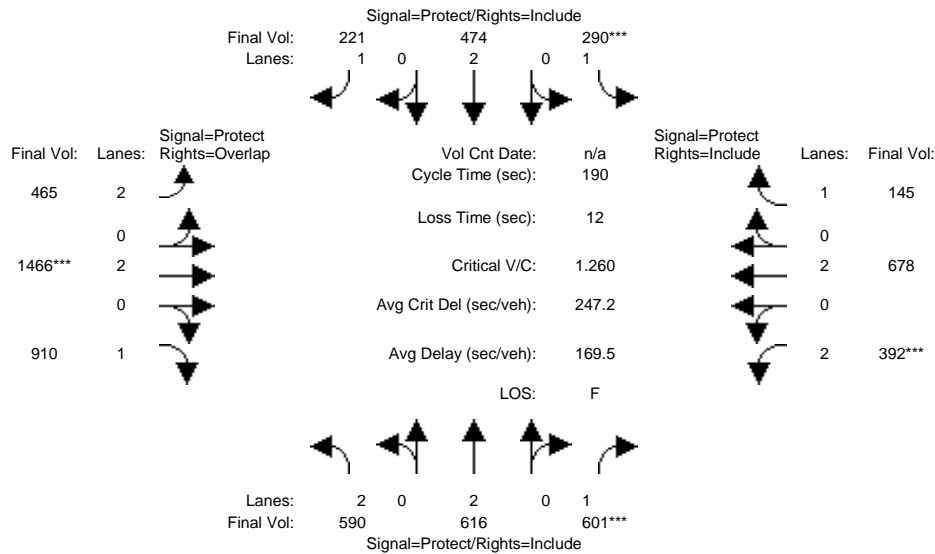
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.67	0.09	0.02	0.30	0.00
Crit Moves:	****							****			****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.81	0.10	0.29	0.33	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	10.3	1.2	93.5	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	10.3	1.2	93.5	1.7	0.0
LOS by Move:	F	A	E-	A	A	A	A	B+	A	F	A	A
HCM2k95thQ:	1	0	1	0	0	0	0	62	2	4	11	0

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

Stanford GUP EIR
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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	590	530	600	270	430	180	400	1770	910	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	530	600	270	430	180	400	1770	910	390	650	120
Added Vol:	0	86	1	20	44	41	65	63	0	2	28	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	616	601	290	474	221	465	1833	910	392	678	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	616	601	290	474	221	465	1466	910	392	678	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	616	601	290	474	221	465	1466	910	392	678	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	590	616	601	290	474	221	465	1466	910	392	678	145

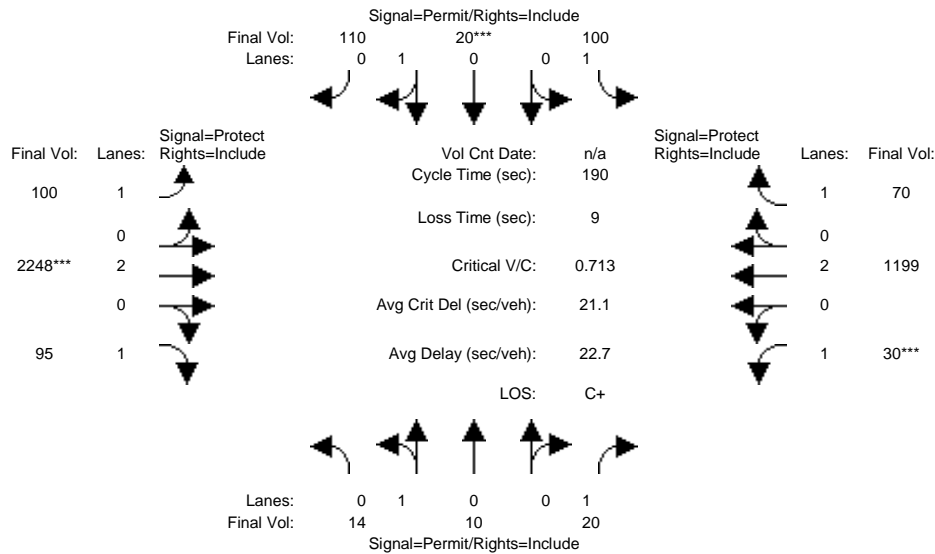
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.34	0.33	0.25	0.13	0.15	0.39	0.52	0.12	0.18	0.08
Crit Moves:			****	****			****			****		
Green Time:	26.6	32.0	32.0	30.1	35.5	35.5	35.4	97.8	124.4	18.8	81.3	81.3
Volume/Cap:	1.34	0.96	2.04	2.09	1.34	0.68	0.79	0.75	0.79	1.26	0.42	0.19
Delay/Veh:	253.2	110	563.9	600.2	252	82.1	85.9	50.4	41.9	236.7	60.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	253.2	110	563.9	600.2	252	82.1	85.9	50.4	41.9	236.7	60.5	54.2
LOS by Move:	F	F	F	F	F	F	F	D	D	F	E	D-
HCM2k95thQ:	50	31	118	61	37	25	28	60	77	35	31	15

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

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	10	10	20	100	20	110	100	2230	90	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2230	90	30	1190	70
Added Vol:	4	0	0	0	0	0	0	18	5	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	10	20	100	20	110	100	2248	95	30	1199	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:	14	10	20	100	20	110	100	2248	95	30	1199	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	20	100	20	110	100	2248	95	30	1199	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	10	20	100	20	110	100	2248	95	30	1199	70

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.42	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1050	750	1750	1750	277	1523	1750	3800	1750	1750	3800	1750

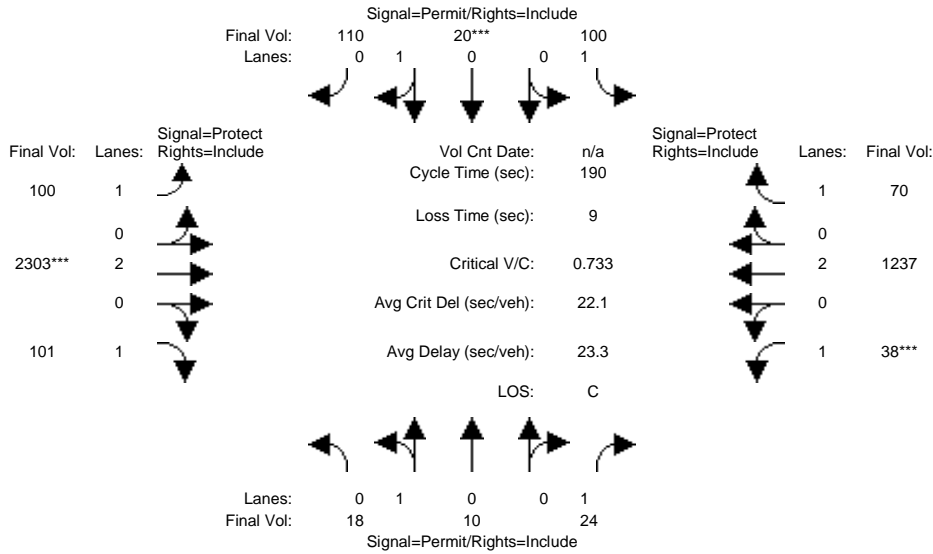
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.59	0.05	0.02	0.32	0.04
Crit Moves:					****			****			****	
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.09	0.09	0.08	0.40	0.50	0.50	0.40	0.79	0.07	0.29	0.47	0.06
Delay/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.8	6.6	91.9	16.3	11.6
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:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.8	6.6	91.9	16.3	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2k95thQ:	3	3	2	12	15	15	11	64	3	4	29	3

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

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 Cumulative AM / Cumulative AM + Project

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Intersection #18: Page Mill Rd / Peter Couotts (SCC)



Street Name:	Peter Couotts						Page Mill 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:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	10	20	100	20	110	100	2230	90	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2230	90	30	1190	70
Added Vol:	8	0	4	0	0	0	0	73	11	8	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	10	24	100	20	110	100	2303	101	38	1237	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	10	24	100	20	110	100	2303	101	38	1237	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	10	24	100	20	110	100	2303	101	38	1237	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	10	24	100	20	110	100	2303	101	38	1237	70

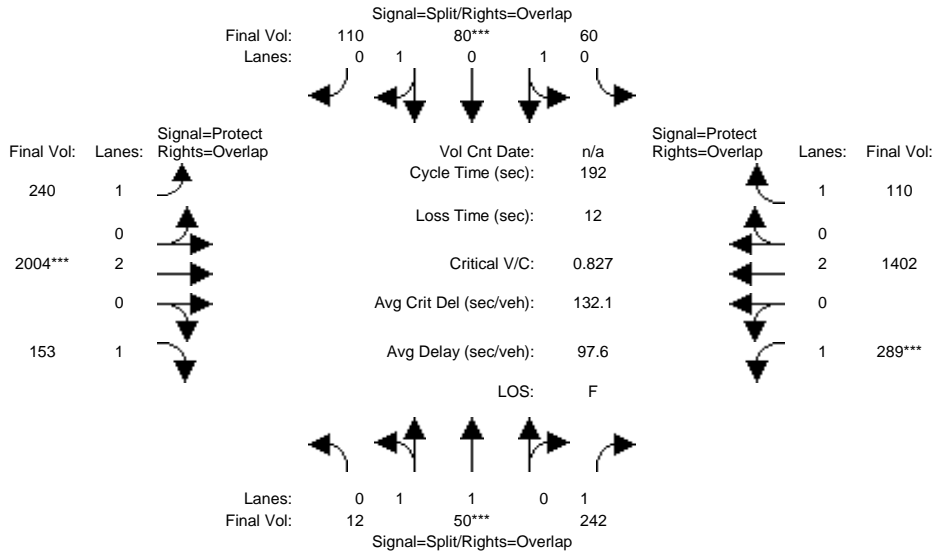
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.36	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1157	643	1750	1750	277	1523	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.01	0.06	0.07	0.07	0.06	0.61	0.06	0.02	0.33	0.04
Crit Moves:					****			****			****	
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.11	0.11	0.10	0.40	0.50	0.50	0.40	0.81	0.08	0.36	0.49	0.06
Delay/Veh:	74.9	74.9	74.8	79.1	80.8	80.8	79.4	17.6	6.6	93.0	16.6	11.6
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:	74.9	74.9	74.8	79.1	80.8	80.8	79.4	17.6	6.6	93.0	16.6	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2k95thQ:	3	3	3	12	15	15	11	68	3	5	30	3

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

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1930	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1930	150	270	1350	110
Added Vol:	2	0	12	0	0	0	0	74	3	19	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	242	60	80	110	240	2004	153	289	1402	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	242	60	80	110	240	2004	153	289	1402	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	242	60	80	110	240	2004	153	289	1402	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	50	242	60	80	110	240	2004	153	289	1402	110

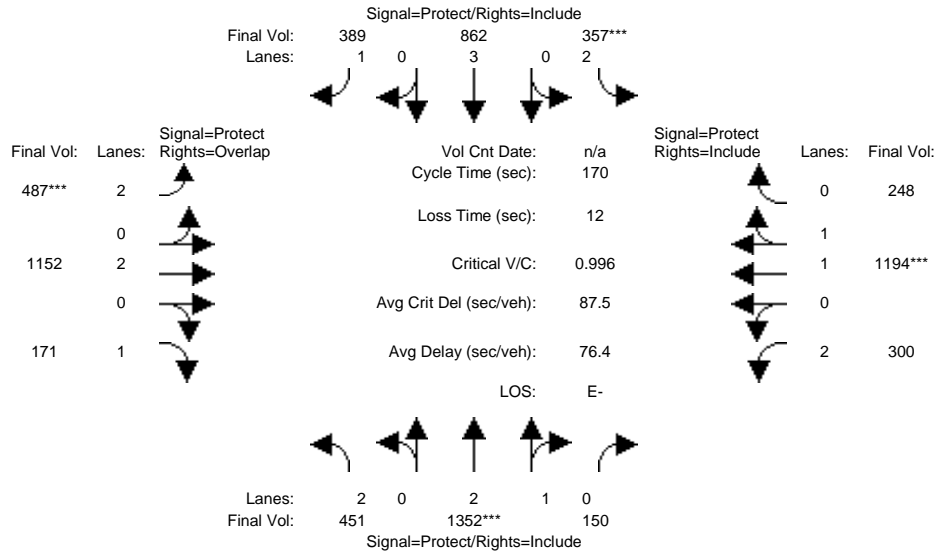
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.53	0.09	0.17	0.37	0.06
Crit Moves:	****			****			****			****		
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.41	0.46	0.46	0.22	0.82	1.16	0.14	0.91	0.78	0.10
Delay/Veh:	74.7	74.7	53.1	79.4	79.4	51.0	99.0	144	24.3	110.7	57.0	22.4
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:	74.7	74.7	53.1	79.4	79.4	51.0	99.0	144	24.3	110.7	57.0	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2k95thQ:	3	3	22	14	14	11	27	116	12	31	58	8

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Added Vol:	1	22	0	7	12	9	17	2	1	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1352	150	357	862	389	487	1152	171	300	1194	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1352	150	357	862	389	487	1152	171	300	1194	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1352	150	357	862	389	487	1152	171	300	1194	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	451	1352	150	357	862	389	487	1152	171	300	1194	248

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3150	5040	559	3150	5700	1750	3150	3800	1750	3150	3063	636

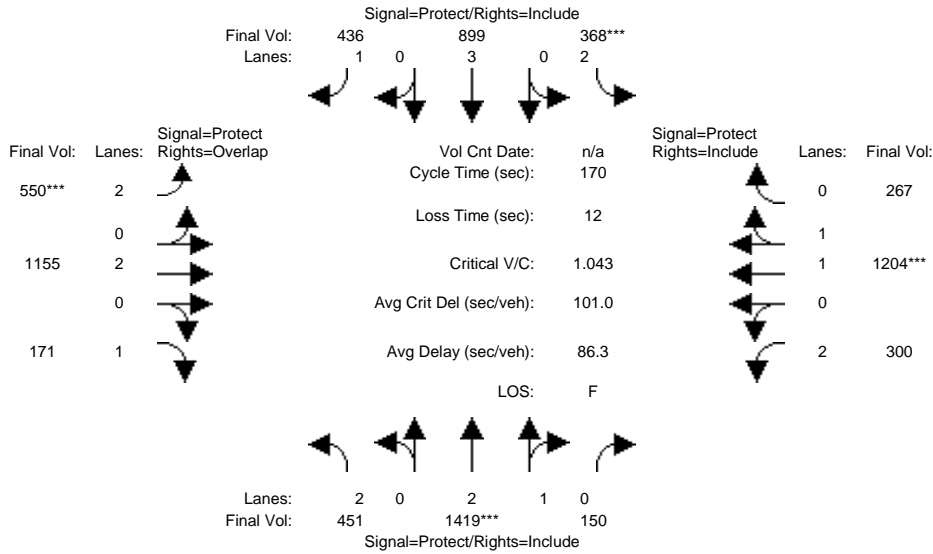
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.11	0.15	0.22	0.15	0.30	0.10	0.10	0.39	0.39
Crit Moves:	****			****			****			****		
Green Time:	25.5	45.8	45.8	19.3	39.6	39.6	26.4	70.7	96.2	22.2	66.5	66.5
Volume/Cap:	0.95	1.00	1.00	1.00	0.65	0.95	1.00	0.73	0.17	0.73	1.00	1.00
Delay/Veh:	101.6	84.3	84.3	121.8	60.1	97.2	111.5	43.4	17.8	77.5	74.3	74.3
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:	101.6	84.3	84.3	121.8	60.1	97.2	111.5	43.4	17.8	77.5	74.3	74.3
LOS by Move:	F	F	F	F	E	F	F	D	B	E-	E	E
HCM2k95thQ:	31	51	51	24	24	40	27	38	8	17	68	68

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Added Vol:	1	89	0	18	49	56	80	5	1	0	14	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1419	150	368	899	436	550	1155	171	300	1204	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1419	150	368	899	436	550	1155	171	300	1204	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1419	150	368	899	436	550	1155	171	300	1204	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	451	1419	150	368	899	436	550	1155	171	300	1204	267

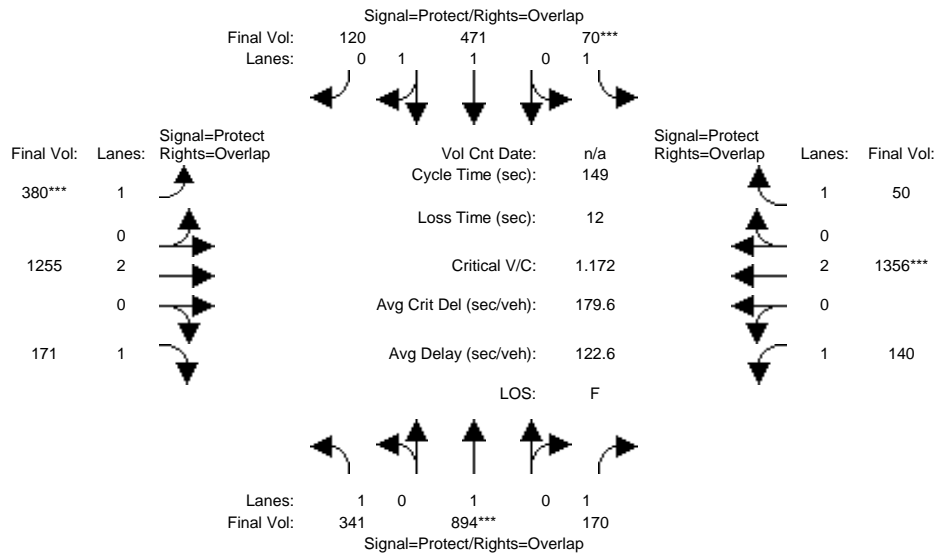
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	5064	535	3150	5700	1750	3150	3800	1750	3150	3028	671

Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.16	0.25	0.17	0.30	0.10	0.10	0.40	0.40
Crit Moves:	****			****			****			****		
Green Time:	23.6	45.7	45.7	19.0	41.1	41.1	28.5	71.0	94.6	22.3	64.8	64.8
Volume/Cap:	1.03	1.04	1.04	1.04	0.65	1.03	1.04	0.73	0.18	0.73	1.04	1.04
Delay/Veh:	124.3	97.4	97.4	135.0	59.1	116.3	121.6	43.1	18.6	77.4	88.5	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:	124.3	97.4	97.4	135.0	59.1	116.3	121.6	43.1	18.6	77.4	88.5	88.5
LOS by Move:	F	F	F	F	E+	F	F	D	B-	E-	F	F
HCM2k95thQ:	33	55	55	25	24	47	31	38	9	17	72	72

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	340	890	170	70	470	120	380	1250	170	140	1350	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	890	170	70	470	120	380	1250	170	140	1350	50
Added Vol:	1	4	0	0	1	0	0	5	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	894	170	70	471	120	380	1255	171	140	1356	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	894	170	70	471	120	380	1255	171	140	1356	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	894	170	70	471	120	380	1255	171	140	1356	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	894	170	70	471	120	380	1255	171	140	1356	50

Saturation 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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2948	751	1750	3800	1750	1750	3800	1750

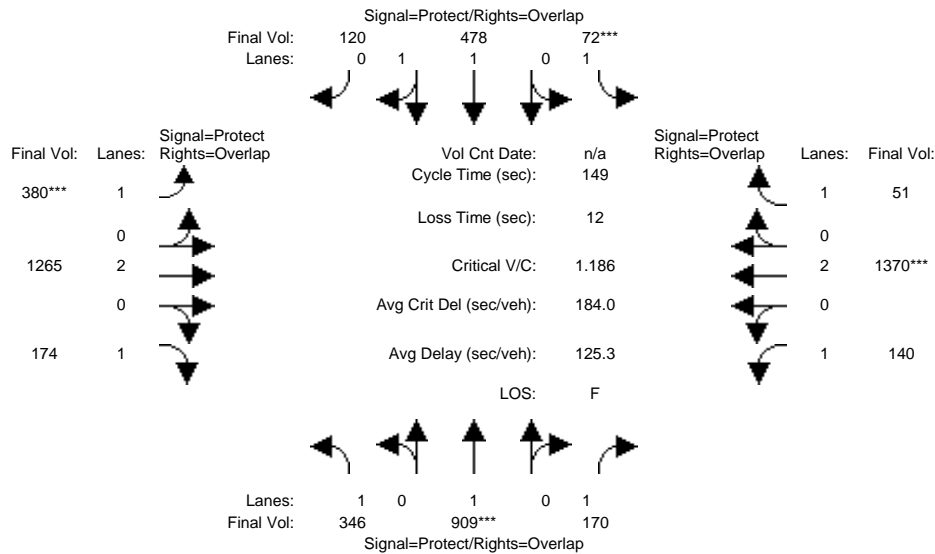
Capacity Analysis Module:												
Vol/Sat:	0.19	0.47	0.10	0.04	0.16	0.16	0.22	0.33	0.10	0.08	0.36	0.03
Crit Moves:	****			****			****			****		
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.98	1.43	0.22	0.46	0.73	0.45	1.59	0.84	0.17	0.68	0.96	0.06
Delay/Veh:	107.0	256	27.4	72.1	62.2	40.2	360.9	68.2	29.5	82.9	83.7	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	256	27.4	72.1	62.2	40.2	360.9	68.2	29.5	82.9	83.7	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2k95thQ:	38	116	10	7	23	19	61	50	14	14	58	4

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	340	890	170	70	470	120	380	1250	170	140	1350	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	890	170	70	470	120	380	1250	170	140	1350	50
Added Vol:	6	19	0	2	8	0	0	15	4	0	20	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	909	170	72	478	120	380	1265	174	140	1370	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:	346	909	170	72	478	120	380	1265	174	140	1370	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	909	170	72	478	120	380	1265	174	140	1370	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
Final Volume:	346	909	170	72	478	120	380	1265	174	140	1370	51

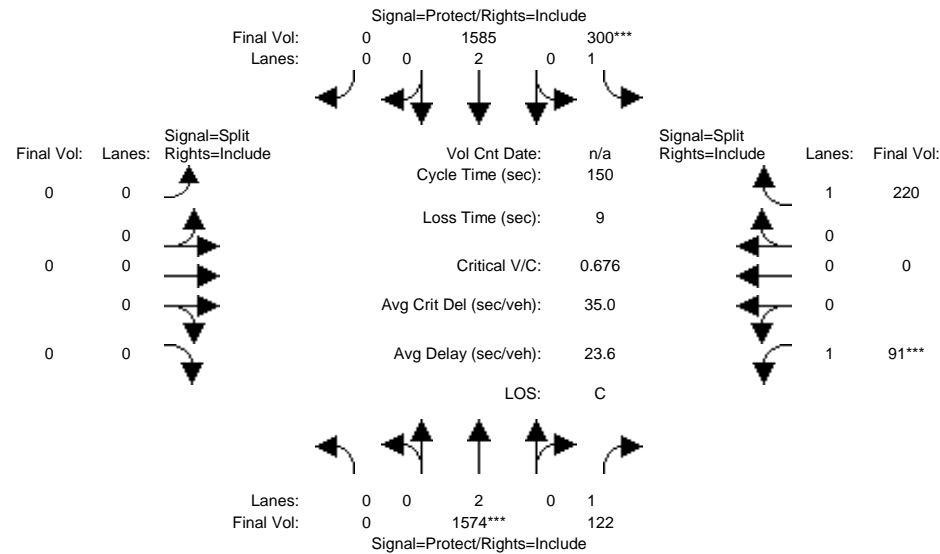
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2957	742	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.10	0.04	0.16	0.16	0.22	0.33	0.10	0.08	0.36	0.03
Crit Moves:	****			****			****			****		
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.99	1.45	0.22	0.47	0.74	0.46	1.59	0.85	0.17	0.68	0.97	0.06
Delay/Veh:	111.2	267	27.4	72.3	62.6	40.3	360.9	68.8	29.5	82.9	85.9	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	267	27.4	72.3	62.6	40.3	360.9	68.8	29.5	82.9	85.9	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2k95thQ:	39	119	10	7	23	20	61	50	14	14	59	4

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
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 2035 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	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	1570	120	300	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1570	120	300	1580	0	0	0	0	90	0	220
Added Vol:	0	4	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1574	122	300	1585	0	0	0	0	91	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1574	122	300	1585	0	0	0	0	91	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1574	122	300	1585	0	0	0	0	91	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1574	122	300	1585	0	0	0	0	91	0	220

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

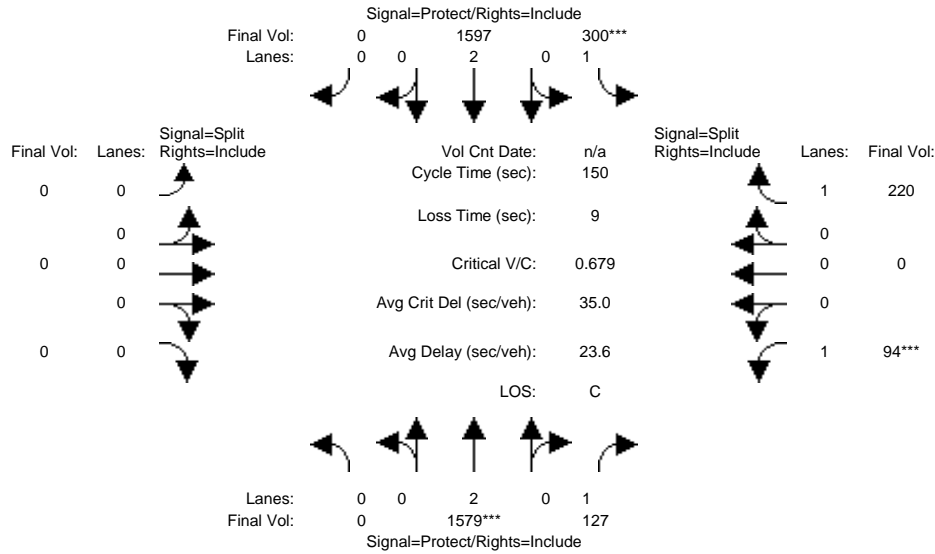
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.07	0.17	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.64	0.11	1.01	0.51	0.00	0.00	0.00	0.00	0.28	0.00	0.68
Delay/Veh:	0.0	17.4	10.6	120.6	4.7	0.0	0.0	0.0	0.0	56.0	0.0	65.8
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	17.4	10.6	120.6	4.7	0.0	0.0	0.0	0.0	56.0	0.0	65.8
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2k95thQ:	0	36	5	35	22	0	0	0	0	8	0	21

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	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	1570	120	300	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1570	120	300	1580	0	0	0	0	90	0	220
Added Vol:	0	9	7	0	17	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1579	127	300	1597	0	0	0	0	94	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1579	127	300	1597	0	0	0	0	94	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1579	127	300	1597	0	0	0	0	94	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1579	127	300	1597	0	0	0	0	94	0	220

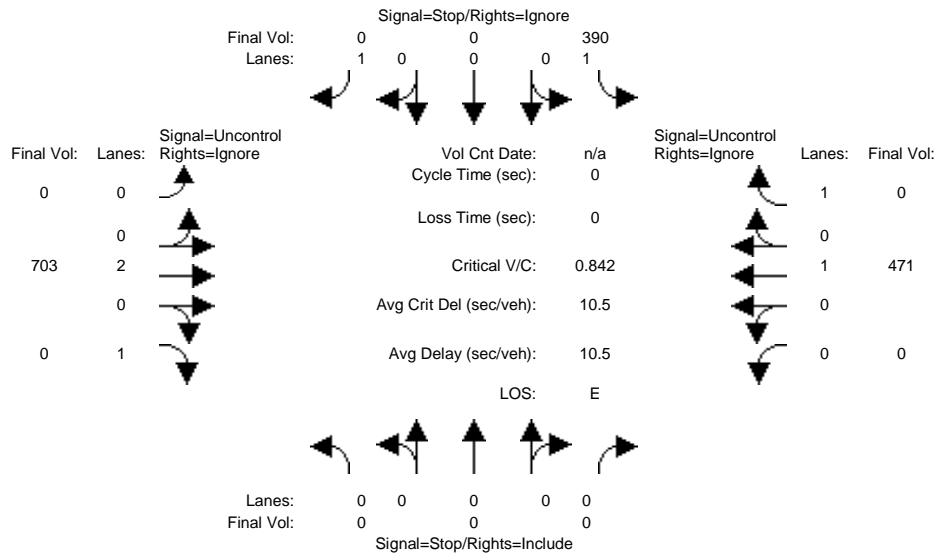
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.07	0.17	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.8	0.0	27.8
Volume/Cap:	0.00	0.64	0.11	1.01	0.51	0.00	0.00	0.00	0.00	0.29	0.00	0.68
Delay/Veh:	0.0	17.5	10.7	120.6	4.7	0.0	0.0	0.0	0.0	56.3	0.0	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	10.7	120.6	4.7	0.0	0.0	0.0	0.0	56.3	0.0	66.1
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2k95thQ:	0	36	5	35	22	0	0	0	0	8	0	21

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2035 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps	Alpine Road	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	370
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	703	180	0	471	376
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	703	0	0	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	703	0	0	471	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	823	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	301	313	xxxxx	463	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

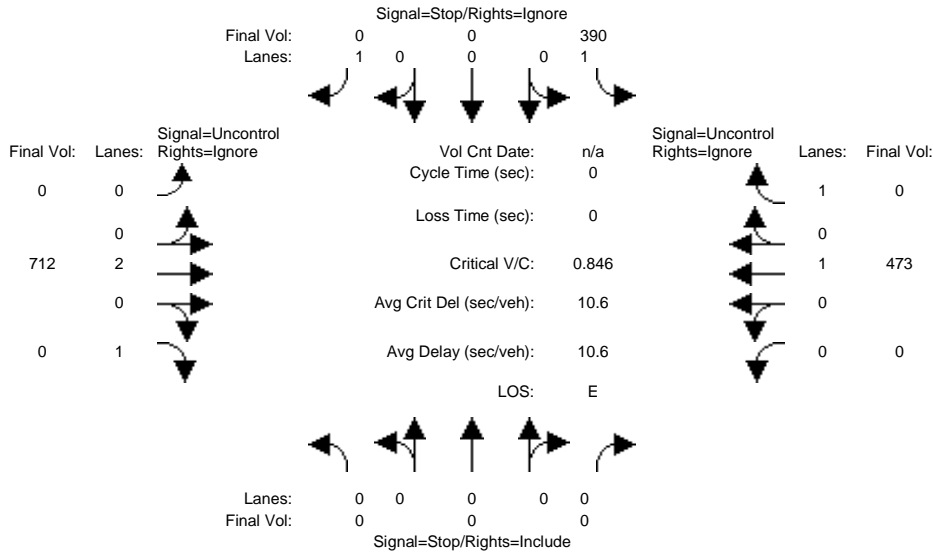
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.0			xxxxxx			xxxxxx		
ApproachLOS:		*		E			*			*		*

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2035 with Project AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name: I-280 SB Ramps Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	390	0	550	0	700	180	0	470	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	370
Added Vol:	0	0	0	0	0	0	0	12	0	0	3	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	712	180	0	473	392
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	712	0	0	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	712	0	0	473	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	829	xxxx	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	343	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	343	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	297	310	xxxxx	461	310	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.85	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

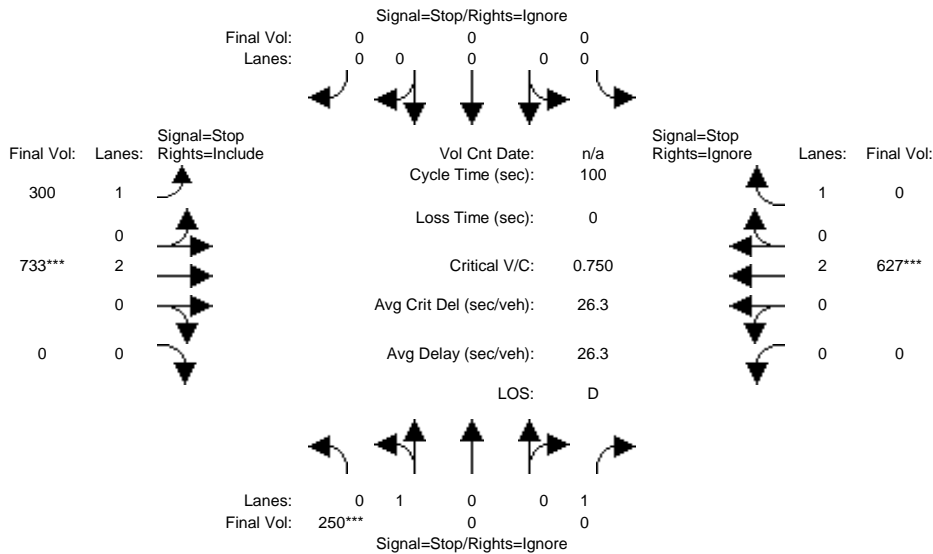
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.7			xxxxxx			xxxxxx		
ApproachLOS:		*		E			*			*		*

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:												
Base Vol:	250	0	810	0	0	0	300	730	0	0	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	810	0	0	0	300	730	0	0	620	60
Added Vol:	0	0	11	0	0	0	0	3	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	821	0	0	0	300	733	0	0	627	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	733	0	0	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	733	0	0	627	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	733	0	0	627	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	409	0	457	0	0	0	456	978	0	0	898	481

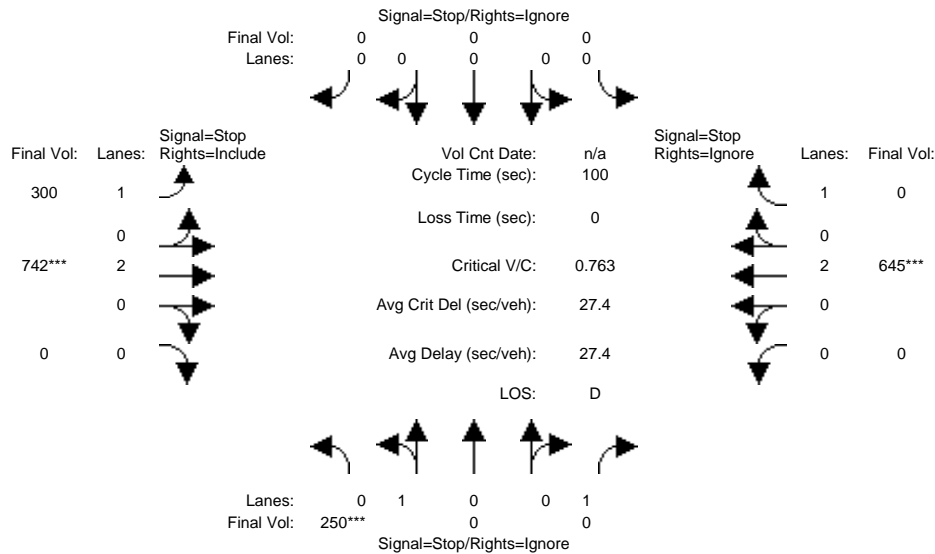
Capacity Analysis Module:												
Vol/Sat:	0.61	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.75	xxxx	xxxx	0.70	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.0	0.0	0.0	0.0	0.0	0.0	23.9	28.3	0.0	0.0	26.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	0.0	0.0	0.0	0.0	0.0	23.9	28.3	0.0	0.0	26.4	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.0			xxxxxx			27.0			26.4		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	23.0			xxxxxx			27.0			26.4		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.0	0.0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 with Project AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:

Base Vol:	250	0	810	0	0	0	300	730	0	0	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	810	0	0	0	300	730	0	0	620	60
Added Vol:	0	0	40	0	0	0	0	12	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	850	0	0	0	300	742	0	0	645	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	742	0	0	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	742	0	0	645	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	742	0	0	645	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	406	0	454	0	0	0	454	972	0	0	895	479

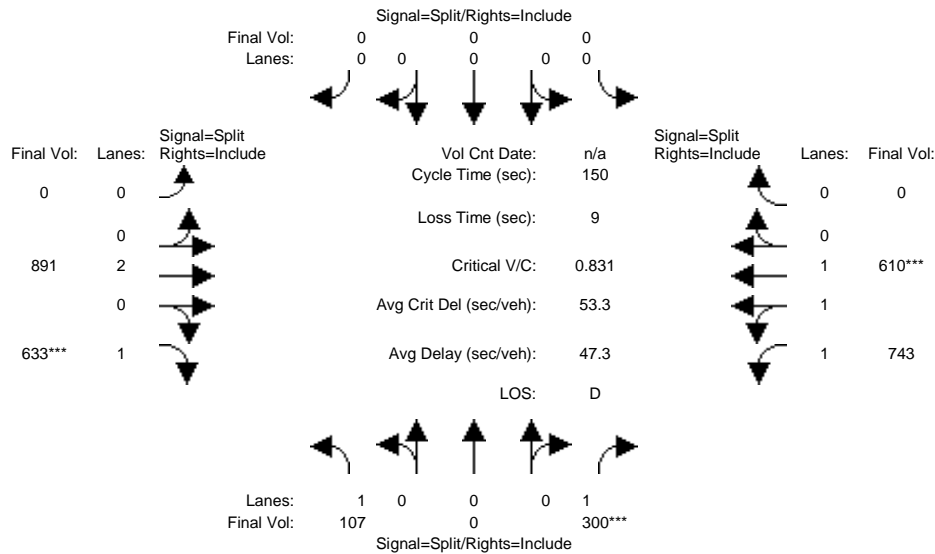
Capacity Analysis Module:

Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.76	xxxx	xxxx	0.72	0.00
Crit Moves:	****							****		****		
Delay/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.2	29.6	0.0	0.0	27.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.2	29.6	0.0	0.0	27.9	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.2			xxxxxx			28.0			27.9		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	23.2			xxxxxx			28.0			27.9		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.6	0.0	0.0	2.1	0.0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	0	290	0	0	0	0	890	620	720	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	290	0	0	0	0	890	620	720	610	0
Added Vol:	7	0	10	0	0	0	0	1	13	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	300	0	0	0	0	891	633	743	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	300	0	0	0	0	891	633	743	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	300	0	0	0	0	891	633	743	610	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	0	300	0	0	0	0	891	633	743	610	0

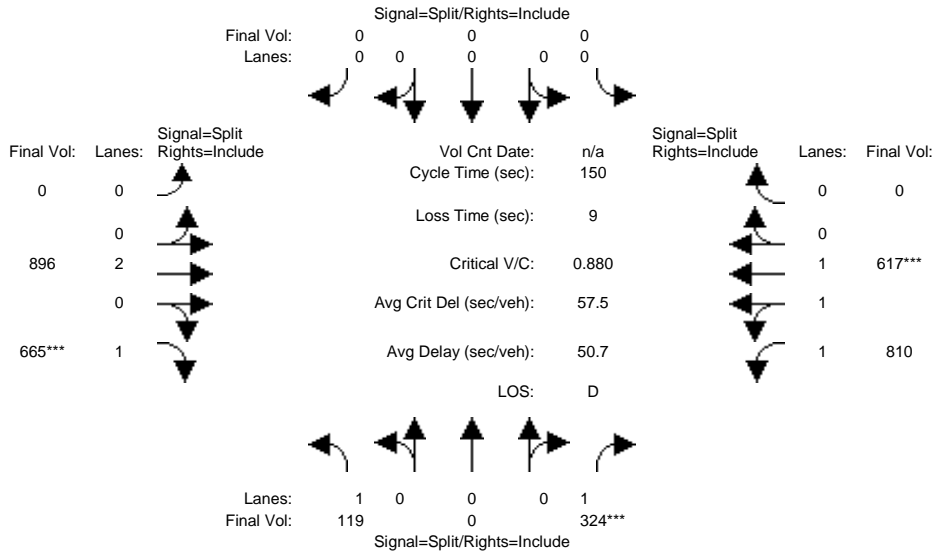
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.69	1.31	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2990	2455	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.17	0.00	0.00	0.00	0.00	0.23	0.36	0.25	0.25	0.00
Crit Moves:			****						****		****	
Green Time:	30.9	0.0	30.9	0.0	0.0	0.0	0.0	65.3	65.3	44.8	44.8	0.0
Volume/Cap:	0.30	0.00	0.83	0.00	0.00	0.00	0.00	0.54	0.83	0.83	0.83	0.00
Delay/Veh:	50.8	0.0	72.1	0.0	0.0	0.0	0.0	31.6	45.2	52.9	52.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	0.0	72.1	0.0	0.0	0.0	0.0	31.6	45.2	52.9	52.9	0.0
LOS by Move:	D	A	E	A	A	A	A	C	D	D-	D-	A
HCM2k95thQ:	8	0	26	0	0	0	0	26	47	35	35	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	0	290	0	0	0	0	890	620	720	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	290	0	0	0	0	890	620	720	610	0
Added Vol:	19	0	34	0	0	0	0	6	45	90	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	324	0	0	0	0	896	665	810	617	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	0	324	0	0	0	0	896	665	810	617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	324	0	0	0	0	896	665	810	617	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	0	324	0	0	0	0	896	665	810	617	0

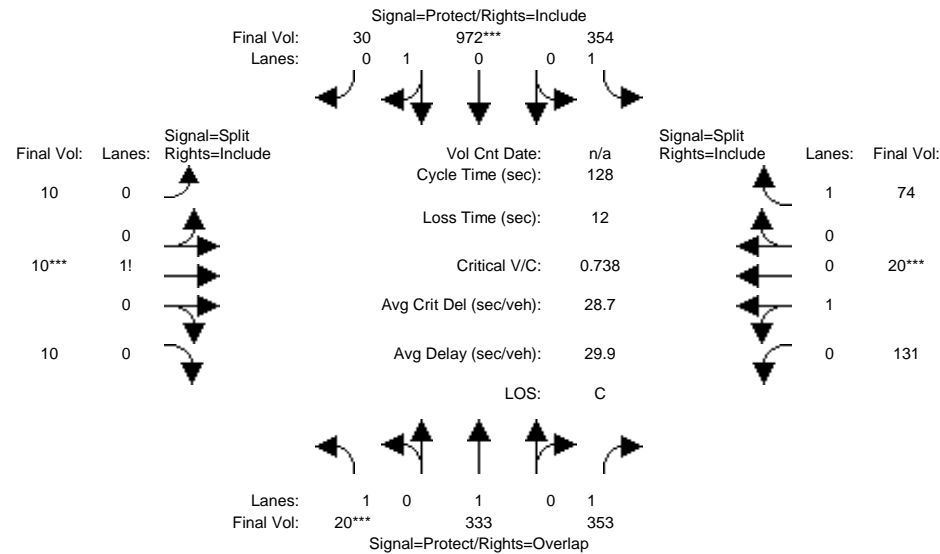
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.75	1.25	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3091	2354	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.19	0.00	0.00	0.00	0.00	0.24	0.38	0.26	0.26	0.00
Crit Moves:			****						****		****	
Green Time:	31.6	0.0	31.6	0.0	0.0	0.0	0.0	64.8	64.8	44.7	44.7	0.0
Volume/Cap:	0.32	0.00	0.88	0.00	0.00	0.00	0.00	0.55	0.88	0.88	0.88	0.00
Delay/Veh:	50.7	0.0	78.3	0.0	0.0	0.0	0.0	32.1	50.7	56.0	56.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	78.3	0.0	0.0	0.0	0.0	32.1	50.7	56.0	56.0	0.0
LOS by Move:	D	A	E-	A	A	A	A	C-	D	E+	E+	A
HCM2k95thQ:	9	0	29	0	0	0	0	26	52	38	38	0

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	330	350	320	970	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	350	320	970	30	10	10	10	130	20	60
Added Vol:	0	3	3	34	2	0	0	0	0	1	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	333	353	354	972	30	10	10	10	131	20	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:	20	333	353	354	972	30	10	10	10	131	20	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	333	353	354	972	30	10	10	10	131	20	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	333	353	354	972	30	10	10	10	131	20	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1746	54	583	583	583	1562	238	1750

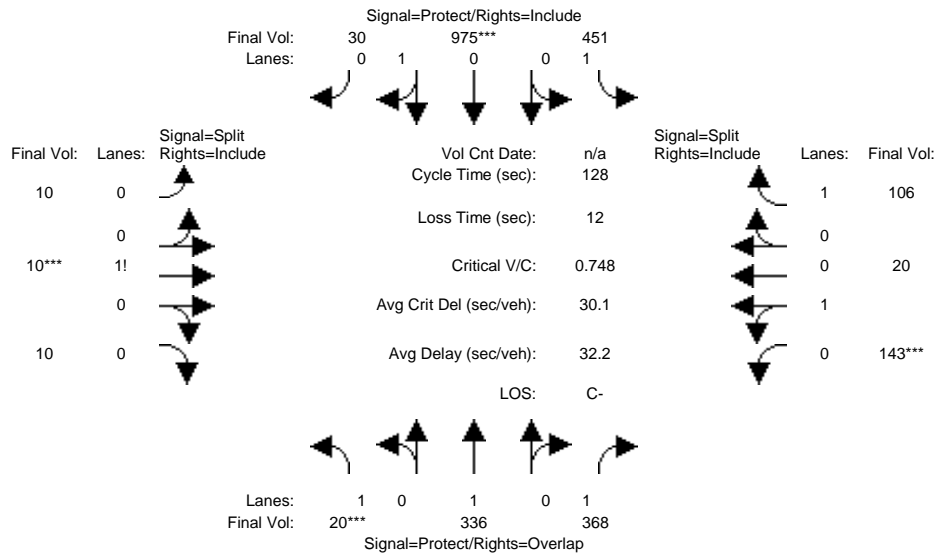
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.20	0.20	0.56	0.56	0.02	0.02	0.02	0.08	0.08	0.04
Crit Moves:	****				****		****			****		
Green Time:	8.0	44.1	57.2	50.8	86.9	86.9	8.0	8.0	8.0	13.1	13.1	13.1
Volume/Cap:	0.18	0.51	0.45	0.51	0.82	0.82	0.27	0.27	0.27	0.82	0.82	0.41
Delay/Veh:	57.7	34.0	25.0	29.8	19.4	19.4	58.6	58.6	58.6	80.7	80.7	55.4
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:	57.7	34.0	25.0	29.8	19.4	19.4	58.6	58.6	58.6	80.7	80.7	55.4
LOS by Move:	E+	C-	C	C	B-	B-	E+	E+	E+	F	F	E+
HCM2k95thQ:	2	18	18	20	50	50	3	3	3	16	16	7

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

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Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	330	350	320	970	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	350	320	970	30	10	10	10	130	20	60
Added Vol:	0	6	18	131	5	0	0	0	0	13	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	336	368	451	975	30	10	10	10	143	20	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	336	368	451	975	30	10	10	10	143	20	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	336	368	451	975	30	10	10	10	143	20	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	336	368	451	975	30	10	10	10	143	20	106

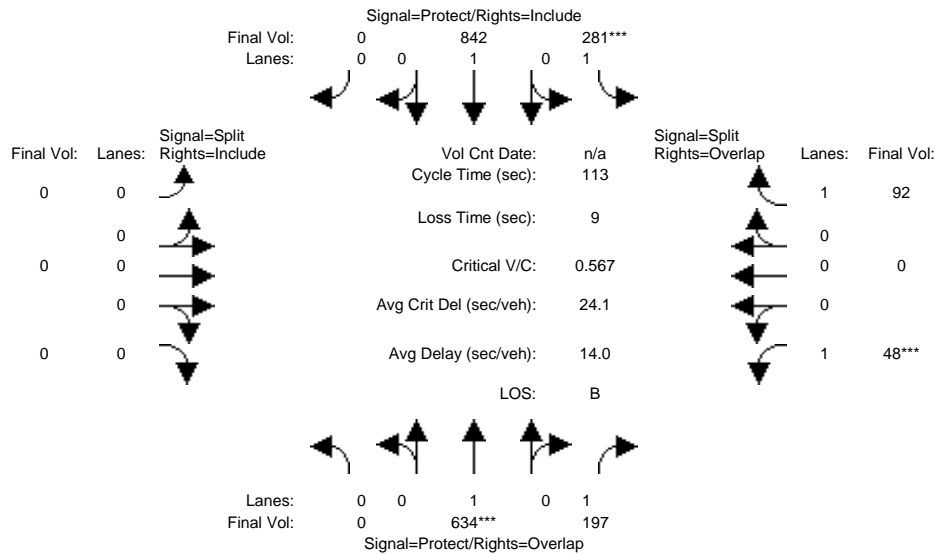
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1746	54	583	583	583	1579	221	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.21	0.26	0.56	0.56	0.02	0.02	0.02	0.09	0.09	0.06
Crit Moves:	****				****		****			****		
Green Time:	8.0	38.3	52.2	55.8	86.0	86.0	8.0	8.0	8.0	14.0	14.0	14.0
Volume/Cap:	0.18	0.59	0.52	0.59	0.83	0.83	0.27	0.27	0.27	0.83	0.83	0.56
Delay/Veh:	57.7	39.9	29.1	28.7	20.6	20.6	58.6	58.6	58.6	80.6	80.6	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	39.9	29.1	28.7	20.6	20.6	58.6	58.6	58.6	80.6	80.6	57.7
LOS by Move:	E+	D	C	C	C+	C+	E+	E+	E+	F	F	E+
HCM2k95thQ:	2	20	20	25	52	52	3	3	3	17	17	10

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	630	180	280	840	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	840	0	0	0	0	40	0	90
Added Vol:	0	4	17	1	2	0	0	0	0	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	634	197	281	842	0	0	0	0	48	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	634	197	281	842	0	0	0	0	48	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	197	281	842	0	0	0	0	48	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	634	197	281	842	0	0	0	0	48	0	92

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

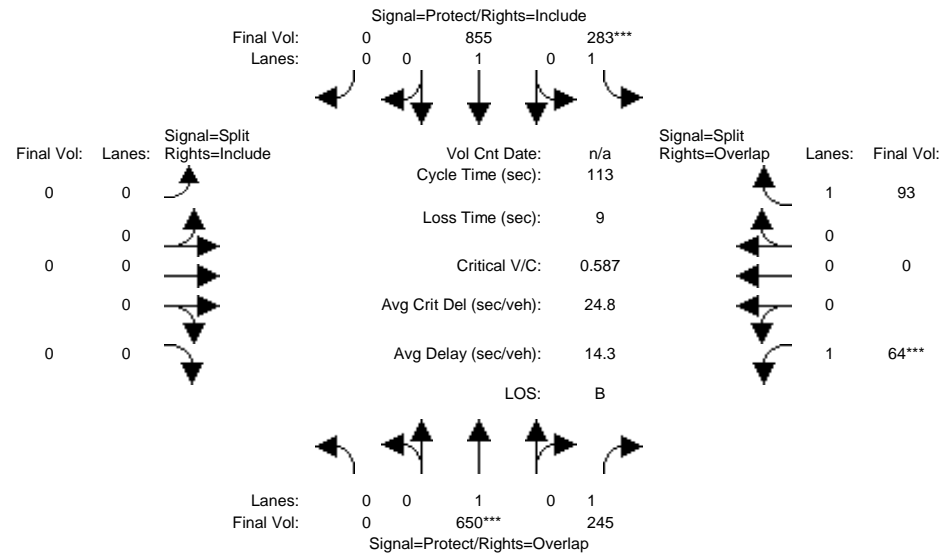
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.16	0.44	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	64.8	72.8	31.2	96.0	0.0	0.0	0.0	0.0	8.0	0.0	39.2
Volume/Cap:	0.00	0.58	0.17	0.58	0.52	0.00	0.00	0.00	0.00	0.39	0.00	0.15
Delay/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.6
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2k95thQ:	0	24	6	16	15	0	0	0	0	4	0	5

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

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Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	630	180	280	840	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	840	0	0	0	0	40	0	90
Added Vol:	0	20	65	3	15	0	0	0	0	24	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	245	283	855	0	0	0	0	64	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	245	283	855	0	0	0	0	64	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	245	283	855	0	0	0	0	64	0	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	650	245	283	855	0	0	0	0	64	0	93

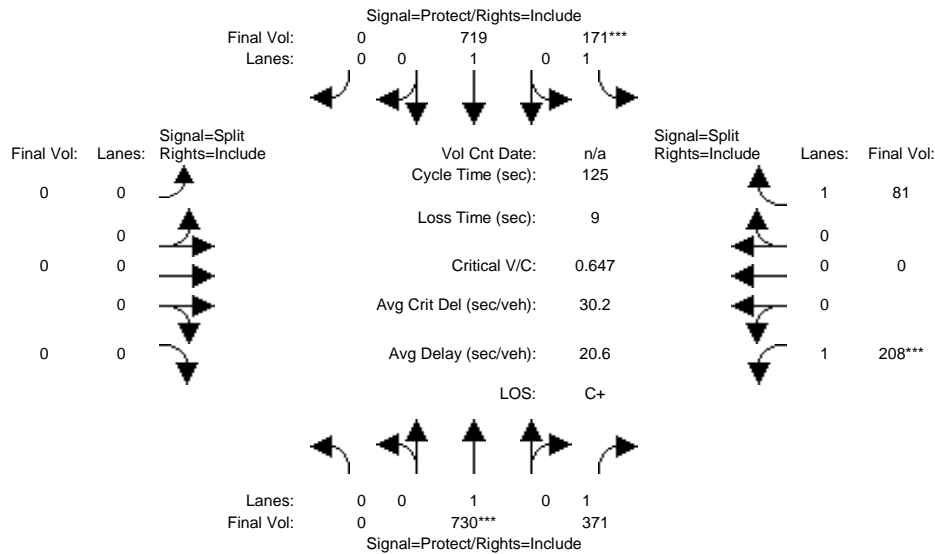
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.14	0.16	0.45	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	65.2	73.2	30.8	96.0	0.0	0.0	0.0	0.0	8.0	0.0	38.8
Volume/Cap:	0.00	0.59	0.22	0.59	0.53	0.00	0.00	0.00	0.00	0.52	0.00	0.15
Delay/Veh:	0.0	16.3	8.3	37.7	2.7	0.0	0.0	0.0	0.0	54.4	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	8.3	37.7	2.7	0.0	0.0	0.0	0.0	54.4	0.0	25.8
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2k95thQ:	0	25	7	16	15	0	0	0	0	6	0	5

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	710	340	170	710	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	340	170	710	0	0	0	0	180	0	80
Added Vol:	0	20	31	1	9	0	0	0	0	28	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	730	371	171	719	0	0	0	0	208	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	371	171	719	0	0	0	0	208	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	371	171	719	0	0	0	0	208	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	730	371	171	719	0	0	0	0	208	0	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

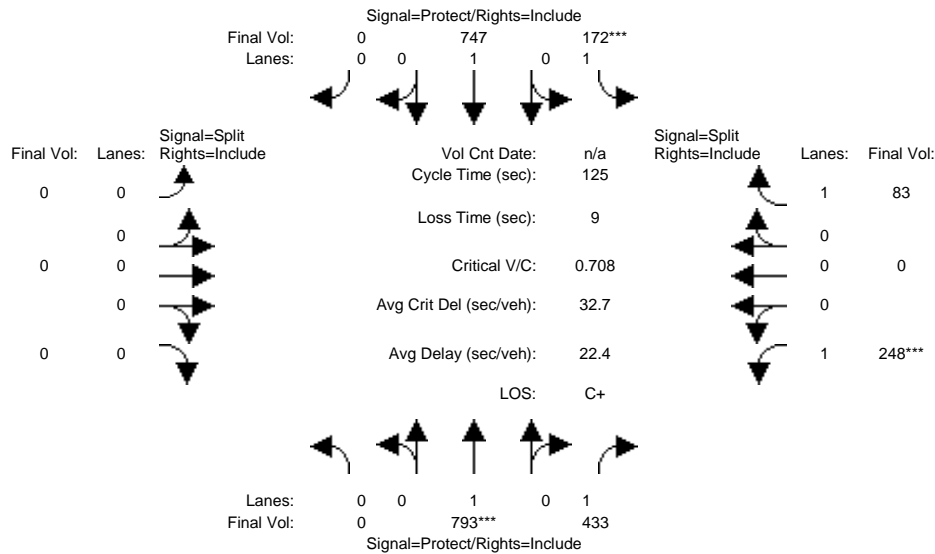
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.21	0.10	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	74.2	74.2	18.9	93.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.65	0.36	0.65	0.51	0.00	0.00	0.00	0.00	0.65	0.00	0.25
Delay/Veh:	0.0	18.1	13.3	55.4	6.9	0.0	0.0	0.0	0.0	51.8	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	13.3	55.4	6.9	0.0	0.0	0.0	0.0	51.8	0.0	44.1
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	30	14	13	20	0	0	0	0	17	0	6

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

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Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	710	340	170	710	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	340	170	710	0	0	0	0	180	0	80
Added Vol:	0	83	93	2	37	0	0	0	0	68	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	433	172	747	0	0	0	0	248	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	793	433	172	747	0	0	0	0	248	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	433	172	747	0	0	0	0	248	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	793	433	172	747	0	0	0	0	248	0	83

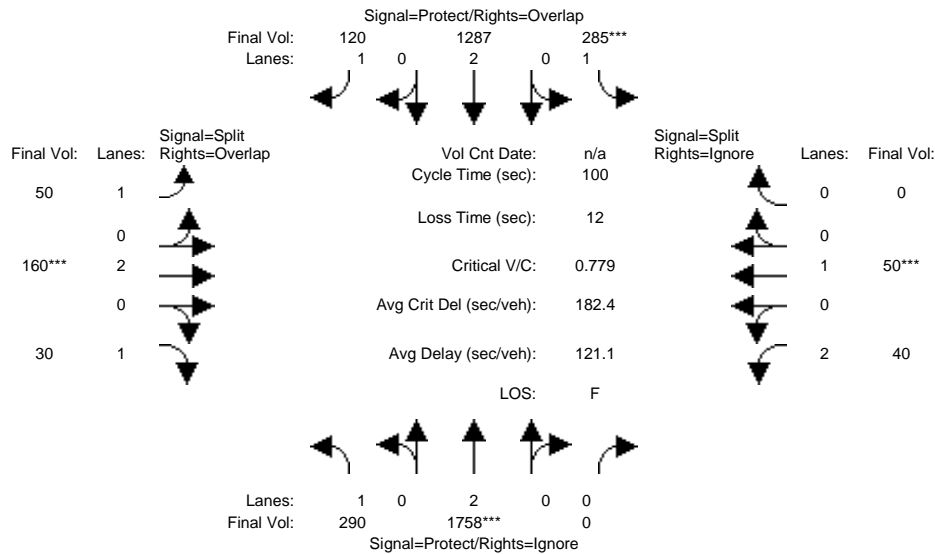
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.25	0.10	0.39	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	73.6	73.6	17.3	91.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0
Volume/Cap:	0.00	0.71	0.42	0.71	0.54	0.00	0.00	0.00	0.00	0.71	0.00	0.24
Delay/Veh:	0.0	20.2	14.3	60.7	8.1	0.0	0.0	0.0	0.0	53.2	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	14.3	60.7	8.1	0.0	0.0	0.0	0.0	53.2	0.0	42.3
LOS by Move:	A	C+	B	E	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	34	17	13	23	0	0	0	0	20	0	6

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1740	0	280	1280	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1740	0	280	1280	120	50	160	30	40	50	0
Added Vol:	0	18	0	5	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1758	0	285	1287	120	50	160	30	40	50	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1758	0	285	1287	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1758	0	285	1287	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	290	1758	0	285	1287	120	50	160	30	40	50	0

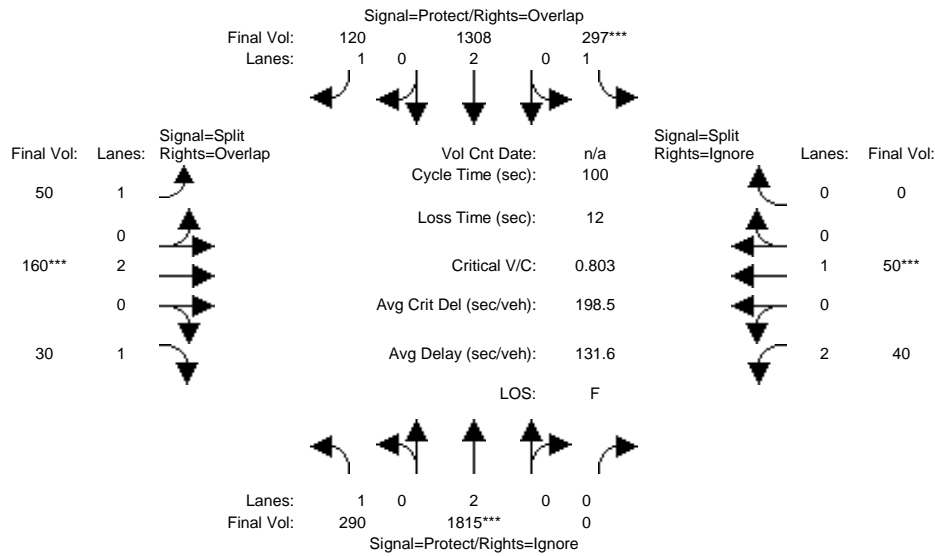
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.46	0.00	0.16	0.34	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.40	0.00	0.61	0.95	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	223	0.0	38.2	48.9	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	223	0.0	38.2	48.9	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	D	B	D	D	C+	D	D	A
HCM2k95thQ:	17	90	0	16	34	4	3	5	1	2	3	0

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

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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1740	0	280	1280	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1740	0	280	1280	120	50	160	30	40	50	0
Added Vol:	0	75	0	17	28	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1815	0	297	1308	120	50	160	30	40	50	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1815	0	297	1308	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1815	0	297	1308	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	290	1815	0	297	1308	120	50	160	30	40	50	0

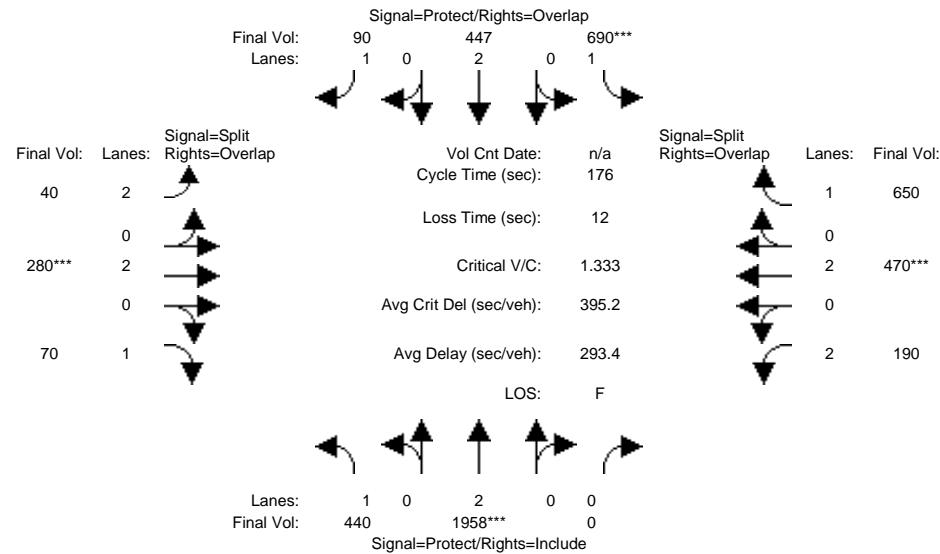
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.48	0.00	0.17	0.34	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.45	0.00	0.63	0.96	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	243	0.0	39.0	51.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	243	0.0	39.0	51.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	D-	B	D	D	C+	D	D	A
HCM2k95thQ:	17	96	0	17	35	4	3	5	1	2	3	0

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

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	440	1940	0	690	440	90	40	280	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1940	0	690	440	90	40	280	70	190	470	650
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1958	0	690	447	90	40	280	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1958	0	690	447	90	40	280	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1958	0	690	447	90	40	280	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	1958	0	690	447	90	40	280	70	190	470	650

Saturation 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	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

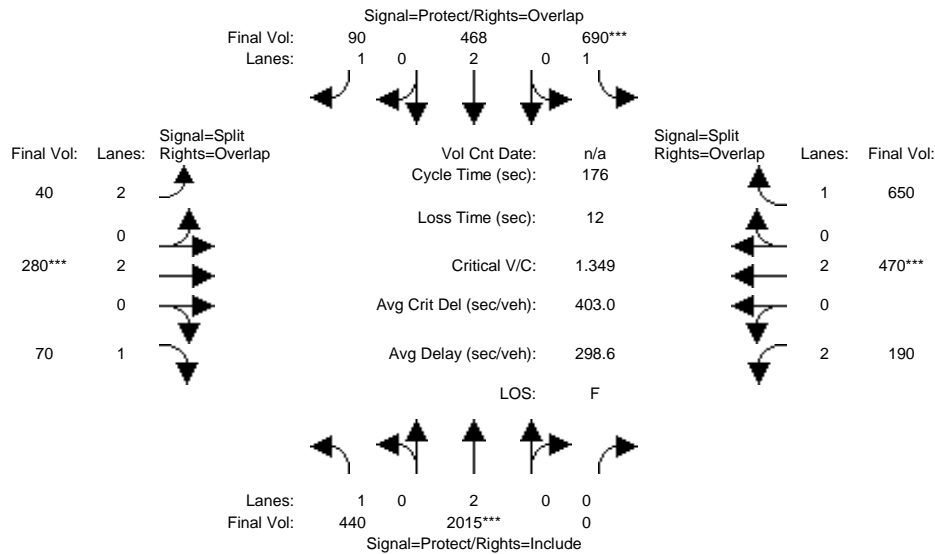
Capacity Analysis Module:												
Vol/Sat:	0.25	0.52	0.00	0.39	0.12	0.05	0.02	0.13	0.04	0.09	0.21	0.37
Crit Moves:	****		****				****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.38	0.00	3.37	0.43	0.10	0.07	0.52	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	236	0.0	1162	56.9	23.3	54.7	62.2	28.3	66.1	131	156.1
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:	168.2	236	0.0	1162	56.9	23.3	54.7	62.2	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	E	C	E	F	F
HCM2k95thQ:	53	128	0	158	18	5	2	14	5	10	25	77

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

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	440	1940	0	690	440	90	40	280	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1940	0	690	440	90	40	280	70	190	470	650
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2015	0	690	468	90	40	280	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	2015	0	690	468	90	40	280	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2015	0	690	468	90	40	280	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	2015	0	690	468	90	40	280	70	190	470	650

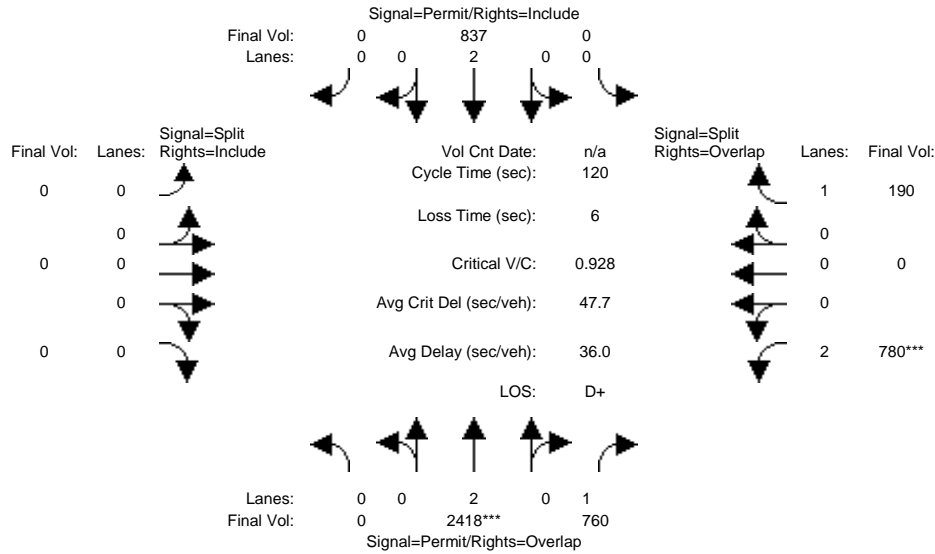
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:												
Vol/Sat:	0.25	0.53	0.00	0.39	0.12	0.05	0.02	0.13	0.04	0.09	0.21	0.37
Crit Moves:	****			****			****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.42	0.00	3.37	0.45	0.10	0.07	0.52	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	254	0.0	1162	57.2	23.3	54.7	62.2	28.3	66.1	131	156.1
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:	168.2	254	0.0	1162	57.2	23.3	54.7	62.2	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	E	C	E	F	F
HCM2k95thQ:	53	136	0	158	19	5	2	14	5	10	25	77

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

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	2400	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2400	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2418	760	0	837	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2418	760	0	837	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2418	760	0	837	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2418	760	0	837	0	0	0	0	780	0	190

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	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	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

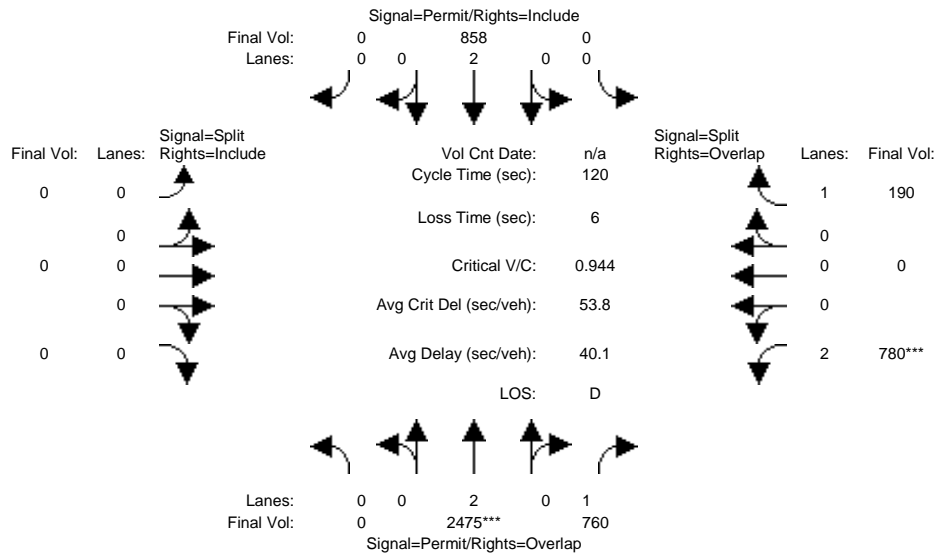
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.50	0.00	0.22	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.03	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	50.1	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
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	50.1	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	D	A	A	C	A	A	A	A	D	A	C
HCM2k95thQ:	0	75	6	0	23	0	0	0	0	28	0	11

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

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 2035 with Project AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	2400	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2400	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2475	760	0	858	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2475	760	0	858	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2475	760	0	858	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2475	760	0	858	0	0	0	0	780	0	190

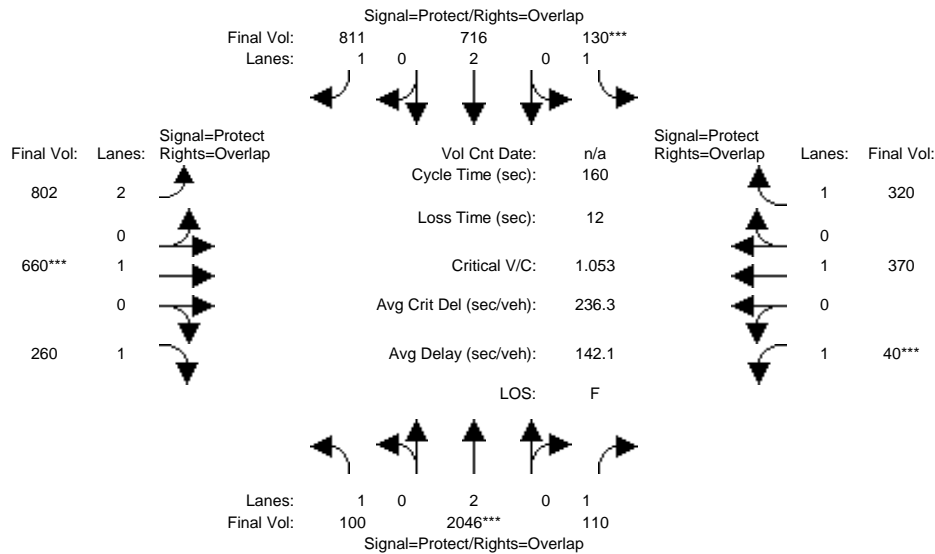
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.05	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	58.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
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	58.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E+	A	A	C	A	A	A	A	D	A	C
HCM2k95thQ:	0	80	6	0	24	0	0	0	0	28	0	11

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway	El Monte Avenue
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
Min. Green:	19 63 63	18 62 62
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0

Volume Module:												
Base Vol:	100	2030	110	130	710	810	800	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	800	660	260	40	370	320
Added Vol:	0	16	0	0	6	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2046	110	130	716	811	802	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2046	110	130	716	811	802	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2046	110	130	716	811	802	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	2046	110	130	716	811	802	660	260	40	370	320

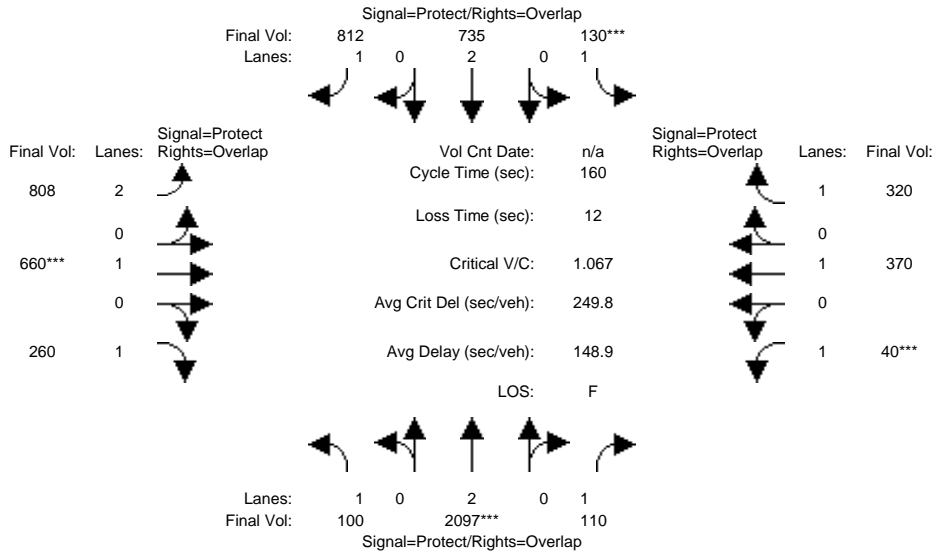
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.06	0.07	0.19	0.46	0.25	0.35	0.15	0.02	0.19	0.18
Crit Moves:	****		****			****			****			
Green Time:	16.8	55.7	68.1	15.9	54.8	98.9	44.1	65.4	82.2	12.4	33.7	49.6
Volume/Cap:	0.54	1.55	0.15	0.75	0.55	0.75	0.92	0.85	0.29	0.30	0.92	0.59
Delay/Veh:	80.2	306	27.7	101.3	65.4	54.1	79.1	57.3	25.3	80.1	96.9	54.4
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:	80.2	306	27.7	101.3	65.4	54.1	79.1	57.3	25.3	80.1	96.9	54.4
LOS by Move:	F	F	C	F	E	D-	E-	E+	C	F	F	D-
HCM2k95thQ:	10	146	6	15	31	69	47	55	16	5	39	28

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	2030	110	130	710	810	800	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	800	660	260	40	370	320
Added Vol:	0	67	0	0	25	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2097	110	130	735	812	808	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2097	110	130	735	812	808	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2097	110	130	735	812	808	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	2097	110	130	735	812	808	660	260	40	370	320

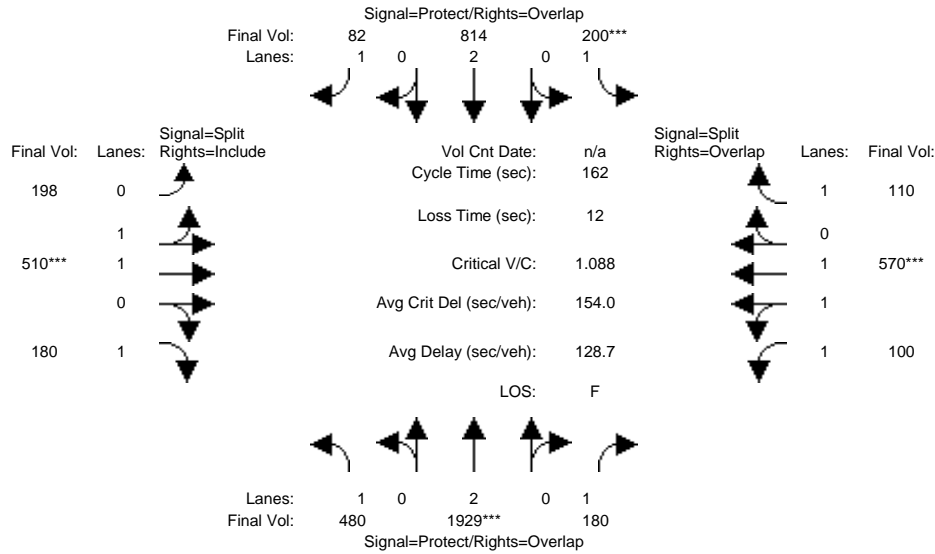
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.06	0.07	0.19	0.46	0.26	0.35	0.15	0.02	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.0	44.2	65.4	82.2	12.4	33.6	49.5
Volume/Cap:	0.54	1.59	0.15	0.75	0.56	0.75	0.93	0.85	0.29	0.30	0.93	0.59
Delay/Veh:	80.2	323	27.7	101.3	65.9	54.0	79.6	57.3	25.3	80.1	97.9	54.6
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:	80.2	323	27.7	101.3	65.9	54.0	79.6	57.3	25.3	80.1	97.9	54.6
LOS by Move:	F	F	C	F	E	D-	E-	E+	C	F	F	D-
HCM2k95thQ:	10	152	6	15	32	69	48	55	16	5	39	28

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	480	1920	180	200	810	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	810	80	190	510	180	100	570	110
Added Vol:	0	9	0	0	4	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1929	180	200	814	82	198	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1929	180	200	814	82	198	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1929	180	200	814	82	198	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	1929	180	200	814	82	198	510	180	100	570	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1034	2664	1750	1750	2850	1750

Capacity Analysis Module:

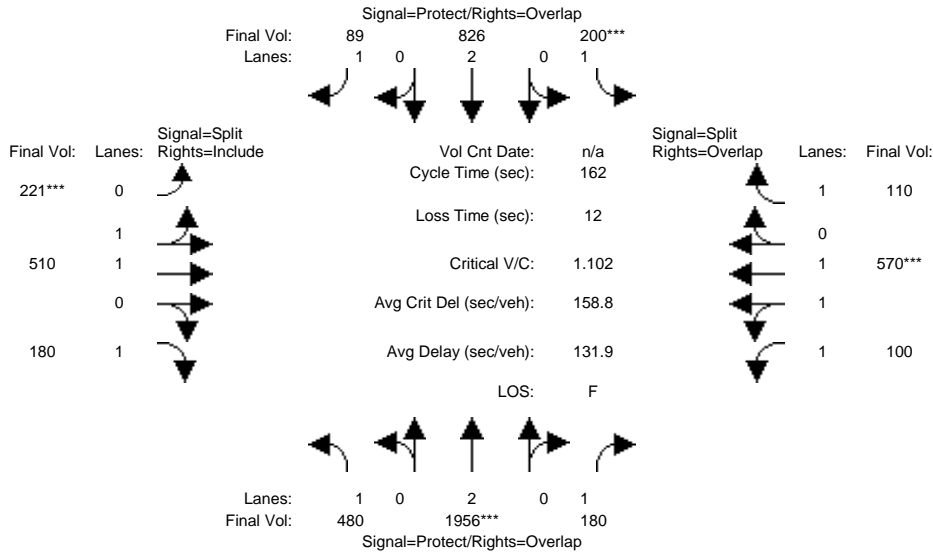
Vol/Sat:	0.27	0.51	0.10	0.11	0.21	0.05	0.19	0.19	0.10	0.06	0.20	0.06
Crit Moves:	****			****			****			****		
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.33	0.17	1.00	0.82	0.10	0.84	0.84	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	206	16.6	141.1	66.4	24.0	71.8	71.8	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	206	16.6	141.1	66.4	24.0	71.8	71.8	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2k95thQ:	61	121	9	24	35	5	35	35	17	9	33	9

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	480	1920	180	200	810	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	810	80	190	510	180	100	570	110
Added Vol:	0	36	0	0	16	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1956	180	200	826	89	221	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1956	180	200	826	89	221	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1956	180	200	826	89	221	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	1956	180	200	826	89	221	510	180	100	570	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	1.38	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1118	2581	1750	1750	2850	1750

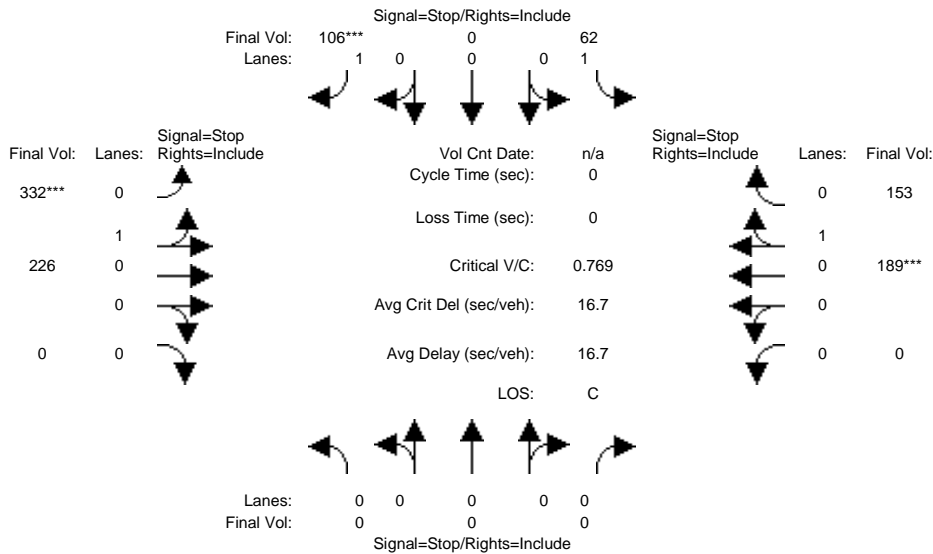
Capacity Analysis Module:

Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.20	0.20	0.10	0.06	0.20	0.06
Crit Moves:	****			****			****			****		
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.34	0.17	1.00	0.83	0.10	0.86	0.86	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	214	16.6	141.1	67.2	24.1	74.1	74.1	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	214	16.6	141.1	67.2	24.1	74.1	74.1	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2k95thQ:	61	124	9	24	36	5	36	36	17	9	33	9

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	2	0	16	22	6	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	106	332	226	0	0	189	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	106	332	226	0	0	189	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	106	332	226	0	0	189	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	106	332	226	0	0	189	153

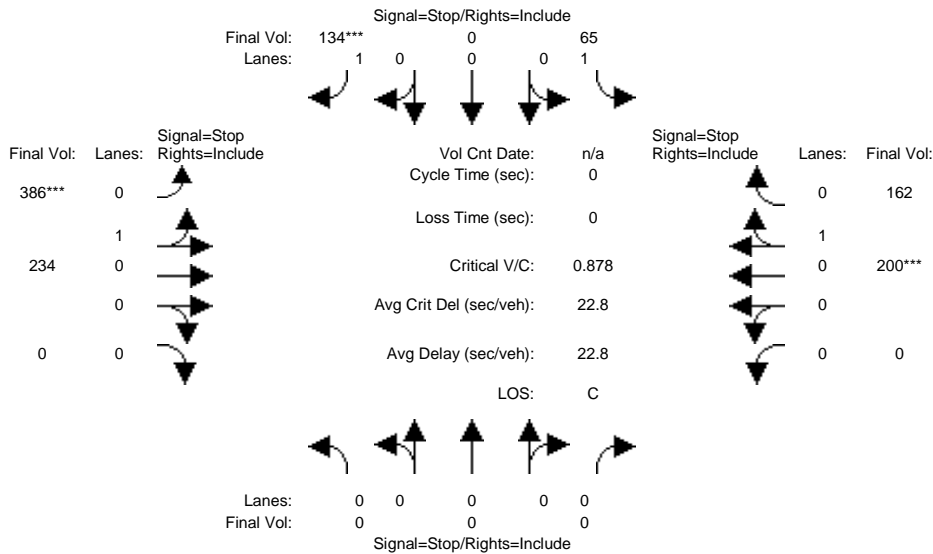
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	484	0	575	432	294	0	0	404	327

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.18	0.77	0.77	xxxx	xxxx	0.47	0.47
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx				9.9			21.8			11.7	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.9			21.8			11.7	
LOS by Appr:		*			A			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.2	2.8	2.8	2.8	0.8	0.8	0.8

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

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 with Project AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	5	0	44	76	14	0	0	20	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	134	386	234	0	0	200	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	134	386	234	0	0	200	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	134	386	234	0	0	200	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	134	386	234	0	0	200	162

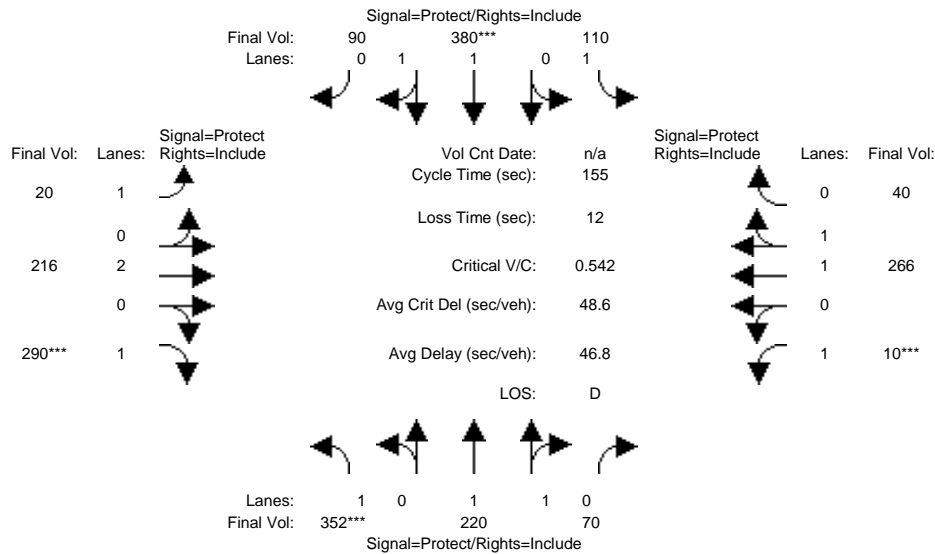
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.62	0.38	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	481	0	572	440	267	0	0	387	313

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.14	xxxx	0.23	0.88	0.88	xxxx	xxxx	0.52	0.52
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	10.3	32.4	32.4	0.0	0.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	10.3	32.4	32.4	0.0	0.0	13.0	13.0
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx				10.5			32.4			13.0	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				10.5			32.4			13.0	
LOS by Appr:		*			B			D			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.3	4.8	4.8	4.8	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	6	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	220	70	110	380	90	20	216	290	10	266	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	220	70	110	380	90	20	216	290	10	266	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	220	70	110	380	90	20	216	290	10	266	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	220	70	110	380	90	20	216	290	10	266	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.61	0.39	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2806	893	1750	2991	708	1750	3800	1750	1750	3216	484

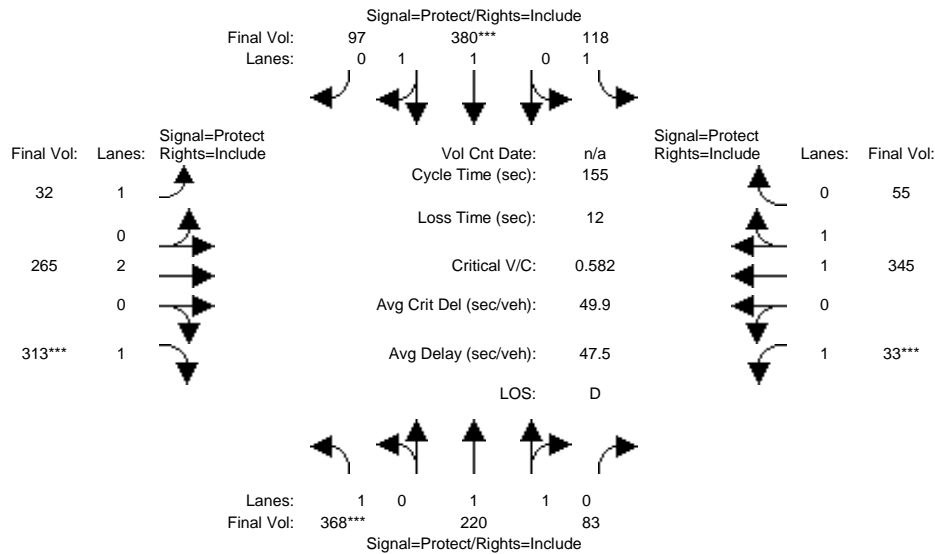
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.13	0.13	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	55.4	50.2	50.2	40.2	35.0	35.0	18.6	45.6	45.6	7.0	34.0	34.0
Volume/Cap:	0.56	0.24	0.24	0.24	0.56	0.56	0.10	0.19	0.56	0.13	0.38	0.38
Delay/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
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:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
LOS by Move:	D	D+	D+	D	D-	D-	E	D	D	E	D-	D-
HCM2k95thQ:	25	10	10	8	18	18	2	7	22	1	12	12

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	18	0	13	8	0	7	12	55	23	23	95	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	220	83	118	380	97	32	265	313	33	345	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:	368	220	83	118	380	97	32	265	313	33	345	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	220	83	118	380	97	32	265	313	33	345	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	368	220	83	118	380	97	32	265	313	33	345	55

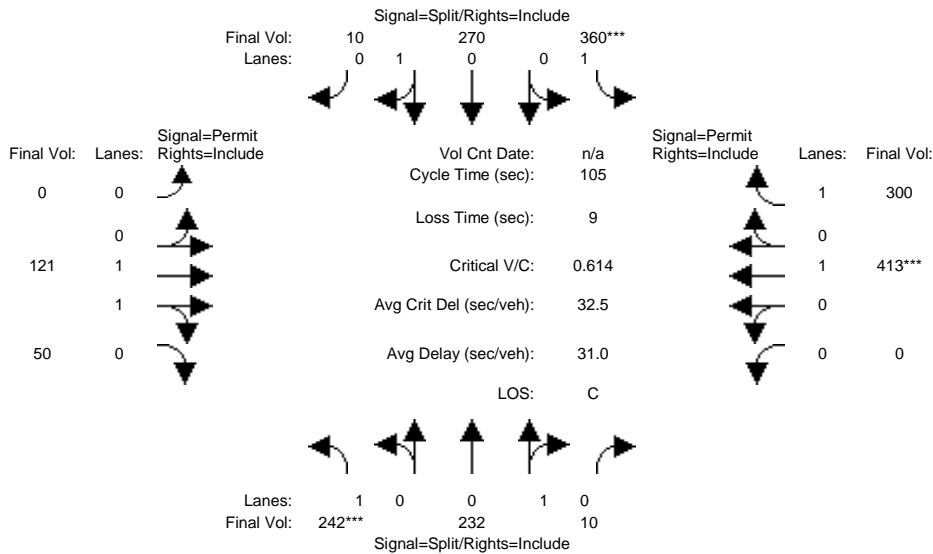
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.44	0.56	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2686	1013	1750	2947	752	1750	3800	1750	1750	3191	509

Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.08	0.07	0.13	0.13	0.02	0.07	0.18	0.02	0.11	0.11
Crit Moves:	***			****			****		****	****		
Green Time:	55.2	48.8	48.8	40.2	33.8	33.8	15.9	47.0	47.0	7.0	38.1	38.1
Volume/Cap:	0.59	0.26	0.26	0.26	0.59	0.59	0.18	0.23	0.59	0.42	0.44	0.44
Delay/Veh:	42.2	39.7	39.7	45.9	55.5	55.5	64.1	40.6	47.6	75.6	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	39.7	39.7	45.9	55.5	55.5	64.1	40.6	47.6	75.6	49.8	49.8
LOS by Move:	D	D	D	D	E+	E+	E	D	D	E-	D	D
HCM2k95thQ:	26	10	10	9	19	19	3	9	24	3	15	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	2	2	0	0	0	0	0	11	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	232	10	360	270	10	0	121	50	0	413	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	232	10	360	270	10	0	121	50	0	413	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	232	10	360	270	10	0	121	50	0	413	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	232	10	360	270	10	0	121	50	0	413	300

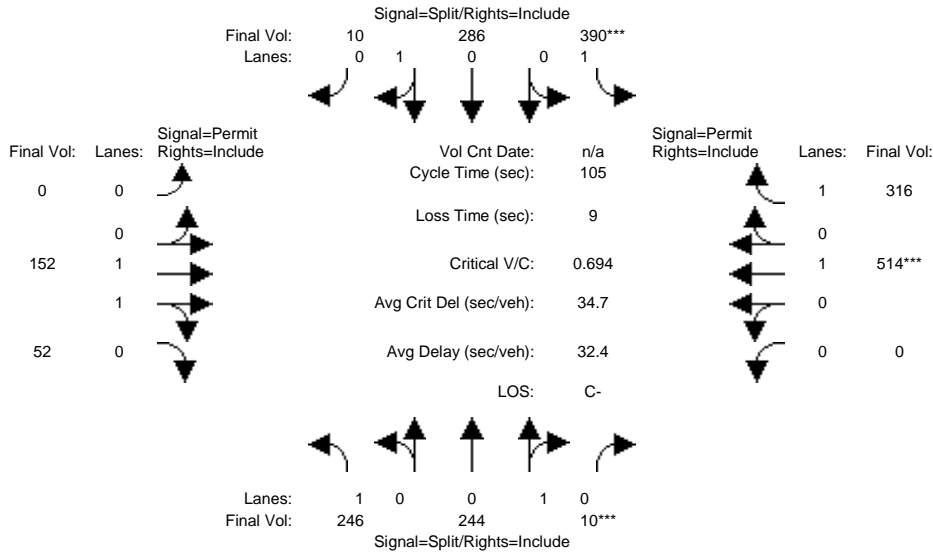
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.96	0.04	0.00	1.40	0.60	0.00	1.00	1.00
Final Sat.:	1750	1726	74	1750	1736	64	0	2617	1082	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.21	0.16	0.16	0.00	0.05	0.05	0.00	0.22	0.17
Crit Moves:	****			****						****		
Green Time:	23.6	23.6	23.6	35.2	35.2	35.2	0.0	37.2	37.2	0.0	37.2	37.2
Volume/Cap:	0.61	0.60	0.60	0.61	0.46	0.46	0.00	0.13	0.13	0.00	0.61	0.48
Delay/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	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:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
LOS by Move:	D	D+	D+	C	C	C	A	C	C	A	C	C
HCM2k95thQ:	14	14	14	19	14	14	0	4	4	0	20	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	6	14	0	30	16	0	0	42	2	0	134	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	244	10	390	286	10	0	152	52	0	514	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	244	10	390	286	10	0	152	52	0	514	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	244	10	390	286	10	0	152	52	0	514	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	244	10	390	286	10	0	152	52	0	514	316

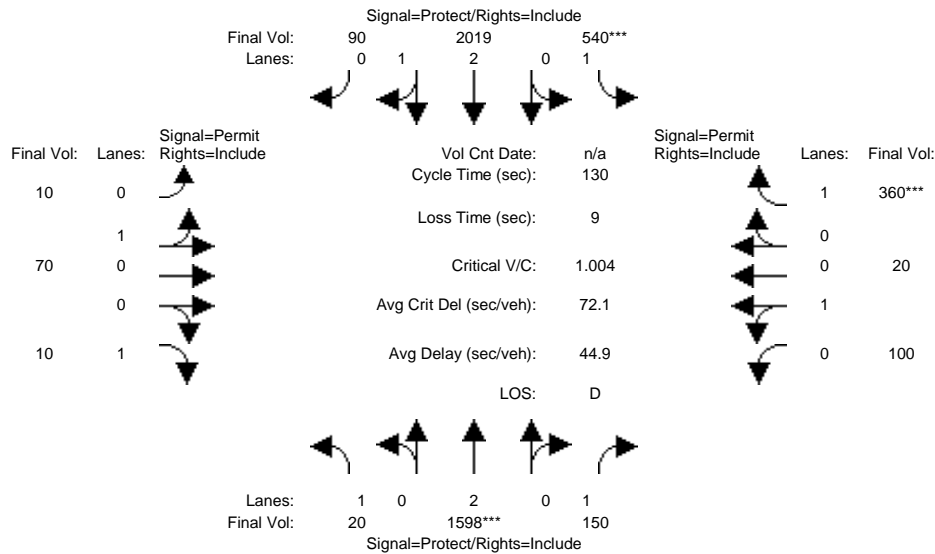
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.97	0.03	0.00	1.48	0.52	0.00	1.00	1.00
Final Sat.:	1750	1729	71	1750	1739	61	0	2756	943	0	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.14	0.14	0.22	0.16	0.16	0.00	0.06	0.06	0.00	0.27	0.18
Crit Moves:			****	****						****		
Green Time:	21.4	21.4	21.4	33.7	33.7	33.7	0.0	40.9	40.9	0.0	40.9	40.9
Volume/Cap:	0.69	0.69	0.69	0.69	0.51	0.51	0.00	0.14	0.14	0.00	0.69	0.46
Delay/Veh:	44.5	44.5	44.5	34.9	29.7	29.7	0.0	20.7	20.7	0.0	29.7	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	44.5	34.9	29.7	29.7	0.0	20.7	20.7	0.0	29.7	24.4
LOS by Move:	D	D	D	C-	C	C	A	C+	C+	A	C	C
HCM2k95thQ:	15	15	15	21	15	15	0	4	4	0	25	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1598	150	540	2019	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1598	150	540	2019	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1598	150	540	2019	90	10	70	10	100	20	360

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5361	239	225	1575	1750	1500	300	1750

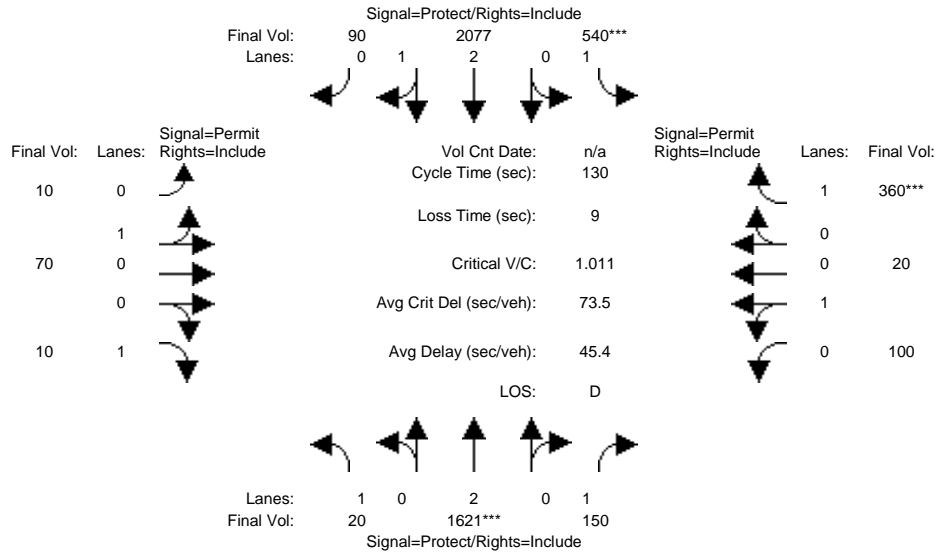
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.09	0.31	0.38	0.38	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:	****		****				****					
Green Time:	11.8	54.4	54.4	39.9	82.6	82.6	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	1.00	0.20	1.00	0.59	0.59	0.22	0.22	0.03	0.33	0.33	1.00
Delay/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2k95thQ:	2	56	8	48	29	29	6	6	1	9	9	36

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East 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:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	31	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1621	150	540	2077	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1621	150	540	2077	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360

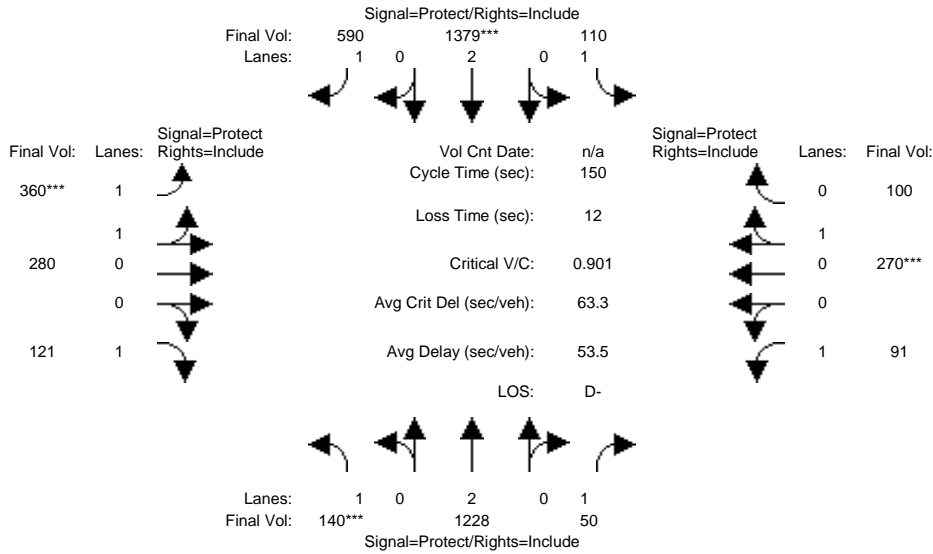
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5367	233	225	1575	1750	1500	300	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.09	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:	****		****				****					
Green Time:	11.5	54.9	54.9	39.7	83.0	83.0	26.5	26.5	26.5	26.5	26.5	26.5
Volume/Cap:	0.13	1.01	0.20	1.01	0.61	0.61	0.22	0.22	0.03	0.33	0.33	1.01
Delay/Veh:	55.0	62.7	23.9	86.8	14.2	14.2	43.5	43.5	41.5	44.7	44.7	102.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	62.7	23.9	86.8	14.2	14.2	43.5	43.5	41.5	44.7	44.7	102.2
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2k95thQ:	2	57	8	49	30	30	6	6	1	9	9	36

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	0	8	0	0	19	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1228	50	110	1379	590	360	280	121	91	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1228	50	110	1379	590	360	280	121	91	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	1228	50	110	1379	590	360	280	121	91	270	100

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486

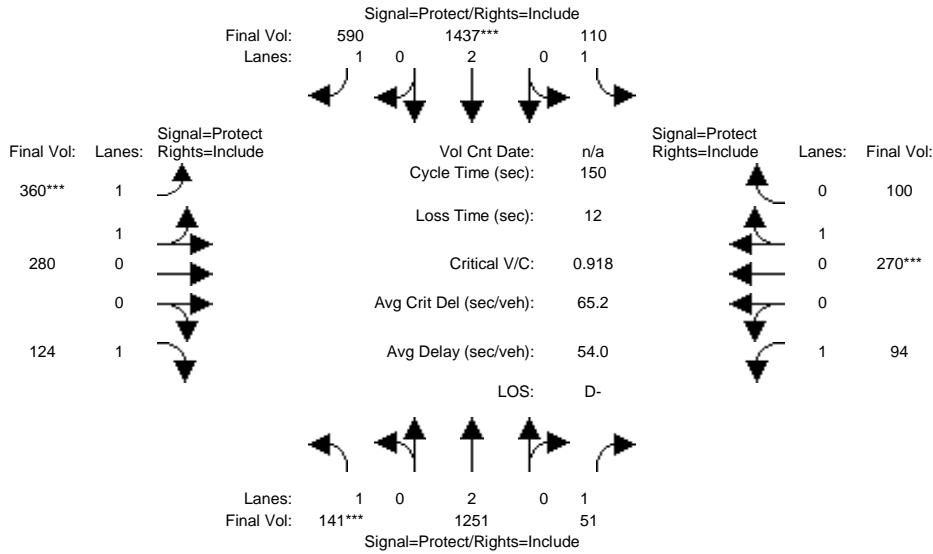
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.32	0.03	0.06	0.36	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	13.3	61.7	61.7	12.0	60.4	60.4	30.0	49.9	49.9	14.4	34.2	34.2
Volume/Cap:	0.90	0.79	0.07	0.79	0.90	0.84	0.90	0.54	0.21	0.54	0.90	0.90
Delay/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
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:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
LOS by Move:	F	D	C	F	D	D	E	D	D+	E	E-	E-
HCM2k95thQ:	14	40	3	11	50	44	32	23	8	10	35	35

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	31	1	0	77	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1251	51	110	1437	590	360	280	124	94	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1251	51	110	1437	590	360	280	124	94	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100

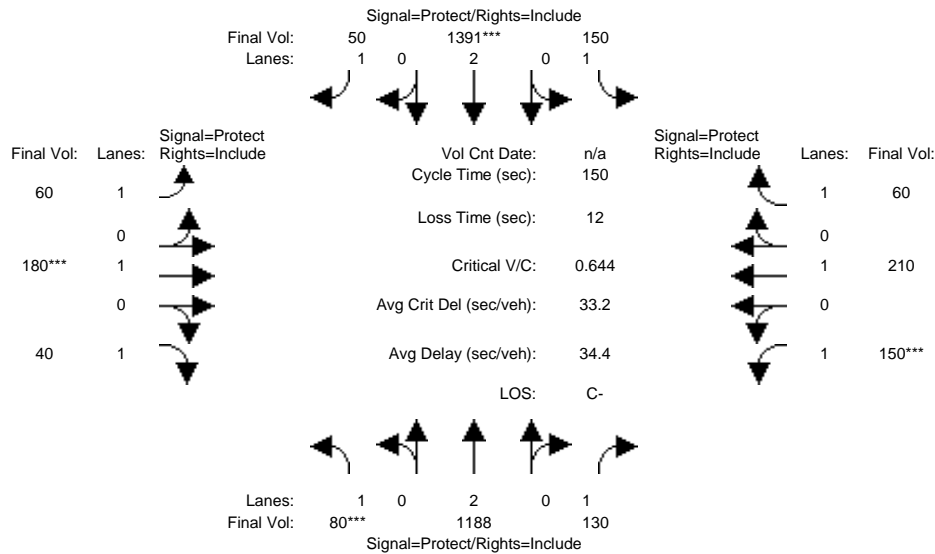
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486

Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.03	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	13.2	62.9	62.9	12.0	61.8	61.8	29.5	48.6	48.6	14.5	33.6	33.6
Volume/Cap:	0.92	0.78	0.07	0.78	0.92	0.82	0.92	0.56	0.22	0.56	0.92	0.92
Delay/Veh:	116.9	40.3	26.1	92.3	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
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:	116.9	40.3	26.1	92.3	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
LOS by Move:	F	D	C	F	D	D	E-	D	D+	E	F	F
HCM2k95thQ:	15	41	3	11	52	43	32	23	9	10	35	35

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project
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 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1188	130	150	1391	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1188	130	150	1391	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1188	130	150	1391	50	60	180	40	150	210	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

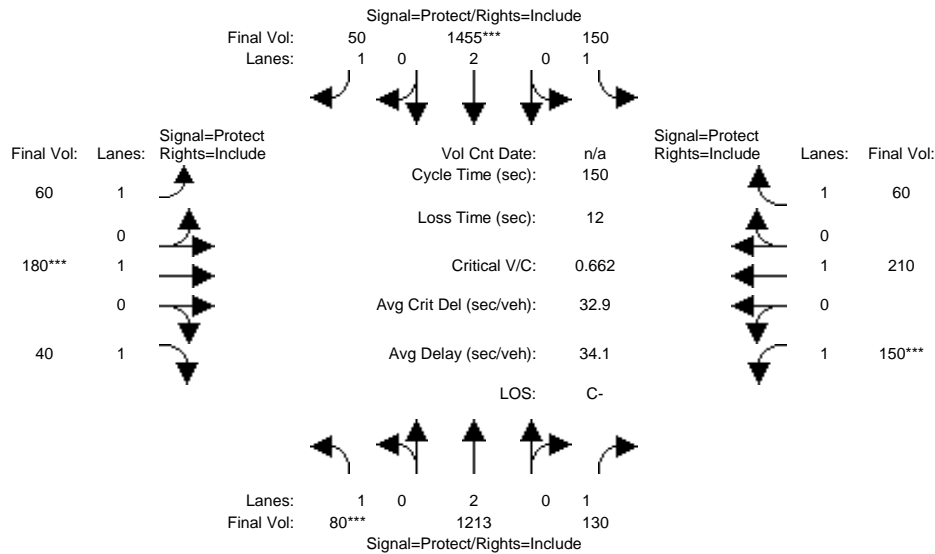
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.07	0.09	0.37	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	***			****			****			****		
Green Time:	10.7	75.3	75.3	20.6	85.3	85.3	12.5	22.1	22.1	20.0	29.6	29.6
Volume/Cap:	0.64	0.62	0.15	0.62	0.64	0.05	0.41	0.64	0.16	0.64	0.56	0.17
Delay/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
LOS by Move:	E-	C	C+	E	C+	B	E	E	E+	E	E+	D
HCM2k95thQ:	8	33	7	13	34	2	6	16	4	15	17	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	33	0	0	85	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1213	130	150	1455	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1213	130	150	1455	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1213	130	150	1455	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1213	130	150	1455	50	60	180	40	150	210	60

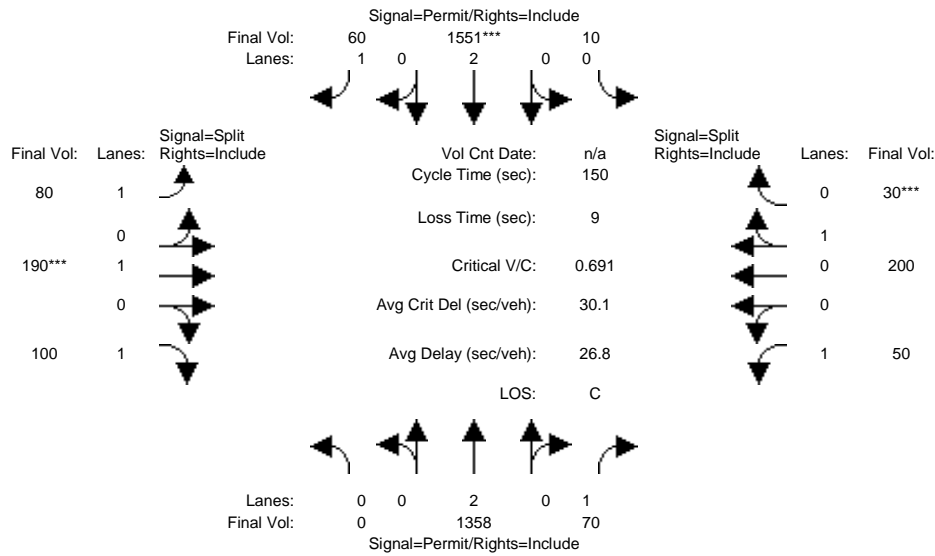
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.09	0.38	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	***			****			****			****		
Green Time:	10.4	76.6	76.6	20.6	86.8	86.8	12.1	21.5	21.5	19.4	28.7	28.7
Volume/Cap:	0.66	0.63	0.15	0.63	0.66	0.05	0.42	0.66	0.16	0.66	0.58	0.18
Delay/Veh:	81.0	27.1	19.5	66.2	22.4	13.7	67.6	66.8	56.7	69.3	57.4	51.0
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:	81.0	27.1	19.5	66.2	22.4	13.7	67.6	66.8	56.7	69.3	57.4	51.0
LOS by Move:	F	C	B-	E	C+	B	E	E	E+	E	E+	D-
HCM2k95thQ:	8	33	6	13	36	2	7	16	4	15	17	5

Note: Queue reported is the number of cars per lane.

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1358	70	10	1551	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1358	70	10	1551	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1358	70	10	1551	60	80	190	100	50	200	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	24	3676	1750	1750	1900	1750	1750	1565	235

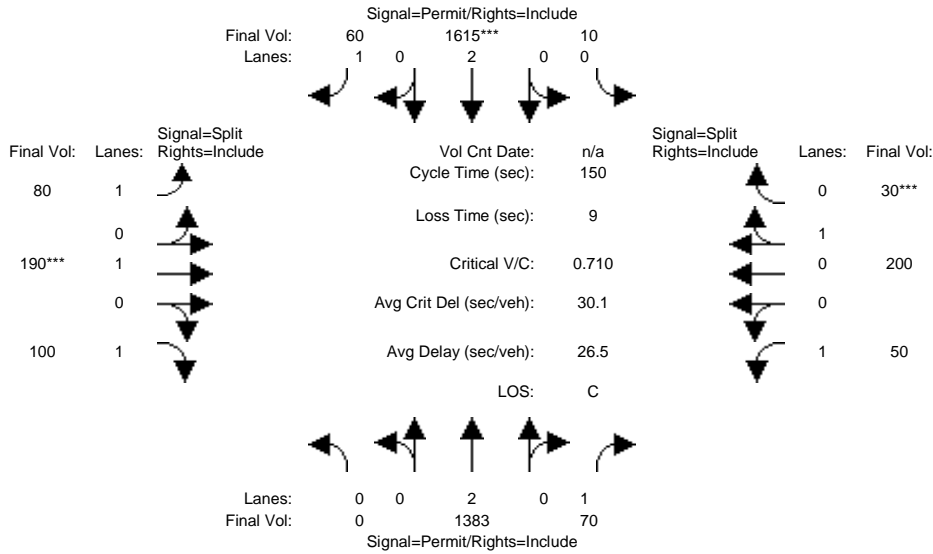
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.42	0.42	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	91.6	91.6	91.6	91.6	91.6	21.7	21.7	21.7	27.7	27.7	27.7
Volume/Cap:	0.00	0.59	0.07	0.69	0.69	0.06	0.32	0.69	0.39	0.15	0.69	0.69
Delay/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
LOS by Move:	A	B-	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2k95thQ:	0	31	3	40	40	2	7	16	9	4	21	21

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	33	0	0	85	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1383	70	10	1615	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1383	70	10	1615	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1383	70	10	1615	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1383	70	10	1615	60	80	190	100	50	200	30

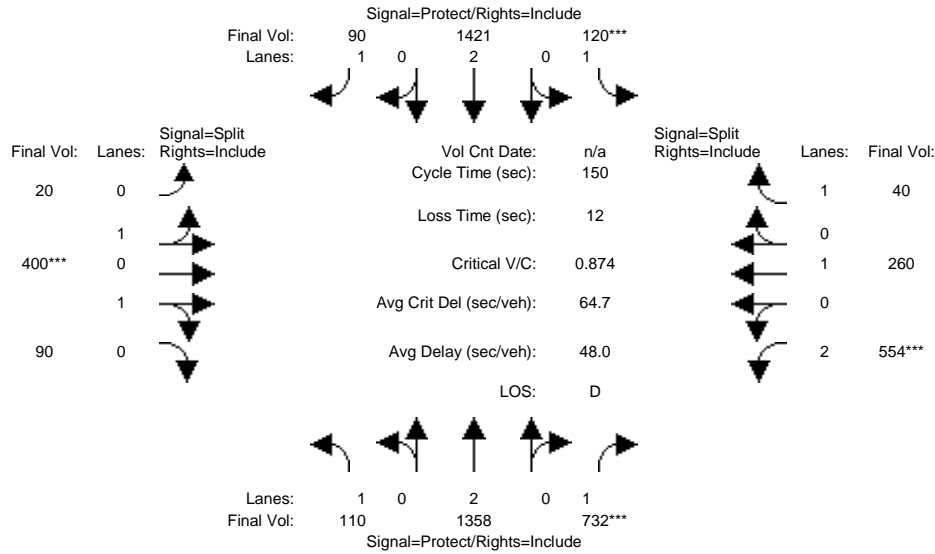
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	23	3677	1750	1750	1900	1750	1750	1565	235

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.36	0.04	0.44	0.44	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	92.8	92.8	92.8	92.8	92.8	21.1	21.1	21.1	27.0	27.0	27.0
Volume/Cap:	0.00	0.59	0.06	0.71	0.71	0.06	0.32	0.71	0.41	0.16	0.71	0.71
Delay/Veh:	0.0	17.5	11.4	20.5	20.5	11.3	58.8	70.0	59.8	52.1	64.9	64.9
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	17.5	11.4	20.5	20.5	11.3	58.8	70.0	59.8	52.1	64.9	64.9
LOS by Move:	A	B	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2k95thQ:	0	31	3	42	42	2	7	16	9	4	21	21

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	8	2	0	21	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1358	732	120	1421	90	20	400	90	554	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1358	732	120	1421	90	20	400	90	554	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1358	732	120	1421	90	20	400	90	554	260	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750

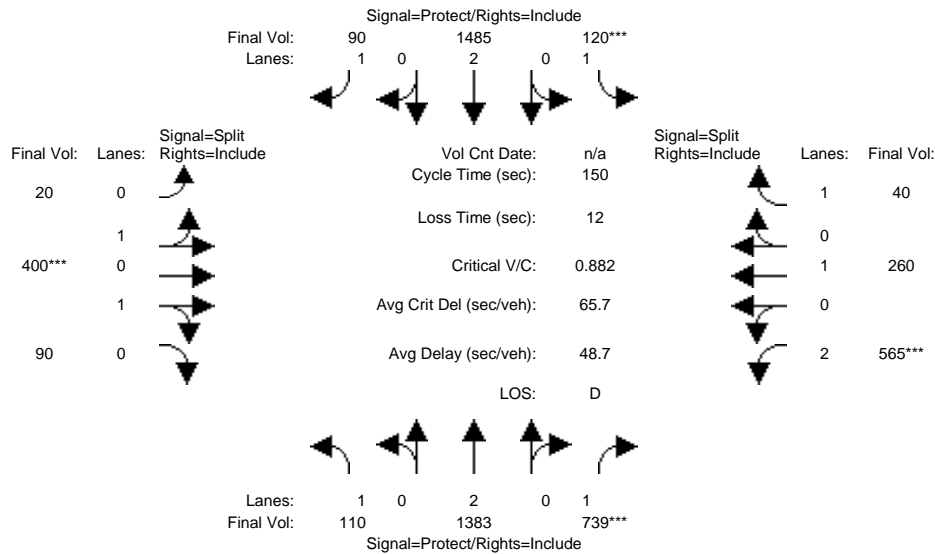
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.37	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****			****			****		
Green Time:	12.0	71.8	71.8	11.8	71.5	71.5	24.3	24.3	24.3	30.2	30.2	30.2
Volume/Cap:	0.78	0.75	0.87	0.87	0.78	0.11	0.87	0.87	0.87	0.87	0.68	0.11
Delay/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E	D
HCM2k95thQ:	11	41	54	12	44	5	26	26	26	28	20	3

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	33	9	0	85	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1383	739	120	1485	90	20	400	90	565	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1383	739	120	1485	90	20	400	90	565	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40

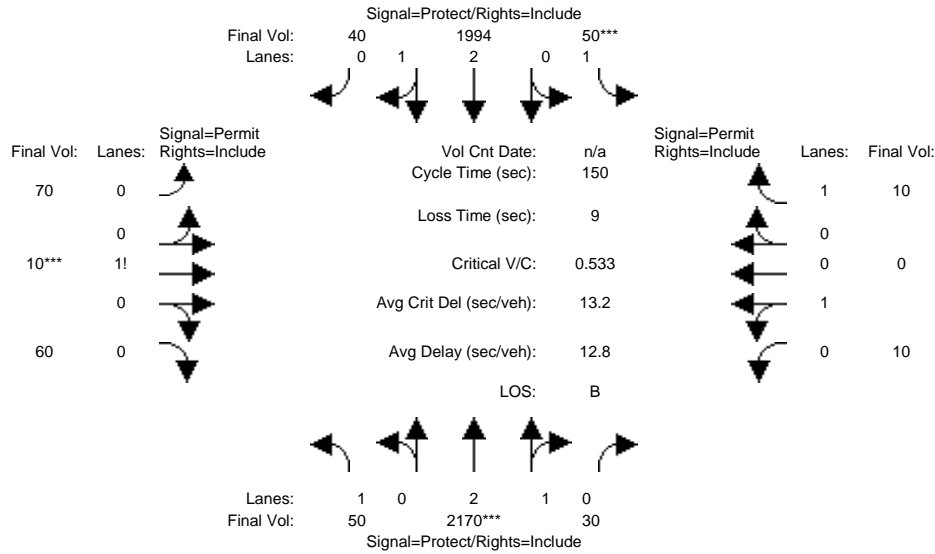
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.36	0.42	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****			****			****		
Green Time:	11.6	71.8	71.8	11.7	71.9	71.9	24.1	24.1	24.1	30.5	30.5	30.5
Volume/Cap:	0.82	0.76	0.88	0.88	0.82	0.11	0.88	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	98.6	34.0	46.2	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	34.0	46.2	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2k95thQ:	11	42	55	12	47	5	26	26	26	29	20	3

Note: Queue reported is the number of cars per lane.

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 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2170	30	50	1994	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2170	30	50	1994	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2170	30	50	1994	40	70	10	60	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5524	76	1750	5490	110	875	125	750	1800	0	1750

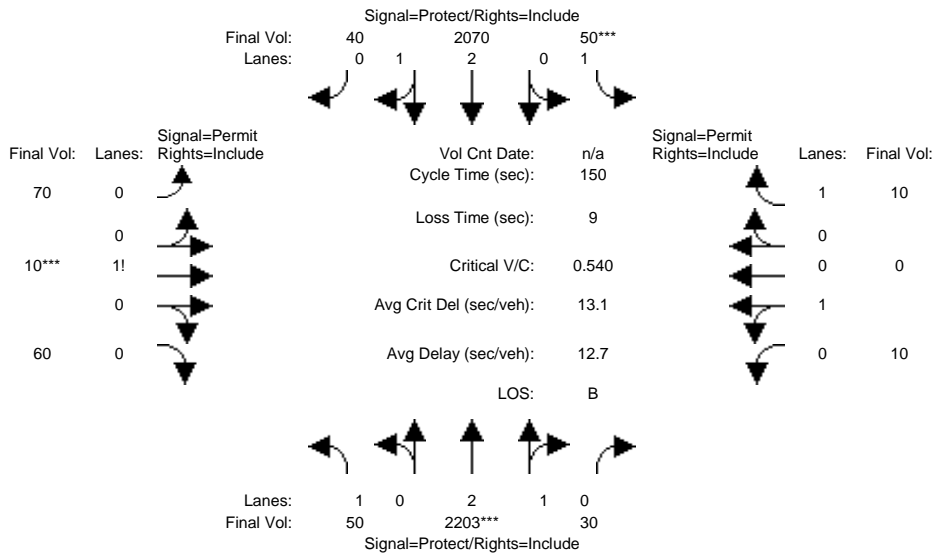
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.03	0.36	0.36	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	13.5	110	110.5	8.0	105	105.0	22.5	22.5	22.5	22.5	0.0	22.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.52	0.52	0.53	0.53	0.53	0.04	0.00	0.04
Delay/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
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:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	D-	A	D-
HCM2k95thQ:	5	26	26	5	25	25	13	13	13	1	0	1

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2203	30	50	2070	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2203	30	50	2070	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2203	30	50	2070	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2203	30	50	2070	40	70	10	60	10	0	10

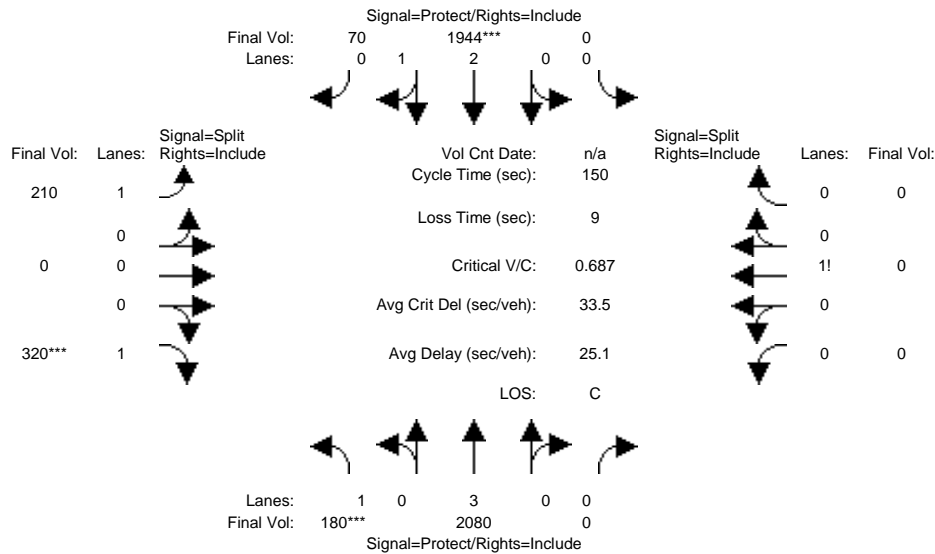
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5525	75	1750	5494	106	875	125	750	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.38	0.38	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	13.1	111	110.8	7.9	106	105.7	22.2	22.2	22.2	22.2	0.0	22.2
Volume/Cap:	0.33	0.54	0.54	0.54	0.53	0.53	0.54	0.54	0.54	0.04	0.00	0.04
Delay/Veh:	65.6	8.7	8.7	75.5	10.7	10.7	61.4	61.4	61.4	54.8	0.0	54.8
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:	65.6	8.7	8.7	75.5	10.7	10.7	61.4	61.4	61.4	54.8	0.0	54.8
LOS by Move:	E	A	A	E-	B+	B+	E	E	E	D-	A	D-
HCM2k95thQ:	5	26	26	5	26	26	13	13	13	1	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2080	0	0	1944	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2080	0	0	1944	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	2080	0	0	1944	70	210	0	320	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5405	195	1750	0	1750	0	1750	0

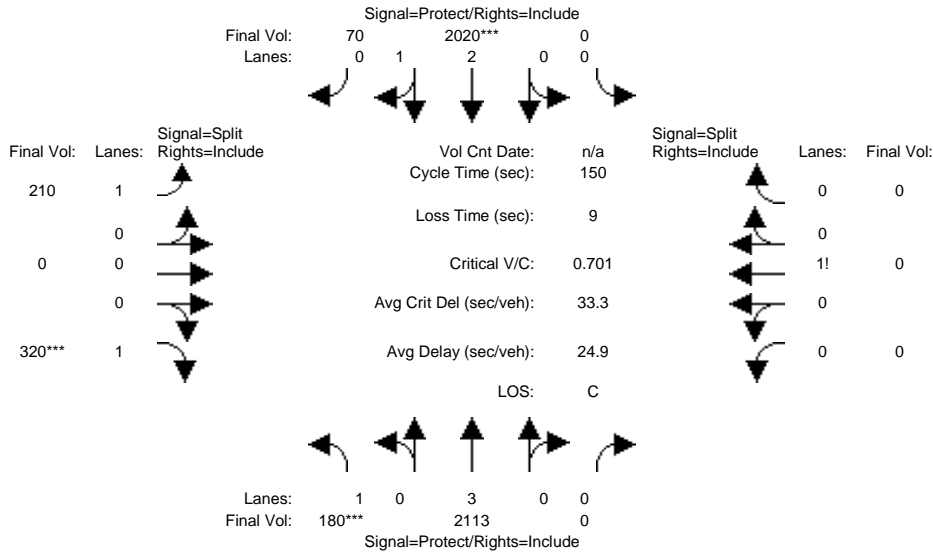
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.36	0.00	0.00	0.36	0.36	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	22.5	101	0.0	0.0	78.6	78.6	40.0	0.0	40.0	0.0	0.0	0.0
Volume/Cap:	0.69	0.54	0.00	0.00	0.69	0.69	0.45	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2k95thQ:	16	28	0	0	38	38	16	0	26	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2113	0	0	2020	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2113	0	0	2020	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2113	0	0	2020	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	2113	0	0	2020	70	210	0	320	0	0	0

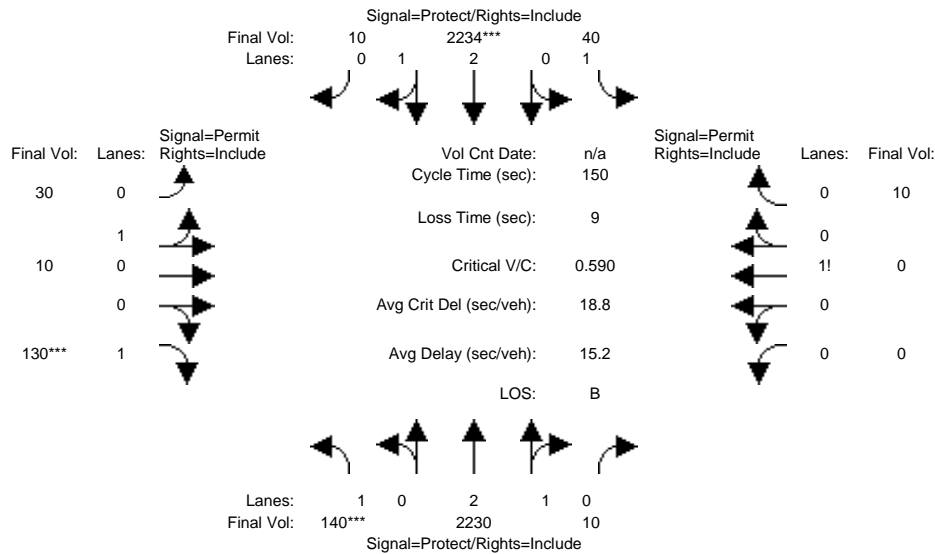
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5412	188	1750	0	1750	0	1750	0

Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.00	0.37	0.37	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	***			***			***			***		
Green Time:	22.0	102	0.0	0.0	79.9	79.9	39.1	0.0	39.1	0.0	0.0	0.0
Volume/Cap:	0.70	0.55	0.00	0.00	0.70	0.70	0.46	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	69.2	12.4	0.0	0.0	26.9	26.9	47.3	0.0	55.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	12.4	0.0	0.0	26.9	26.9	47.3	0.0	55.0	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2k95thQ:	16	28	0	0	40	40	16	0	27	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2230	10	40	2234	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2230	10	40	2234	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2230	10	40	2234	10	30	10	130	0	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5575	25	1350	450	1750	0	0	1750

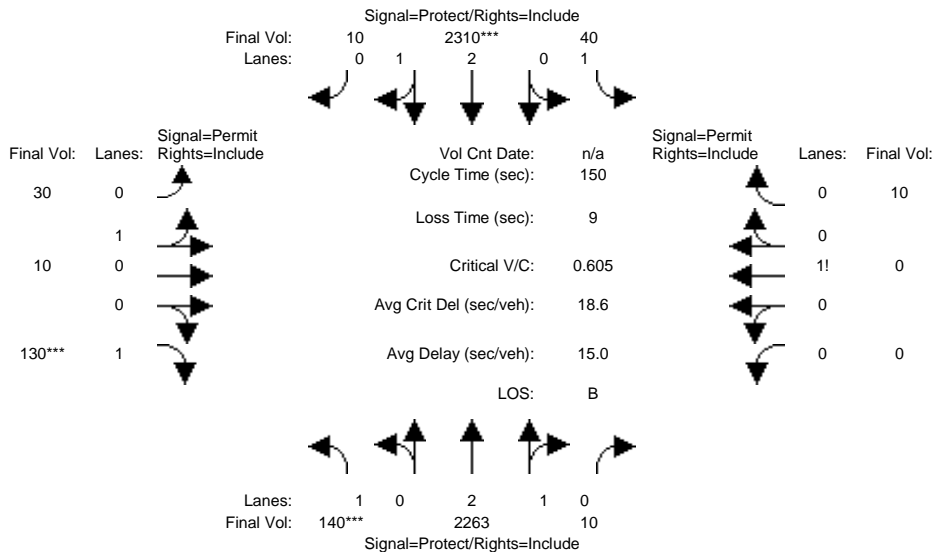
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.02	0.40	0.40	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	***			****			****					
Green Time:	20.3	109	109.4	12.8	102	101.8	18.9	18.9	18.9	0.0	0.0	18.9
Volume/Cap:	0.59	0.55	0.55	0.27	0.59	0.59	0.18	0.18	0.59	0.00	0.00	0.05
Delay/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2k95thQ:	12	27	27	4	31	31	4	4	13	0	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2263	10	40	2310	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2263	10	40	2310	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2263	10	40	2310	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2263	10	40	2310	10	30	10	130	0	0	10

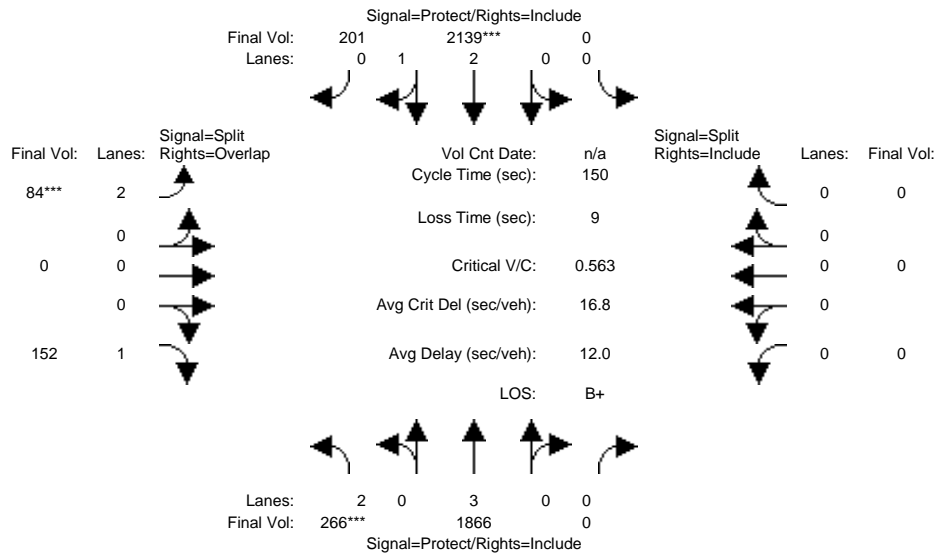
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5576	24	1350	450	1750	0	0	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.41	0.41	0.02	0.41	0.41	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	***			****			****					
Green Time:	19.8	110	109.9	12.6	103	102.7	18.4	18.4	18.4	0.0	0.0	18.4
Volume/Cap:	0.60	0.55	0.55	0.27	0.60	0.60	0.18	0.18	0.60	0.00	0.00	0.05
Delay/Veh:	65.9	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.2	0.0	0.0	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.2	0.0	0.0	58.1
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2k95thQ:	12	27	27	4	32	32	4	4	13	0	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	1860	0	0	2130	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1860	0	0	2130	190	80	0	150	0	0	0
Added Vol:	6	6	0	0	9	11	4	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1866	0	0	2139	201	84	0	152	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1866	0	0	2139	201	84	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1866	0	0	2139	201	84	0	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	1866	0	0	2139	201	84	0	152	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5118	481	3150	0	1750	0	0	0

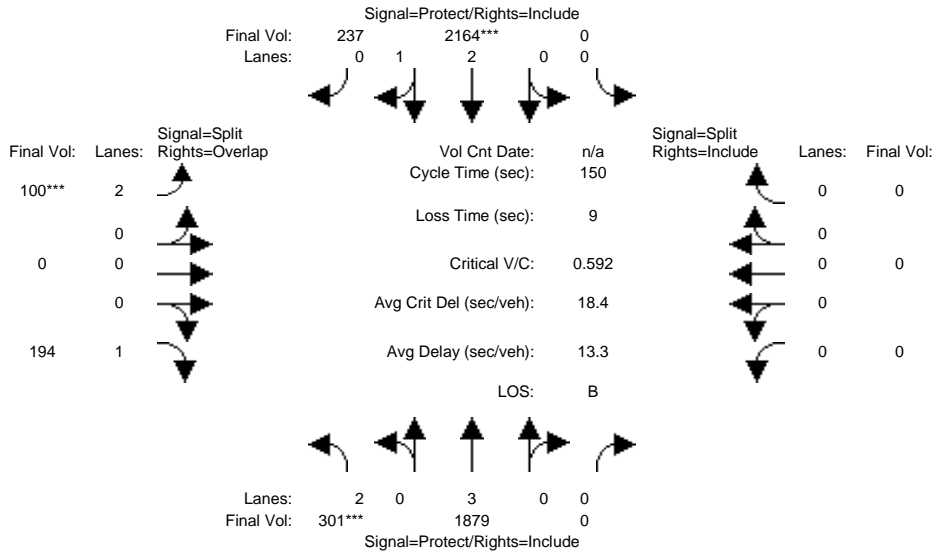
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.00	0.00	0.42	0.42	0.03	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	22.0	131	0.0	0.0	109	109.0	10.0	0.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.37	0.00	0.00	0.58	0.58	0.40	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D-	A	A	A
HCM2k95thQ:	13	10	0	0	29	29	4	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	1860	0	0	2130	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1860	0	0	2130	190	80	0	150	0	0	0
Added Vol:	41	19	0	0	34	47	20	0	44	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1879	0	0	2164	237	100	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1879	0	0	2164	237	100	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1879	0	0	2164	237	100	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	1879	0	0	2164	237	100	0	194	0	0	0

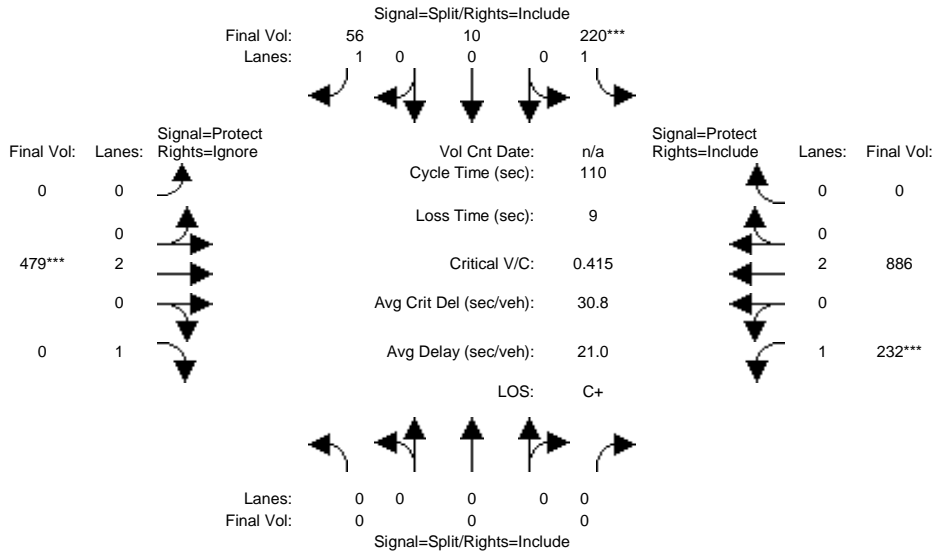
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5047	553	3150	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.43	0.43	0.03	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	23.9	131	0.0	0.0	107	107.1	10.0	0.0	33.9	0.0	0.0	0.0
Volume/Cap:	0.60	0.38	0.00	0.00	0.60	0.60	0.48	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	60.7	1.8	0.0	0.0	11.0	11.0	69.2	0.0	51.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	1.8	0.0	0.0	11.0	11.0	69.2	0.0	51.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B+	B+	E	A	D-	A	A	A
HCM2k95thQ:	14	10	0	0	31	31	5	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	0	0	6	0	9	2	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	10	56	0	479	52	232	886	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	220	10	56	0	479	0	232	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	10	56	0	479	0	232	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	220	10	56	0	479	0	232	886	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.15	0.85	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	273	1527	0	3800	1750	1750	3800	0

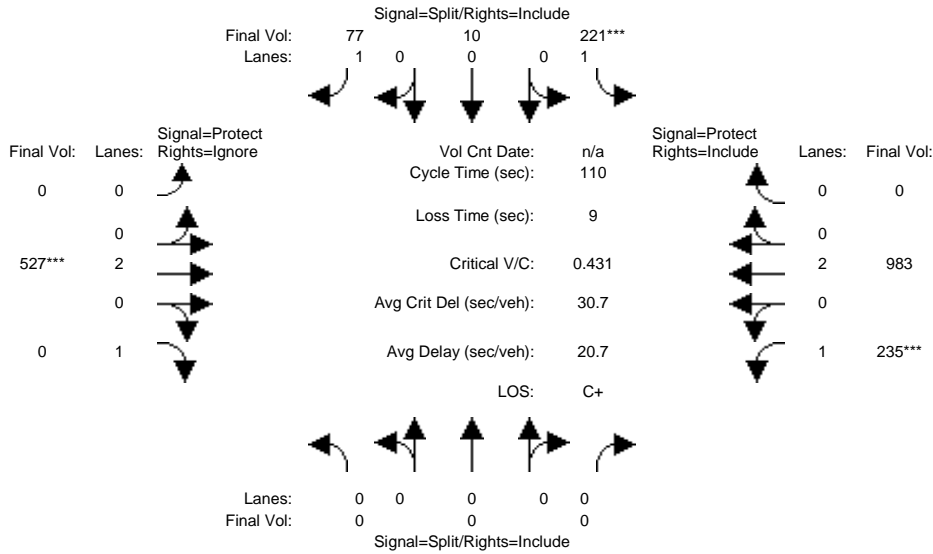
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.04	0.04	0.00	0.13	0.00	0.13	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	32.4	32.4	32.4	0.0	33.4	0.0	35.2	68.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.12	0.12	0.00	0.41	0.00	0.41	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B+	A
HCM2k95thQ:	0	0	0	12	3	3	0	12	0	12	13	0

Note: Queue reported is the number of cars per lane.

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 Cumulative AM / Cumulative AM + Project

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	1	0	27	0	57	15	5	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	77	0	527	65	235	983	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	77	0	527	0	235	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	77	0	527	0	235	983	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	221	10	77	0	527	0	235	983	0

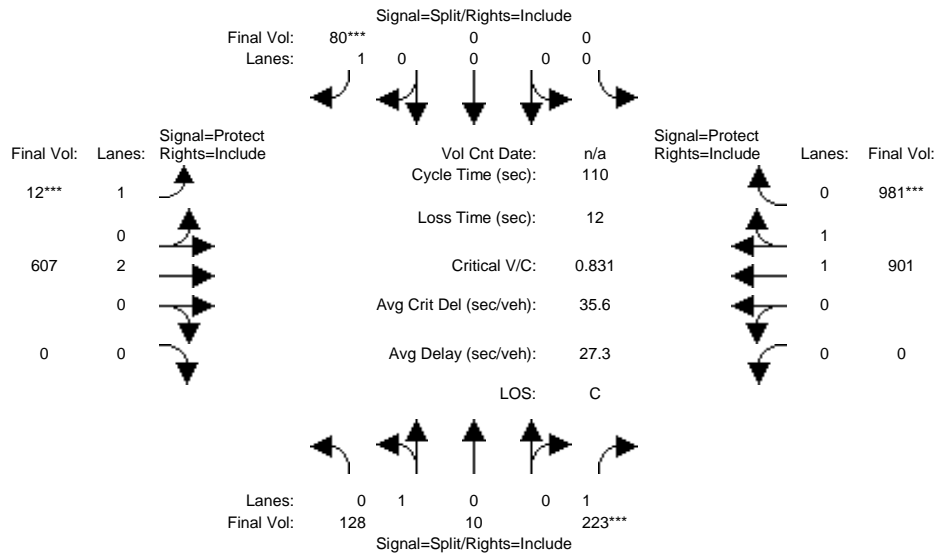
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.11	0.89	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	207	1593	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.05	0.05	0.00	0.14	0.00	0.13	0.26	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	31.3	31.3	31.3	0.0	35.4	0.0	34.3	69.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.17	0.17	0.00	0.43	0.00	0.43	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	32.5	29.6	29.6	0.0	29.6	0.0	30.7	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	29.6	29.6	0.0	29.6	0.0	30.7	10.1	0.0
LOS by Move:	A	A	A	C-	C	C	A	C	A	C	B+	A
HCM2k95thQ:	0	0	0	13	5	5	0	13	0	12	15	0

Note: Queue reported is the number of cars per lane.

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	8	0	3	0	0	0	2	7	0	0	21	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	10	223	0	0	80	12	607	0	0	901	981
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	10	223	0	0	80	12	607	0	0	901	981
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	10	223	0	0	80	12	607	0	0	901	981
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	10	223	0	0	80	12	607	0	0	901	981

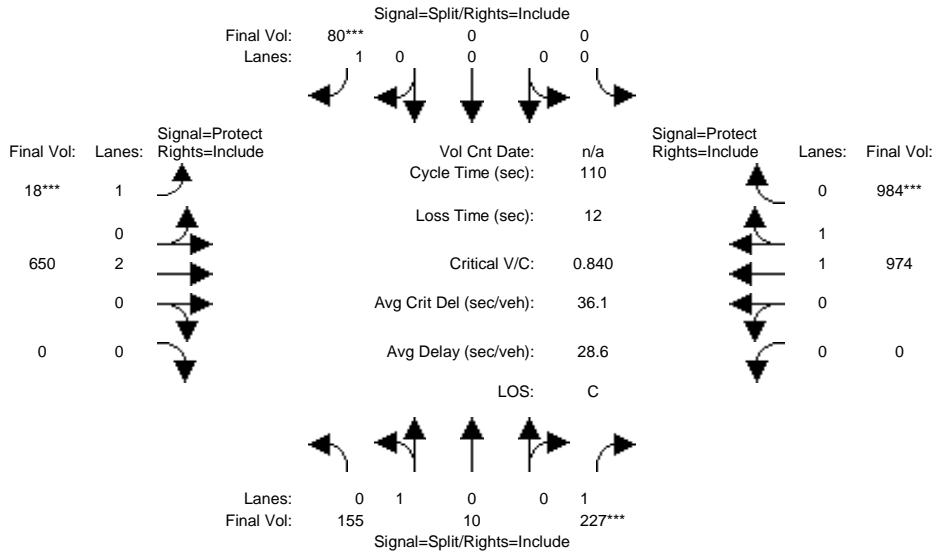
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1670	130	1750	0	0	1750	1750	3800	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.47	0.56
Crit Moves:			****			****	****					****
Green Time:	15.0	15.0	15.0	0.0	0.0	10.0	7.0	73.0	0.0	0.0	66.0	66.0
Volume/Cap:	0.56	0.56	0.93	0.00	0.00	0.50	0.11	0.24	0.00	0.00	0.79	0.93
Delay/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
LOS by Move:	D	D	F	A	A	D	D	A	A	A	B-	C
HCM2k95thQ:	10	10	21	0	0	7	1	8	0	0	38	55

Note: Queue reported is the number of cars per lane.

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	35	0	7	0	0	0	8	50	0	0	94	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	10	227	0	0	80	18	650	0	0	974	984
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	10	227	0	0	80	18	650	0	0	974	984
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	227	0	0	80	18	650	0	0	974	984
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	10	227	0	0	80	18	650	0	0	974	984

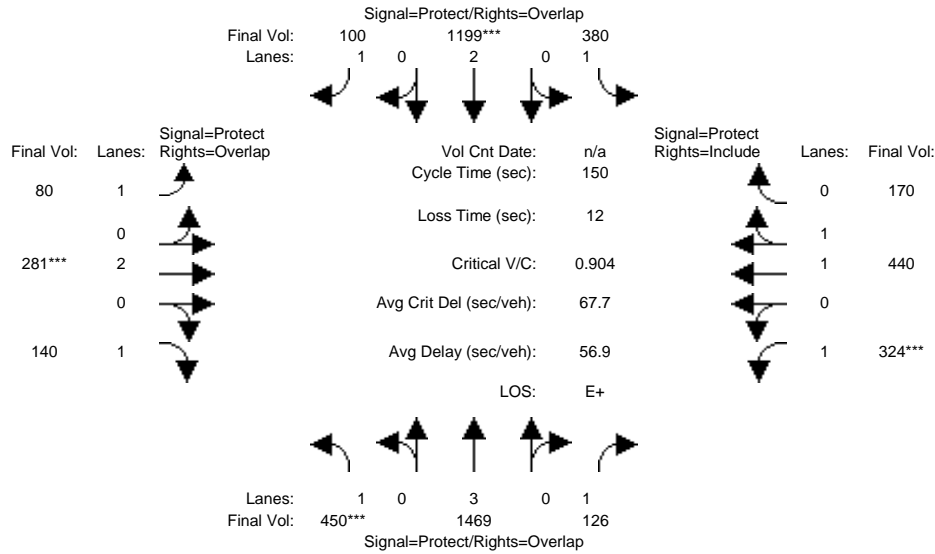
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1691	109	1750	0	0	1750	1750	3800	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.00	0.00	0.05	0.01	0.17	0.00	0.00	0.51	0.56
Crit Moves:	****			****			****			****		
Green Time:	15.2	15.2	15.2	0.0	0.0	10.0	7.0	72.8	0.0	0.0	65.8	65.8
Volume/Cap:	0.66	0.66	0.94	0.00	0.00	0.50	0.16	0.26	0.00	0.00	0.86	0.94
Delay/Veh:	51.6	51.6	88.5	0.0	0.0	50.2	49.4	7.6	0.0	0.0	21.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	88.5	0.0	0.0	50.2	49.4	7.6	0.0	0.0	21.7	29.4
LOS by Move:	D-	D-	F	A	A	D	D	A	A	A	C+	C
HCM2k95thQ:	13	13	22	0	0	7	1	9	0	0	45	56

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	450	1450	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1450	120	380	1190	100	80	270	140	320	410	170
Added Vol:	0	19	6	0	9	0	0	11	0	4	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1469	126	380	1199	100	80	281	140	324	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1469	126	380	1199	100	80	281	140	324	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1469	126	380	1199	100	80	281	140	324	440	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	450	1469	126	380	1199	100	80	281	140	324	440	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2668	1031

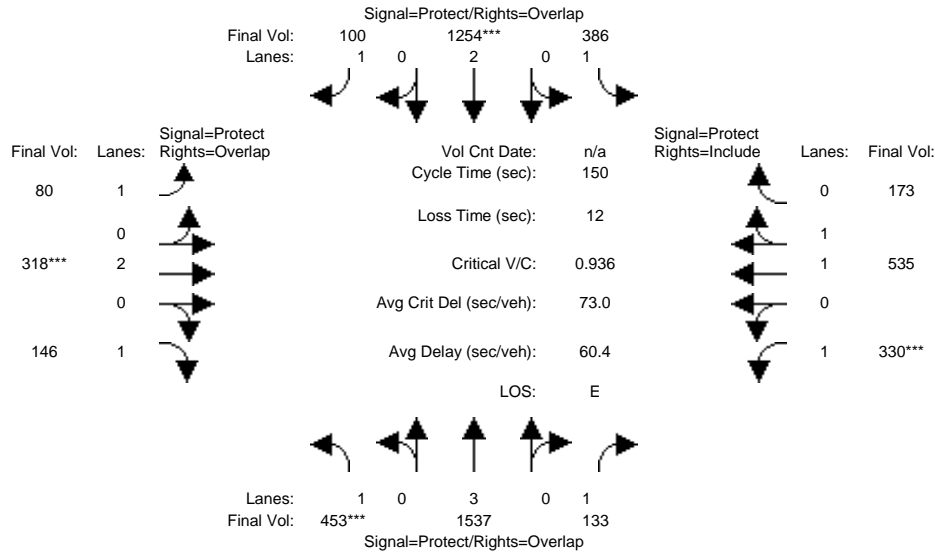
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.07	0.22	0.32	0.06	0.05	0.07	0.08	0.19	0.16	0.16
Crit Moves:	***				****			****		****		
Green Time:	42.7	51.6	82.3	43.4	52.4	64.7	12.4	12.3	54.9	30.7	30.6	30.6
Volume/Cap:	0.90	0.75	0.13	0.75	0.90	0.13	0.55	0.90	0.22	0.90	0.81	0.81
Delay/Veh:	71.5	45.2	16.5	54.5	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
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:	71.5	45.2	16.5	54.5	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
LOS by Move:	E	D	B	D-	E+	C	E	F	C-	F	E	E
HCM2k95thQ:	37	33	6	30	45	6	8	14	9	29	25	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 2000 HCM Operations (Future Volume Alternative)
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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	450	1450	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1450	120	380	1190	100	80	270	140	320	410	170
Added Vol:	3	87	13	6	64	0	0	48	6	10	125	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1537	133	386	1254	100	80	318	146	330	535	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1537	133	386	1254	100	80	318	146	330	535	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1537	133	386	1254	100	80	318	146	330	535	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	1537	133	386	1254	100	80	318	146	330	535	173

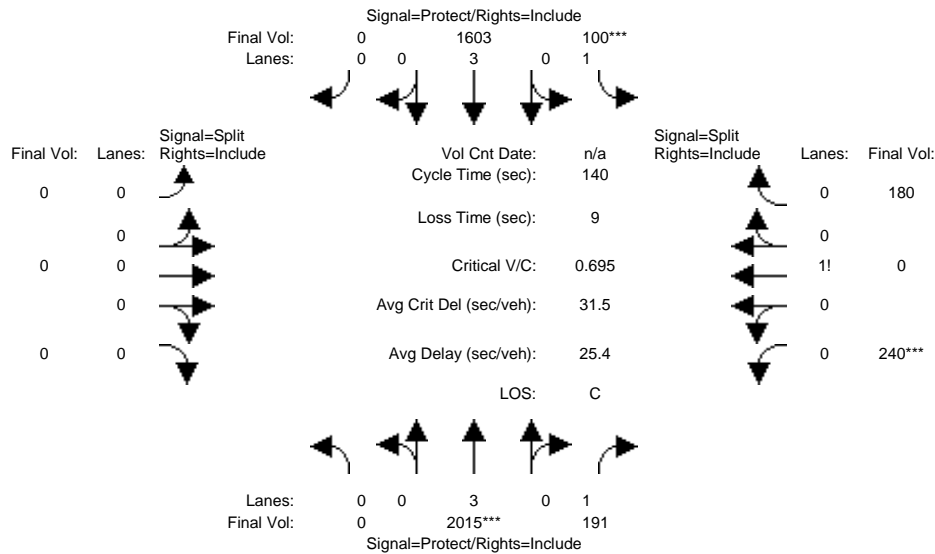
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2795	904

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.27	0.08	0.22	0.33	0.06	0.05	0.08	0.08	0.19	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	41.5	51.9	82.1	42.5	52.9	64.2	11.3	13.4	54.9	30.2	32.4	32.4
Volume/Cap:	0.94	0.78	0.14	0.78	0.94	0.13	0.61	0.94	0.23	0.94	0.89	0.89
Delay/Veh:	78.7	46.0	16.7	57.2	59.3	26.1	75.2	100	33.1	90.8	68.8	68.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	46.0	16.7	57.2	59.3	26.1	75.2	100	33.1	90.8	68.8	68.8
LOS by Move:	E-	D	B	E+	E+	C	E-	F	C-	F	E	E
HCM2k95thQ:	39	35	6	30	48	6	8	16	9	30	29	29

Note: Queue reported is the number of cars per lane.

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1990	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1990	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	25	1	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2015	191	100	1603	0	0	0	0	240	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2015	191	100	1603	0	0	0	0	240	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2015	191	100	1603	0	0	0	0	240	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2015	191	100	1603	0	0	0	0	240	0	180

Saturation 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	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1000	0	750

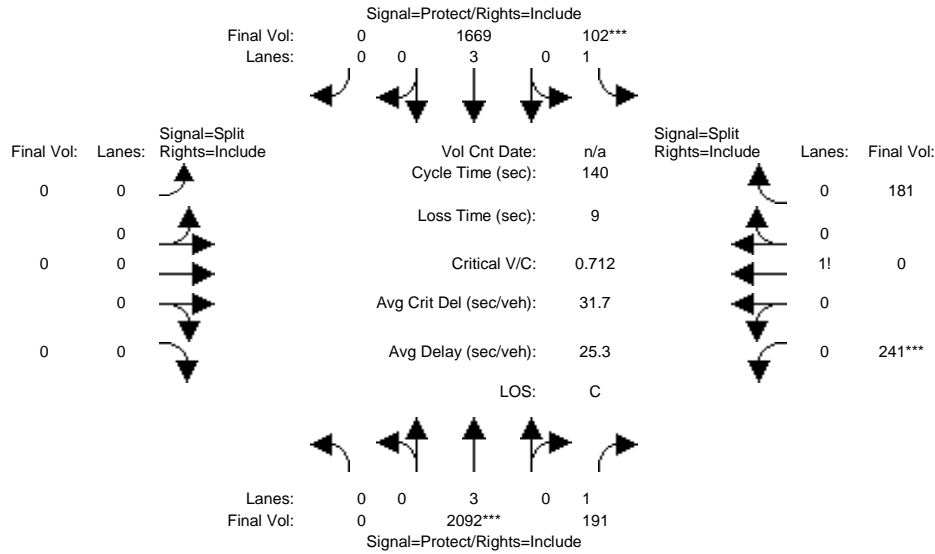
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.11	0.06	0.28	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:	****			****						****		
Green Time:	0.0	71.2	71.2	11.5	82.7	0.0	0.0	0.0	0.0	48.3	0.0	48.3
Volume/Cap:	0.00	0.70	0.21	0.70	0.48	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	26.9	19.1	76.4	16.4	0.0	0.0	0.0	0.0	43.0	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	19.1	76.4	16.4	0.0	0.0	0.0	0.0	43.0	0.0	43.0
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	36	9	8	22	0	0	0	0	28	0	28

Note: Queue reported is the number of cars per lane.

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1990	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1990	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	102	1	2	79	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2092	191	102	1669	0	0	0	0	241	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2092	191	102	1669	0	0	0	0	241	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2092	191	102	1669	0	0	0	0	241	0	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2092	191	102	1669	0	0	0	0	241	0	181

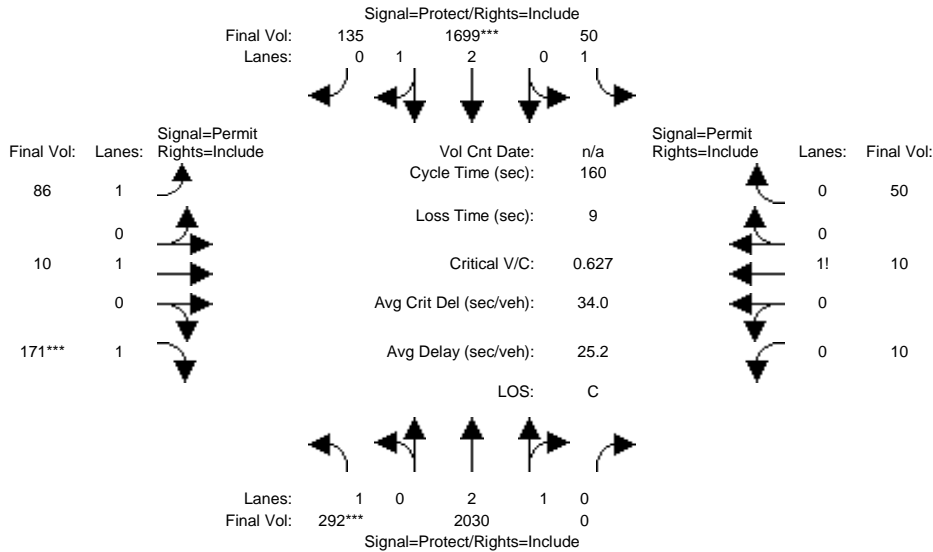
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	999	0	751

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.11	0.06	0.29	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:	****		****							****		
Green Time:	0.0	72.1	72.1	11.5	83.6	0.0	0.0	0.0	0.0	47.4	0.0	47.4
Volume/Cap:	0.00	0.71	0.21	0.71	0.49	0.00	0.00	0.00	0.00	0.71	0.00	0.71
Delay/Veh:	0.0	26.8	18.6	78.1	16.2	0.0	0.0	0.0	0.0	44.4	0.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	18.6	78.1	16.2	0.0	0.0	0.0	0.0	44.4	0.0	44.4
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	38	9	9	23	0	0	0	0	28	0	28

Note: Queue reported is the number of cars per lane.

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	2010	0	50	1690	130	80	10	150	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2010	0	50	1690	130	80	10	150	10	10	50
Added Vol:	32	20	0	0	9	5	6	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	2030	0	50	1699	135	86	10	171	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	2030	0	50	1699	135	86	10	171	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	2030	0	50	1699	135	86	10	171	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	2030	0	50	1699	135	86	10	171	10	10	50

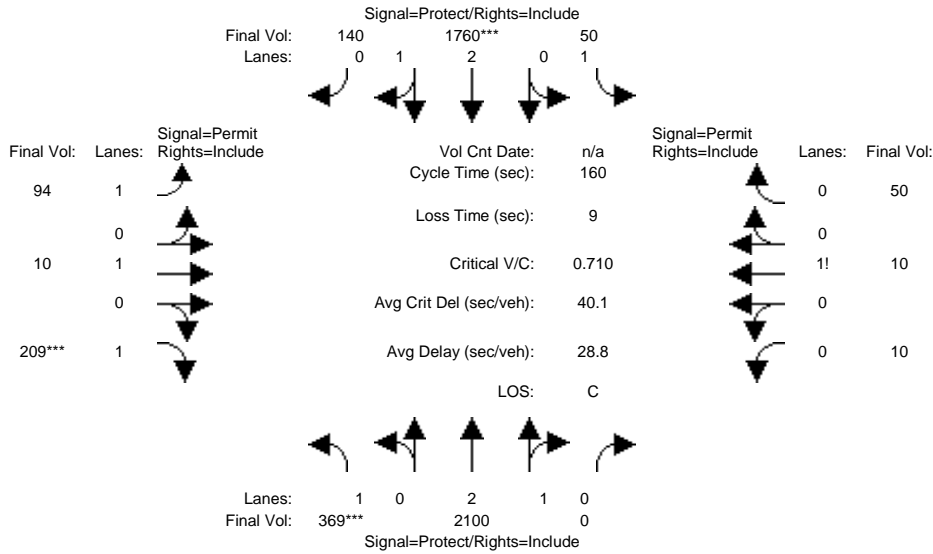
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	412	1750	1900	1750	250	250	1250

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.36	0.00	0.03	0.33	0.33	0.05	0.01	0.10	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	42.6	113	0.0	13.6	83.5	83.5	24.9	24.9	24.9	24.9	24.9	24.9
Volume/Cap:	0.63	0.52	0.00	0.34	0.63	0.63	0.32	0.03	0.63	0.26	0.26	0.26
Delay/Veh:	54.5	11.2	0.0	70.3	27.6	27.6	60.6	57.4	67.8	59.9	59.9	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	11.2	0.0	70.3	27.6	27.6	60.6	57.4	67.8	59.9	59.9	59.9
LOS by Move:	D-	B+	A	E	C	C	E	E+	E	E+	E+	E+
HCM2k95thQ:	24	27	0	5	35	35	8	1	17	7	7	7

Note: Queue reported is the number of cars per lane.

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 2035 with Project AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	2010	0	50	1690	130	80	10	150	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2010	0	50	1690	130	80	10	150	10	10	50
Added Vol:	109	90	0	0	70	10	14	0	59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	2100	0	50	1760	140	94	10	209	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	2100	0	50	1760	140	94	10	209	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	2100	0	50	1760	140	94	10	209	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	369	2100	0	50	1760	140	94	10	209	10	10	50

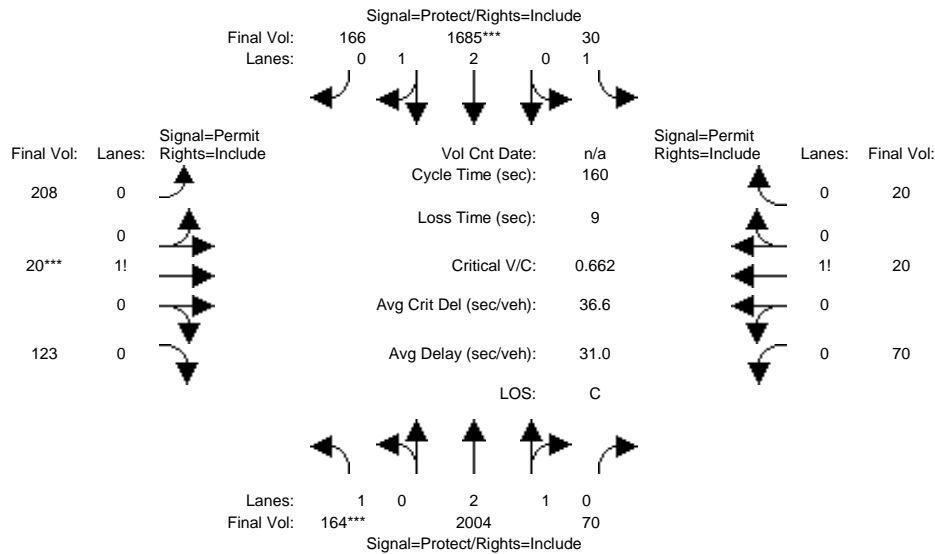
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	413	1750	1900	1750	250	250	1250

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.21	0.38	0.00	0.03	0.34	0.34	0.05	0.01	0.12	0.04	0.04	0.04
Crit Moves:	***			****					****			
Green Time:	47.5	111	0.0	13.0	76.5	76.5	26.9	26.9	26.9	26.9	26.9	26.9
Volume/Cap:	0.71	0.54	0.00	0.35	0.71	0.71	0.32	0.03	0.71	0.24	0.24	0.24
Delay/Veh:	54.6	12.1	0.0	71.1	33.9	33.9	59.1	55.7	70.6	58.1	58.1	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	12.1	0.0	71.1	33.9	33.9	59.1	55.7	70.6	58.1	58.1	58.1
LOS by Move:	D-	B	A	E	C-	C-	E+	E+	E	E+	E+	E+
HCM2k95thQ:	29	29	0	5	40	40	9	1	21	6	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1960	70	30	1660	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1960	70	30	1660	160	200	20	120	70	20	20
Added Vol:	4	44	0	0	25	6	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2004	70	30	1685	166	208	20	123	70	20	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:	164	2004	70	30	1685	166	208	20	123	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	2004	70	30	1685	166	208	20	123	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	2004	70	30	1685	166	208	20	123	70	20	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.90	0.10	1.00	2.72	0.28	0.59	0.06	0.35	0.64	0.18	0.18
Final Sat.:	1750	5411	189	1750	5097	502	1037	100	613	1114	318	318

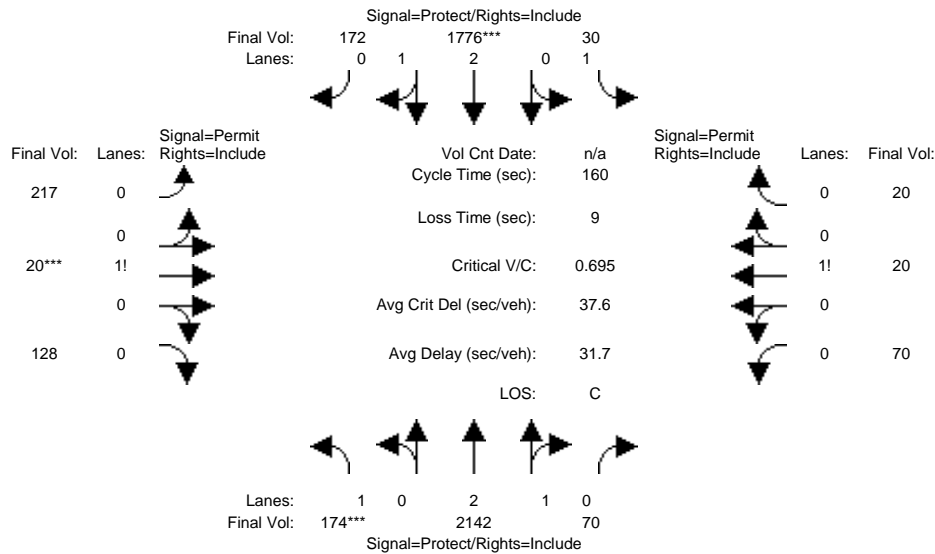
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.02	0.33	0.33	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	***			***			***			***		
Green Time:	22.6	91.7	91.7	10.8	79.9	79.9	48.5	48.5	48.5	48.5	48.5	48.5
Volume/Cap:	0.66	0.65	0.65	0.25	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21
Delay/Veh:	71.6	23.6	23.6	71.9	30.6	30.6	51.8	51.8	51.8	41.7	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	23.6	23.6	71.9	30.6	30.6	51.8	51.8	51.8	41.7	41.7	41.7
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2k95thQ:	15	38	38	3	37	37	29	29	29	8	8	8

Note: Queue reported is the number of cars per lane.

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1960	70	30	1660	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1960	70	30	1660	160	200	20	120	70	20	20
Added Vol:	14	182	0	0	116	12	17	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	2142	70	30	1776	172	217	20	128	70	20	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:	174	2142	70	30	1776	172	217	20	128	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2142	70	30	1776	172	217	20	128	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	2142	70	30	1776	172	217	20	128	70	20	20

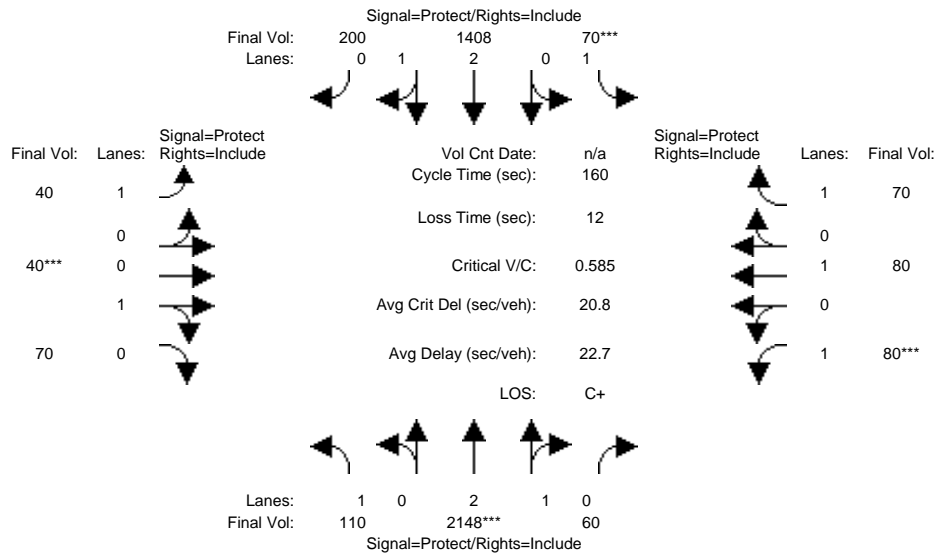
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.90	0.10	1.00	2.73	0.27	0.60	0.05	0.35	0.64	0.18	0.18
Final Sat.:	1750	5423	177	1750	5105	494	1040	96	614	1114	318	318

Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.02	0.35	0.35	0.21	0.21	0.21	0.06	0.06	0.06
Crit Moves:	***			****			****					
Green Time:	22.9	92.7	92.7	10.3	80.1	80.1	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.69	0.68	0.68	0.27	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21
Delay/Veh:	73.5	24.0	24.0	72.6	31.4	31.4	53.6	53.6	53.6	42.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	24.0	24.0	72.6	31.4	31.4	53.6	53.6	53.6	42.0	42.0	42.0
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2k95thQ:	16	41	41	3	40	40	30	30	30	8	8	8

Note: Queue reported is the number of cars per lane.

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	110	2100	60	70	1380	200	40	40	70	80	80	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:	110	2100	60	70	1380	200	40	40	70	80	80	70
Added Vol:	0	48	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2148	60	70	1408	200	40	40	70	80	80	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:	110	2148	60	70	1408	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2148	60	70	1408	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2148	60	70	1408	200	40	40	70	80	80	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.61	0.39	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5448	152	1750	4903	696	1750	655	1145	1750	1900	1750

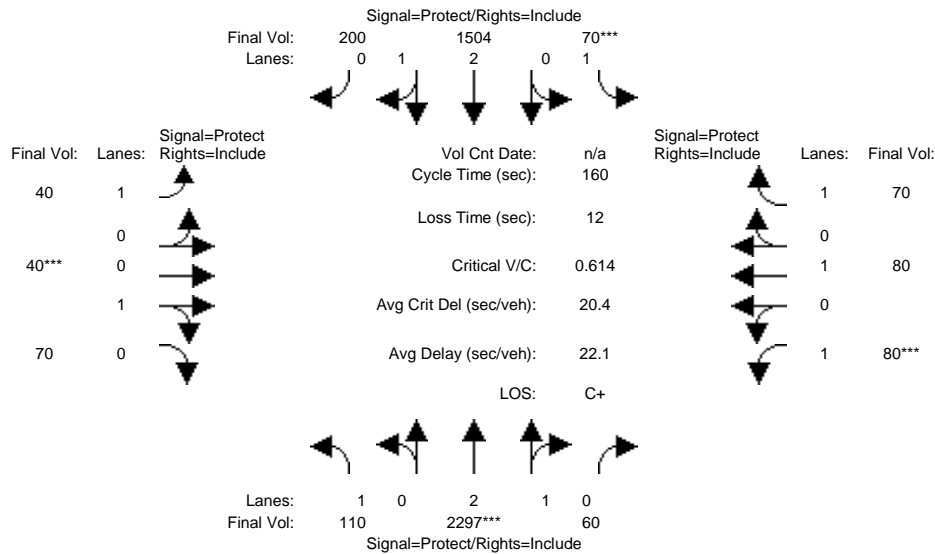
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.29	0.29	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	21.3	108	107.8	10.9	97.5	97.5	12.0	16.7	16.7	12.5	17.2	17.2
Volume/Cap:	0.47	0.59	0.59	0.59	0.47	0.47	0.30	0.59	0.59	0.59	0.39	0.37
Delay/Veh:	65.6	14.3	14.3	79.6	17.3	17.3	71.3	73.0	73.0	77.6	67.8	67.6
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:	65.6	14.3	14.3	79.6	17.3	17.3	71.3	73.0	73.0	77.6	67.8	67.6
LOS by Move:	E	B	B	E-	B	B	E	E	E	E-	E	E
HCM2k95thQ:	10	31	31	7	25	25	5	12	12	10	8	7

Note: Queue reported is the number of cars per lane.

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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	El Camino Real NB			El Camino Real SB			California Ave EB			California Ave WB		
Base Vol:	110	2100	60	70	1380	200	40	40	70	80	80	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:	110	2100	60	70	1380	200	40	40	70	80	80	70
Added Vol:	0	197	0	0	124	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2297	60	70	1504	200	40	40	70	80	80	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:	110	2297	60	70	1504	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2297	60	70	1504	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2297	60	70	1504	200	40	40	70	80	80	70

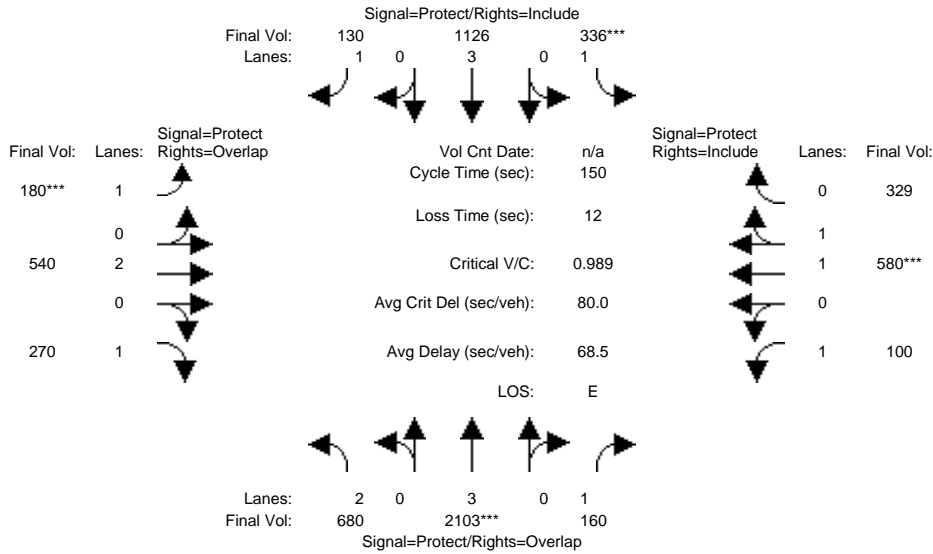
Saturation Flow Module:	El Camino Real NB			El Camino Real SB			California Ave EB			California Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.63	0.37	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5457	143	1750	4942	657	1750	655	1145	1750	1900	1750

Capacity Analysis Module:	El Camino Real NB			El Camino Real SB			California Ave EB			California Ave WB		
Vol/Sat:	0.06	0.42	0.42	0.04	0.30	0.30	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.6	110	109.7	10.4	99.6	99.6	11.5	15.9	15.9	11.9	16.4	16.4
Volume/Cap:	0.49	0.61	0.61	0.61	0.49	0.49	0.32	0.61	0.61	0.61	0.41	0.39
Delay/Veh:	66.5	13.9	13.9	82.4	16.5	16.5	72.0	75.3	75.3	80.2	68.7	68.6
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:	66.5	13.9	13.9	82.4	16.5	16.5	72.0	75.3	75.3	80.2	68.7	68.6
LOS by Move:	E	B	B	F	B	B	E	E-	E-	F	E	E
HCM2k95thQ:	10	33	33	7	26	26	5	12	12	10	8	7

Note: Queue reported is the number of cars per lane.

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Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	680	2090	160	330	1120	130	180	540	270	100	580	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1120	130	180	540	270	100	580	320
Added Vol:	0	13	0	6	6	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2103	160	336	1126	130	180	540	270	100	580	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2103	160	336	1126	130	180	540	270	100	580	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2103	160	336	1126	130	180	540	270	100	580	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	680	2103	160	336	1126	130	180	540	270	100	580	329

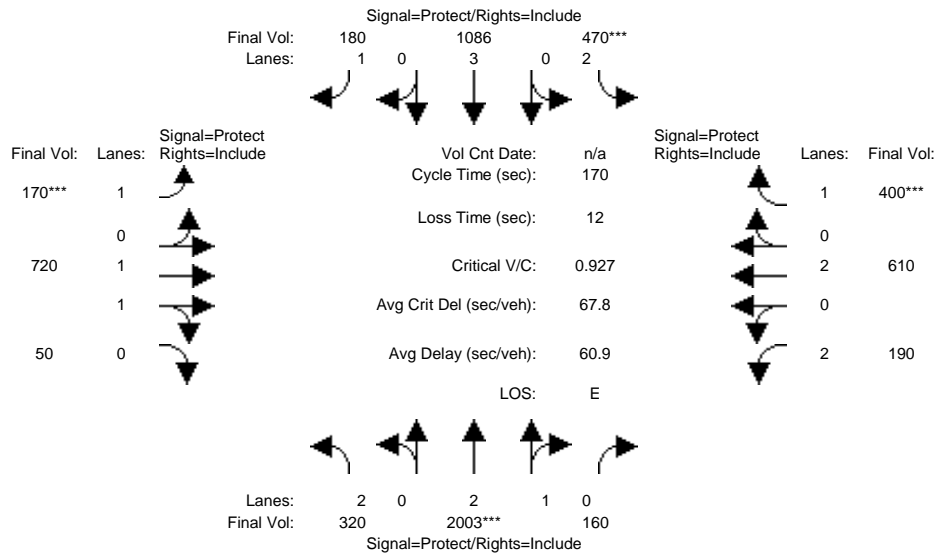
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.26	0.74
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2360	1339

Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.09	0.19	0.20	0.07	0.10	0.14	0.15	0.06	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	44.4	56.0	71.1	29.1	40.7	40.7	15.6	37.7	82.2	15.2	37.3	37.3
Volume/Cap:	0.73	0.99	0.19	0.99	0.73	0.27	0.99	0.57	0.28	0.57	0.99	0.99
Delay/Veh:	50.3	63.5	22.9	105.9	51.4	43.4	130.3	49.8	18.3	68.5	83.0	83.0
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	63.5	22.9	148.2	72.0	60.7	130.3	49.8	18.3	68.5	83.0	83.0
LOS by Move:	D	E	C+	F	E	E	F	D	B-	E	F	F
HCM2k95thQ:	28	52	8	36	29	10	20	19	13	9	35	35

Note: Queue reported is the number of cars per lane.

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Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	720	50	190	610	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	720	50	190	610	400
Added Vol:	0	13	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:	320	2003	160	470	1086	180	170	720	50	190	610	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2003	160	470	1086	180	170	720	50	190	610	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2003	160	470	1086	180	170	720	50	190	610	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	2003	160	470	1086	180	170	720	50	190	610	400

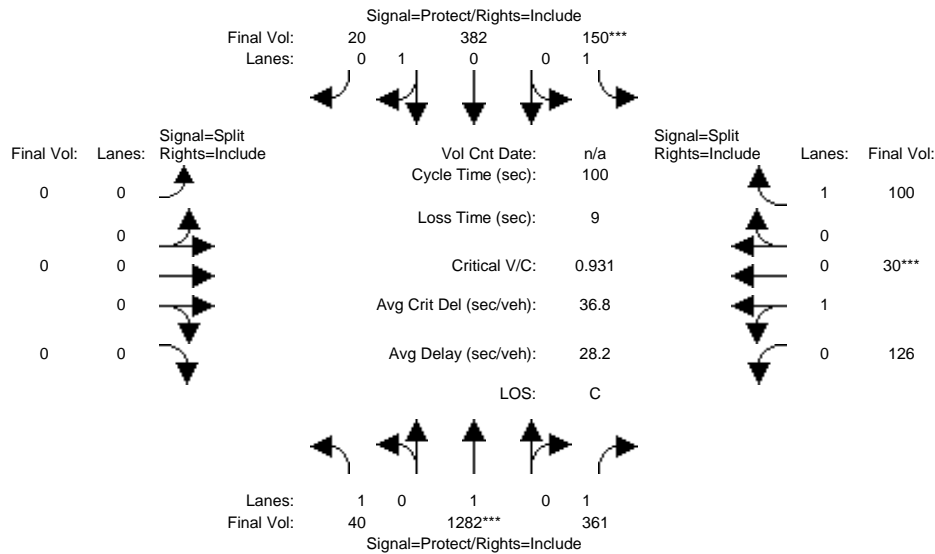
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5185	414	3150	5700	1750	1750	3460	240	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:	****			****			****			****		
Green Time:	34.2	70.9	70.9	27.4	64.1	64.1	17.8	46.3	46.3	13.4	41.9	41.9
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.65	0.93
Delay/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.3	60.3	89.8	59.1	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:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.3	60.3	89.8	59.1	88.5
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2k95thQ:	17	62	62	27	24	13	20	33	33	14	26	42

Note: Queue reported is the number of cars per lane.

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	2	1	0	2	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1282	361	150	382	20	0	0	0	126	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1282	361	150	382	20	0	0	0	126	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1282	361	150	382	20	0	0	0	126	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1282	361	150	382	20	0	0	0	126	30	100

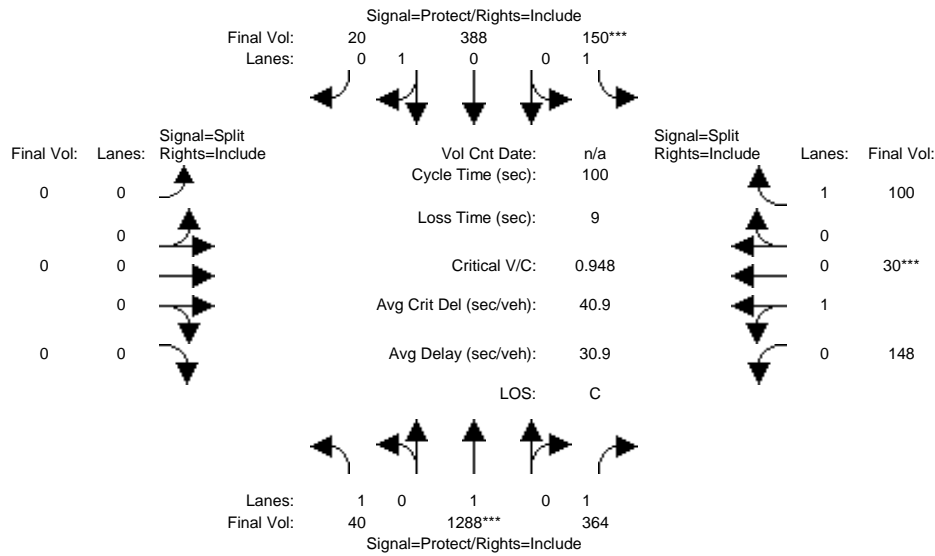
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1710	90	0	0	0	1454	346	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.21	0.09	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.06
Crit Moves:	****			****						****		
Green Time:	19.3	71.9	71.9	9.1	61.7	61.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.94	0.29	0.94	0.36	0.36	0.00	0.00	0.00	0.87	0.87	0.57
Delay/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
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:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
LOS by Move:	C-	C	A	F	A	A	A	A	A	E-	E-	D
HCM2k95thQ:	2	62	8	16	12	12	0	0	0	10	10	6

Note: Queue reported is the number of cars per lane.

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	8	4	0	8	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1288	364	150	388	20	0	0	0	148	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1288	364	150	388	20	0	0	0	148	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1288	364	150	388	20	0	0	0	148	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1288	364	150	388	20	0	0	0	148	30	100

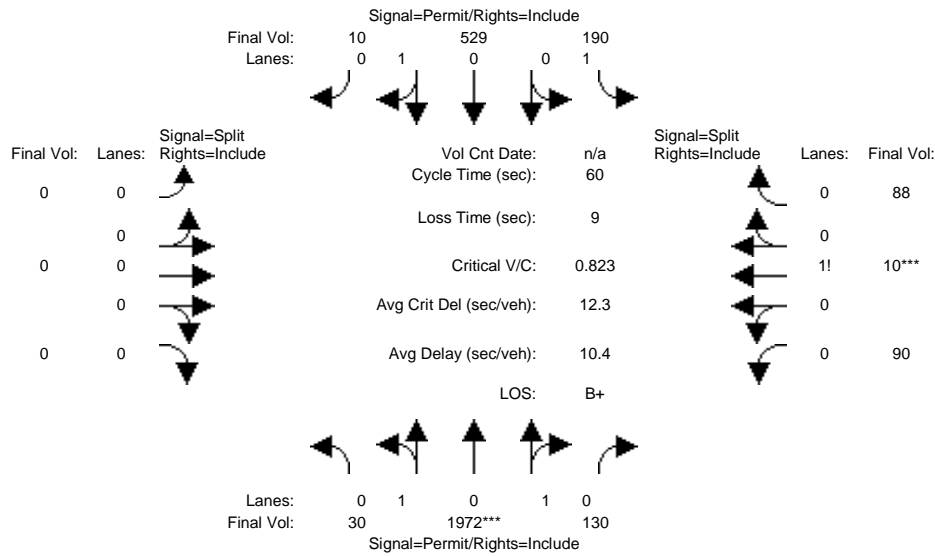
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.83	0.17	1.00
Final Sat.:	1750	1900	1750	1750	1712	88	0	0	0	1497	303	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.21	0.09	0.23	0.23	0.00	0.00	0.00	0.10	0.10	0.06
Crit Moves:	****			****						****		
Green Time:	19.0	71.5	71.5	9.0	61.6	61.6	0.0	0.0	0.0	10.4	10.4	10.4
Volume/Cap:	0.12	0.95	0.29	0.95	0.37	0.37	0.00	0.00	0.00	0.95	0.95	0.55
Delay/Veh:	33.7	26.4	5.2	101.2	9.8	9.8	0.0	0.0	0.0	95.1	95.1	46.0
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:	33.7	26.4	5.2	101.2	9.8	9.8	0.0	0.0	0.0	95.1	95.1	46.0
LOS by Move:	C-	C	A	F	A	A	A	A	A	F	F	D
HCM2k95thQ:	2	64	9	16	13	13	0	0	0	12	12	6

Note: Queue reported is the number of cars per lane.

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	12	0	20	9	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1972	130	190	529	10	0	0	0	90	10	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1972	130	190	529	10	0	0	0	90	10	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1972	130	190	529	10	0	0	0	90	10	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1972	130	190	529	10	0	0	0	90	10	88

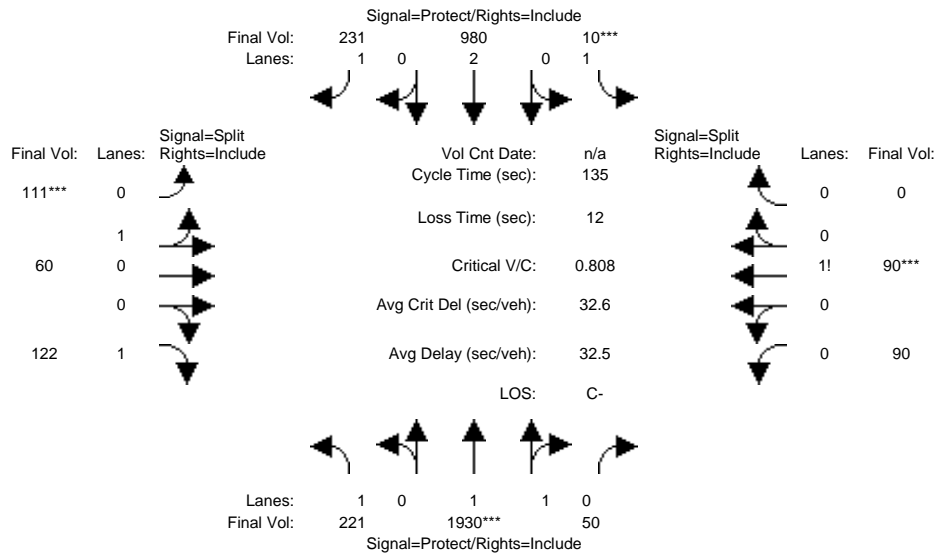
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.48	0.05	0.47
Final Sat.:	51	3330	220	1750	1767	33	0	0	0	838	93	819

Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.11	0.30	0.30	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****									****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.16	0.44	0.44	0.00	0.00	0.00	0.64	0.64	0.64
Delay/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	28.2	28.2	28.2
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	34	34	34	3	10	10	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	1	20	0	0	10	1	1	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1930	50	10	980	231	111	60	122	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1930	50	10	980	231	111	60	122	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1930	50	10	980	231	111	60	122	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	1930	50	10	980	231	111	60	122	90	90	0

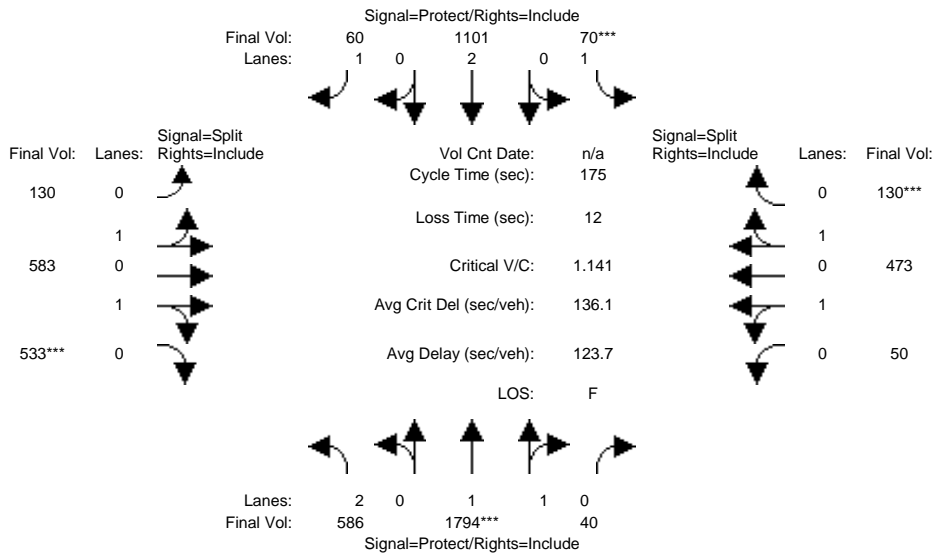
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3606	93	1750	3800	1750	1168	632	1750	900	900	0

Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	85.0	85.0	7.0	61.8	61.8	15.1	15.1	15.1	15.9	15.9	0.0
Volume/Cap:	0.56	0.85	0.85	0.11	0.56	0.29	0.85	0.85	0.62	0.85	0.85	0.00
Delay/Veh:	48.4	23.1	23.1	61.6	27.2	23.1	86.2	86.2	63.4	84.7	84.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	23.1	23.1	61.6	27.2	23.1	86.2	86.2	63.4	84.7	84.7	0.0
LOS by Move:	D	C	C	E	C	C	F	F	E	F	F	A
HCM2k95thQ:	16	55	55	1	26	12	15	15	10	19	19	0

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:												
	Alma Street NB			Alma Street SB			Charleston Road EB			Charleston Road WB		
Base Vol:	580	1790	40	70	1100	60	130	580	530	50	470	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:	580	1790	40	70	1100	60	130	580	530	50	470	130
Added Vol:	6	4	0	0	1	0	0	3	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	586	1794	40	70	1101	60	130	583	533	50	473	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:	586	1794	40	70	1101	60	130	583	533	50	473	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	1794	40	70	1101	60	130	583	533	50	473	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	586	1794	40	70	1101	60	130	583	533	50	473	130

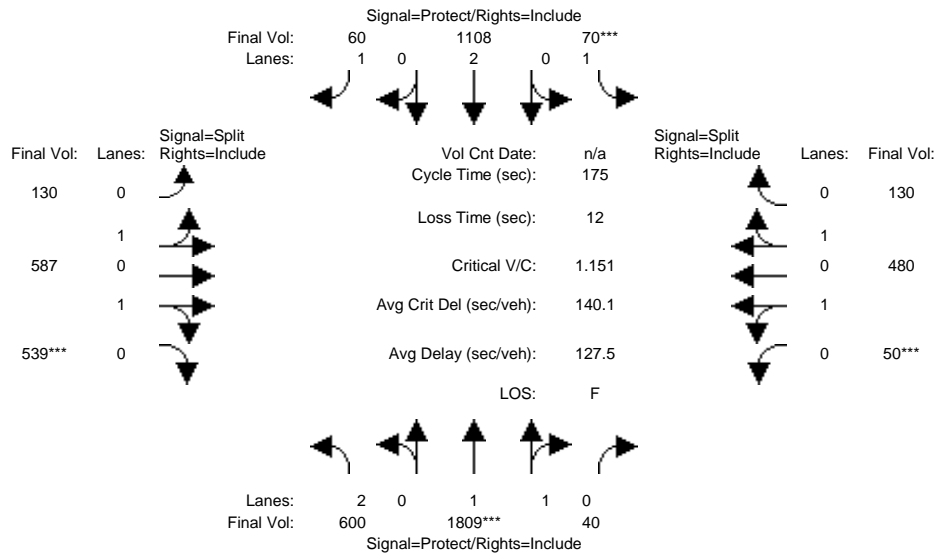
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.96	0.04	1.00	2.00	1.00	0.21	0.94	0.85	0.15	1.45	0.40
Final Sat.:	3150	3619	81	1750	3800	1750	376	1684	1540	276	2608	717

Capacity Analysis Module:												
Vol/Sat:	0.19	0.50	0.50	0.04	0.29	0.03	0.35	0.35	0.35	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	32.3	75.6	75.6	7.0	50.3	50.3	52.8	52.8	52.8	27.7	27.7	27.7
Volume/Cap:	1.01	1.15	1.15	1.00	1.01	0.12	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	110.8	124	124.1	191.6	91.6	46.1	138.7	139	138.7	159.3	159	159.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	124	124.1	191.6	91.6	46.1	138.7	139	138.7	159.3	159	159.3
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2k95thQ:	32	94	94	13	56	5	71	71	71	39	39	39

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	580	1790	40	70	1100	60	130	580	530	50	470	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:	580	1790	40	70	1100	60	130	580	530	50	470	130
Added Vol:	20	19	0	0	8	0	0	7	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1809	40	70	1108	60	130	587	539	50	480	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:	600	1809	40	70	1108	60	130	587	539	50	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1809	40	70	1108	60	130	587	539	50	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	1809	40	70	1108	60	130	587	539	50	480	130

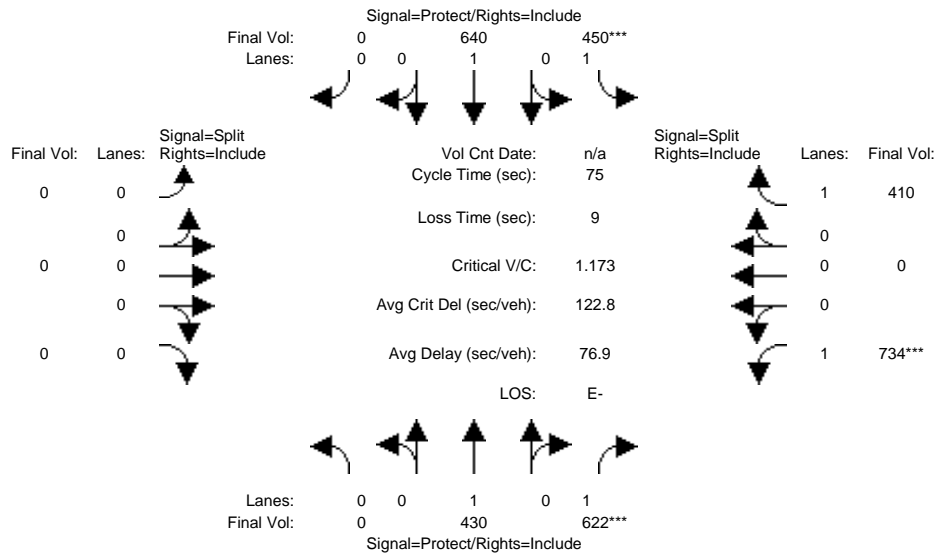
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.96	0.04	1.00	2.00	1.00	0.21	0.93	0.86	0.15	1.46	0.39
Final Sat.:	3150	3620	80	1750	3800	1750	373	1682	1545	273	2618	709

Capacity Analysis Module:												
Vol/Sat:	0.19	0.50	0.50	0.04	0.29	0.03	0.35	0.35	0.35	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	32.6	75.5	75.5	7.0	49.9	49.9	52.7	52.7	52.7	27.7	27.7	27.7
Volume/Cap:	1.02	1.16	1.16	1.00	1.02	0.12	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	114.0	128	128.2	191.6	95.6	46.4	142.7	143	142.7	163.0	163	163.0
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:	114.0	128	128.2	191.6	95.6	46.4	142.7	143	142.7	163.0	163	163.0
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2k95thQ:	33	95	95	13	57	5	72	72	72	40	40	40

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	2	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	622	450	640	0	0	0	0	734	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	622	450	640	0	0	0	0	734	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	622	450	640	0	0	0	0	734	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	430	622	450	640	0	0	0	0	734	0	410

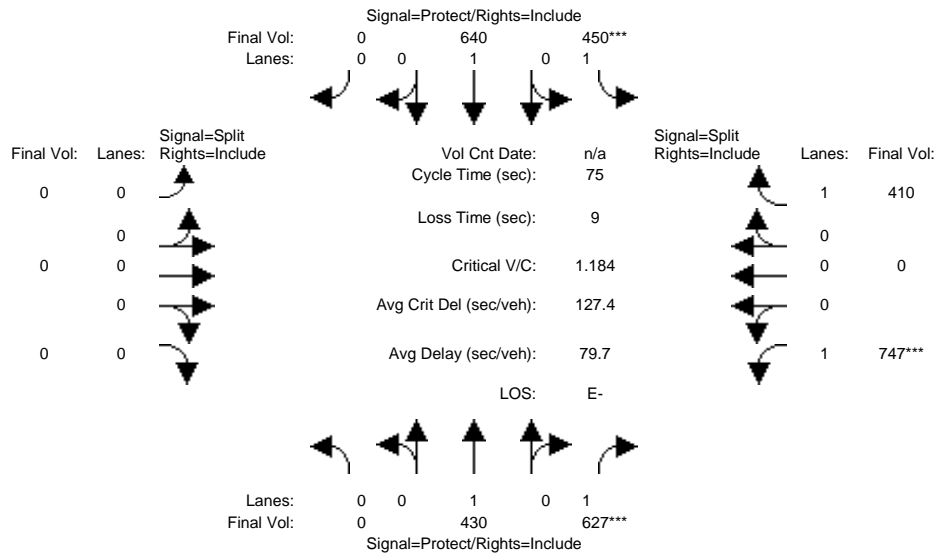
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.4	39.2	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.75	1.17	1.17	0.64	0.00	0.00	0.00	0.00	1.17	0.00	0.66
Delay/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2k95thQ:	0	17	47	39	21	0	0	0	0	54	0	16

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	7	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	627	450	640	0	0	0	0	747	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	627	450	640	0	0	0	0	747	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	627	450	640	0	0	0	0	747	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	627	450	640	0	0	0	0	747	0	410

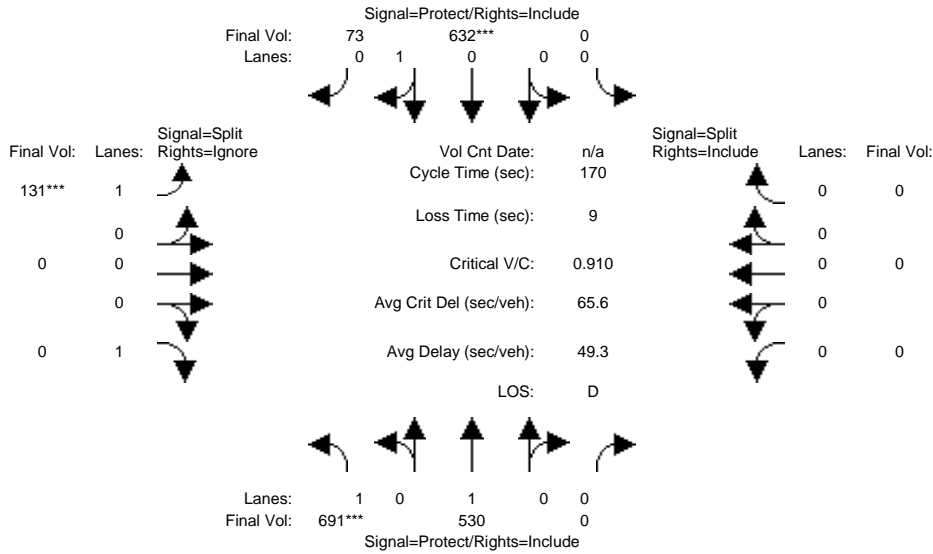
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.43	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.3	39.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.75	1.18	1.18	0.65	0.00	0.00	0.00	0.00	1.18	0.00	0.65
Delay/Veh:	0.0	29.0	127.1	136.0	14.6	0.0	0.0	0.0	0.0	122.4	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	127.1	136.0	14.6	0.0	0.0	0.0	0.0	122.4	0.0	22.4
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2k95thQ:	0	17	48	40	21	0	0	0	0	56	0	16

Note: Queue reported is the number of cars per lane.

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	1	0	0	0	2	3	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	530	0	0	632	73	131	0	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	691	530	0	0	632	73	131	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	530	0	0	632	73	131	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	691	530	0	0	632	73	131	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1614	186	1750	0	1750	0	0	0

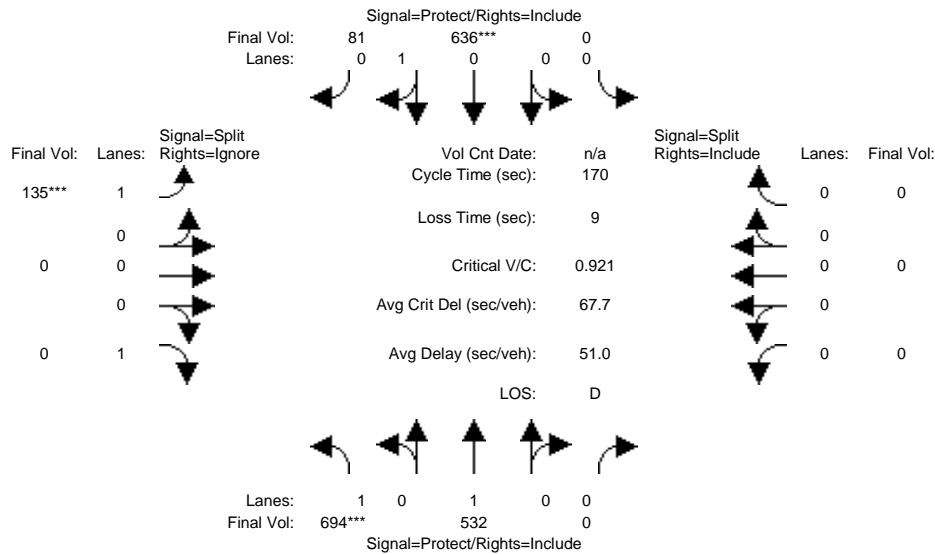
Capacity Analysis Module:												
Vol/Sat:	0.39	0.28	0.00	0.00	0.39	0.39	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	73.8	147	0.0	0.0	73.2	73.2	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.91	0.32	0.00	0.00	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	E+	E+	F	A	A	A	A	A
HCM2k95thQ:	59	10	0	0	59	59	14	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	4	2	0	0	6	11	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	694	532	0	0	636	81	135	0	574	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	694	532	0	0	636	81	135	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	532	0	0	636	81	135	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	694	532	0	0	636	81	135	0	0	0	0	0

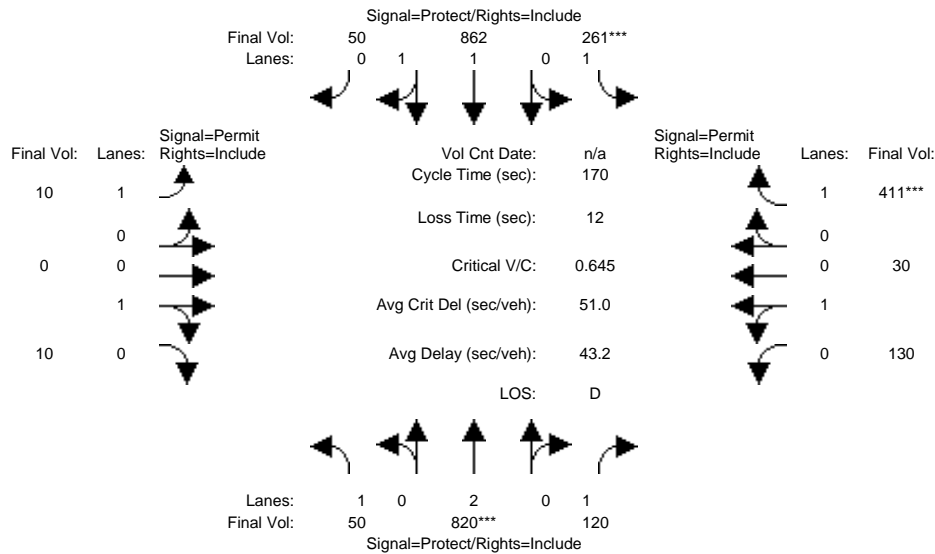
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1597	203	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.00	0.00	0.40	0.40	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	73.2	147	0.0	0.0	73.5	73.5	14.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.92	0.32	0.00	0.00	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	62.2	2.3	0.0	0.0	61.6	61.6	128.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	2.3	0.0	0.0	61.6	61.6	128.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2k95thQ:	60	10	0	0	60	60	15	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	0	0	1	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	820	120	261	862	50	10	0	10	130	30	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	820	120	261	862	50	10	0	10	130	30	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	820	120	261	862	50	10	0	10	130	30	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	820	120	261	862	50	10	0	10	130	30	411

Saturation 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	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3497	203	1750	0	1800	1462	337	1750

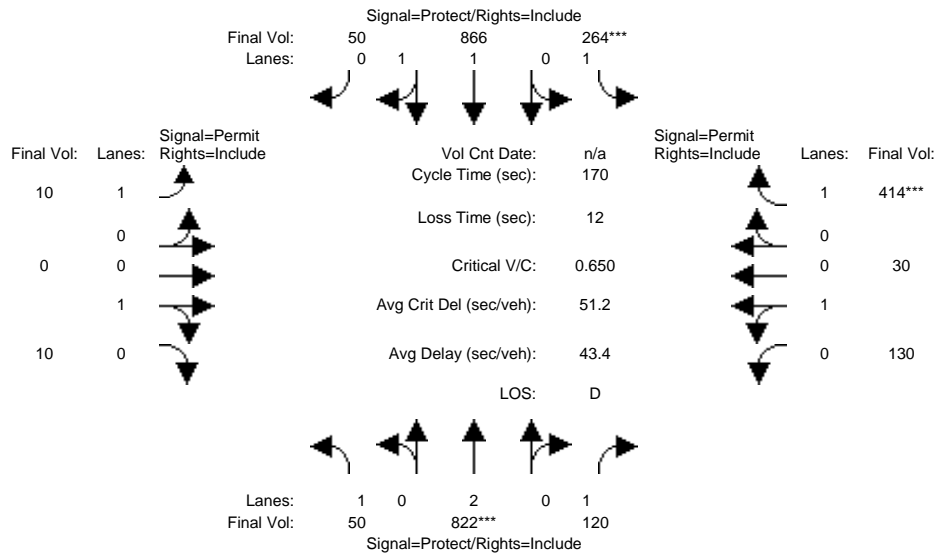
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.23
Crit Moves:	****			****								
Green Time:	13.8	56.8	56.8	39.3	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
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:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2k95thQ:	5	30	9	22	27	27	1	0	1	11	11	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	2	0	4	6	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	822	120	264	866	50	10	0	10	130	30	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	822	120	264	866	50	10	0	10	130	30	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	822	120	264	866	50	10	0	10	130	30	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	822	120	264	866	50	10	0	10	130	30	414

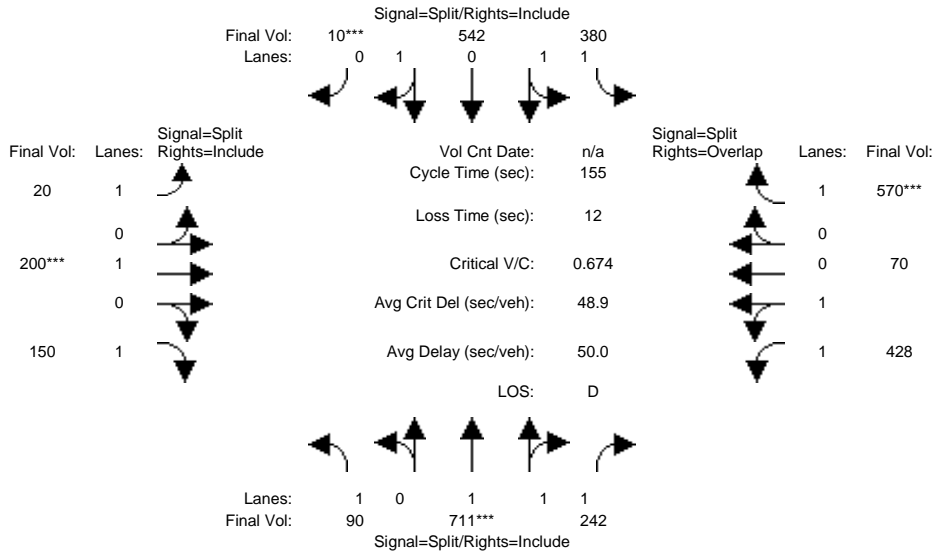
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3498	202	1750	0	1800	1462	337	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.24
Crit Moves:	****			****								
Green Time:	13.7	56.6	56.6	39.5	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.5	49.5	40.8	62.7	30.3	30.3	34.6	0.0	34.6	37.9	37.9	47.4
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:	75.5	49.5	40.8	62.7	30.3	30.3	34.6	0.0	34.6	37.9	37.9	47.4
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2k95thQ:	5	30	9	23	27	27	1	0	1	11	11	33

Note: Queue reported is the number of cars per lane.

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	1	2	0	2	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	711	242	380	542	10	20	200	150	428	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	711	242	380	542	10	20	200	150	428	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	711	242	380	542	10	20	200	150	428	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	711	242	380	542	10	20	200	150	428	70	570

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.24	1.73	0.03	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3734	1800	2181	3111	57	1750	1900	1750	3051	499	1750

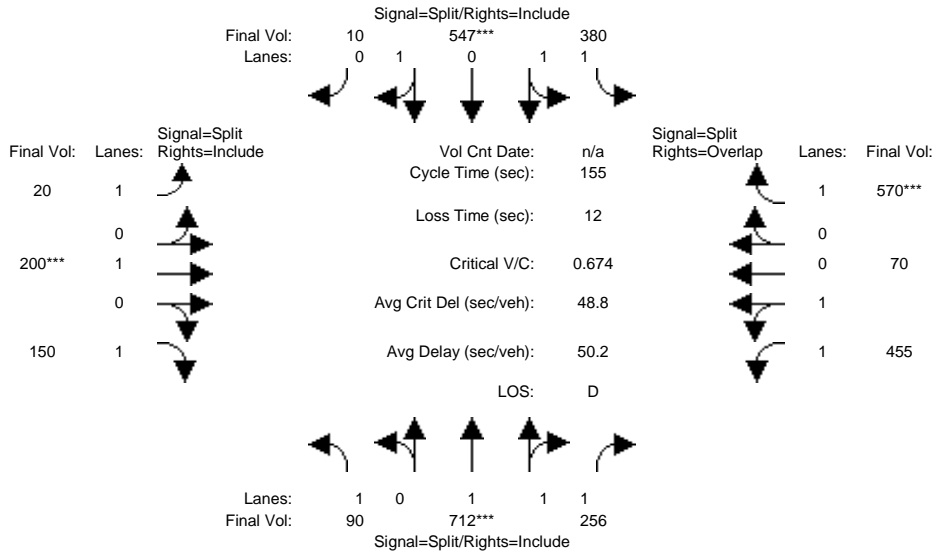
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.13	0.17	0.17	0.17	0.01	0.11	0.09	0.14	0.14	0.33
Crit Moves:	****			****			****			****		
Green Time:	43.8	43.8	43.8	40.1	40.1	40.1	24.2	24.2	24.2	34.9	34.9	75.0
Volume/Cap:	0.18	0.67	0.48	0.67	0.67	0.67	0.07	0.67	0.55	0.62	0.62	0.67
Delay/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2k95thQ:	6	25	17	25	25	25	2	18	14	20	20	36

Note: Queue reported is the number of cars per lane.

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	2	16	0	7	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	712	256	380	547	10	20	200	150	455	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	712	256	380	547	10	20	200	150	455	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	712	256	380	547	10	20	200	150	455	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	712	256	380	547	10	20	200	150	455	70	570

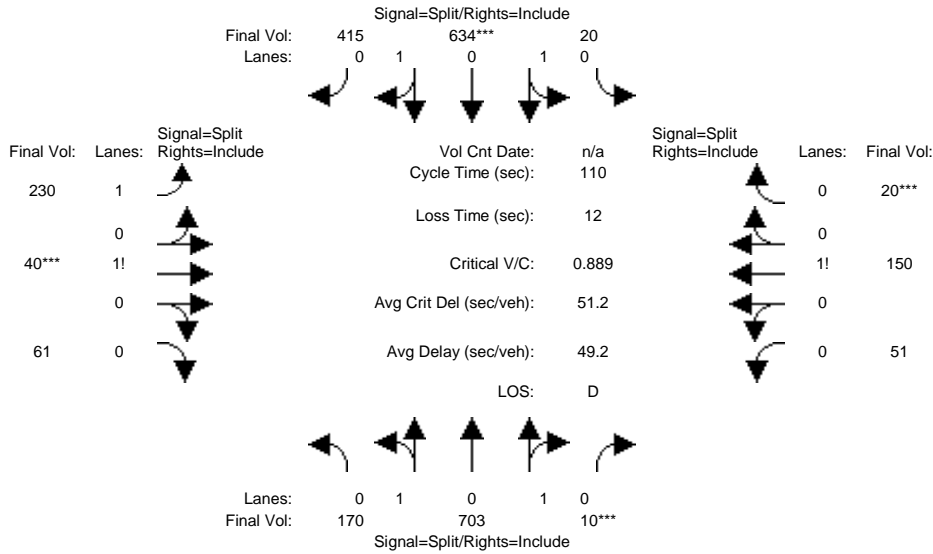
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.23	1.74	0.03	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3736	1800	2169	3123	57	1750	1900	1750	3077	473	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.14	0.18	0.18	0.18	0.01	0.11	0.09	0.15	0.15	0.33
Crit Moves:	****			****			****			****		
Green Time:	43.8	43.8	43.8	40.3	40.3	40.3	24.2	24.2	24.2	34.6	34.6	74.9
Volume/Cap:	0.18	0.67	0.50	0.67	0.67	0.67	0.07	0.67	0.55	0.66	0.66	0.67
Delay/Veh:	42.2	50.5	46.7	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.7	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2k95thQ:	6	25	18	25	25	25	2	18	14	21	21	36

Note: Queue reported is the number of cars per lane.

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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	0	3	0	0	4	5	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	703	10	20	634	415	230	40	61	51	150	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:	170	703	10	20	634	415	230	40	61	51	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	703	10	20	634	415	230	40	61	51	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	703	10	20	634	415	230	40	61	51	150	20

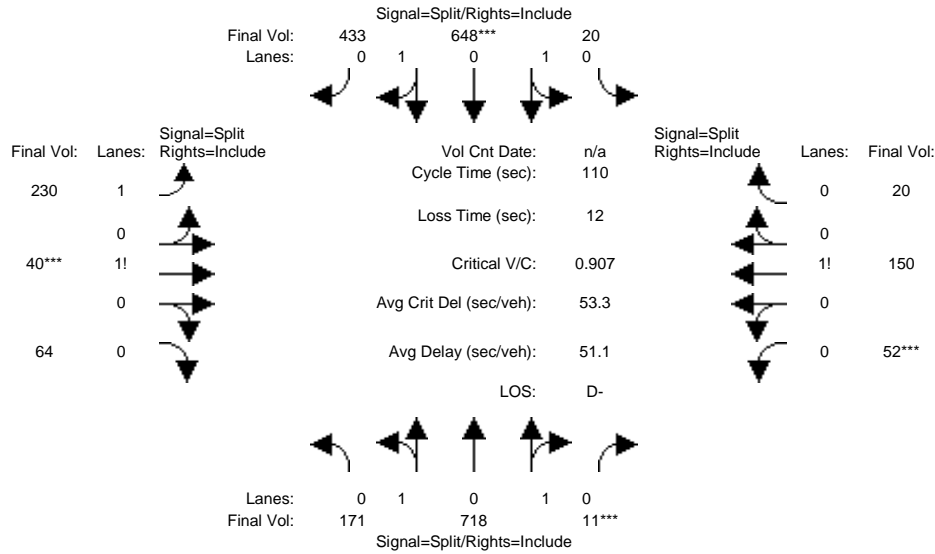
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.39	1.59	0.02	0.04	1.18	0.78	1.53	0.19	0.28	0.23	0.68	0.09
Final Sat.:	693	2866	41	67	2135	1398	2682	324	494	404	1188	158

Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:			****		****			****				****
Green Time:	30.4	30.4	30.4	36.7	36.7	36.7	15.3	15.3	15.3	15.6	15.6	15.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.62	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
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:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
LOS by Move:	D	D	D	D	D	D	D	E	E	E-	E-	E-
HCM2k95thQ:	28	28	28	32	32	32	10	17	17	20	20	20

Note: Queue reported is the number of cars per lane.

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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	1	18	1	0	18	23	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	718	11	20	648	433	230	40	64	52	150	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:	171	718	11	20	648	433	230	40	64	52	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	718	11	20	648	433	230	40	64	52	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	718	11	20	648	433	230	40	64	52	150	20

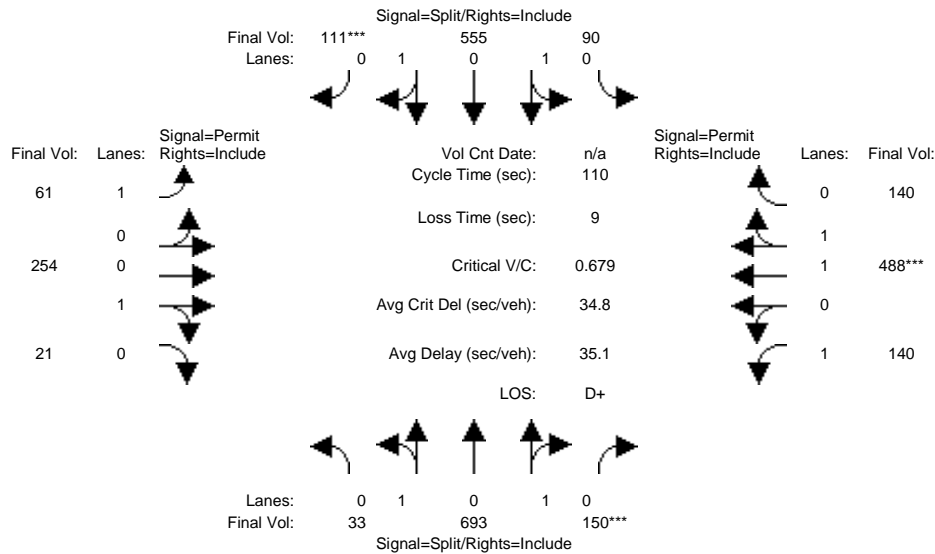
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.60	0.02	0.03	1.18	0.79	1.53	0.18	0.29	0.23	0.68	0.09
Final Sat.:	684	2872	44	65	2119	1416	2669	320	511	410	1182	158

Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.31	0.31	0.31	0.09	0.13	0.13	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	30.3	30.3	30.3	37.1	37.1	37.1	15.2	15.2	15.2	15.4	15.4	15.4
Volume/Cap:	0.91	0.91	0.91	0.91	0.91	0.91	0.62	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	50.2	50.2	50.2	44.7	44.7	44.7	47.0	72.0	72.0	80.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	50.2	44.7	44.7	44.7	47.0	72.0	72.0	80.3	80.3	80.3
LOS by Move:	D	D	D	D	D	D	D	E	E	F	F	F
HCM2k95thQ:	29	29	29	34	34	34	10	17	17	21	21	21

Note: Queue reported is the number of cars per lane.

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	3	3	0	0	5	1	1	4	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	693	150	90	555	111	61	254	21	140	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	693	150	90	555	111	61	254	21	140	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	693	150	90	555	111	61	254	21	140	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	693	150	90	555	111	61	254	21	140	488	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.08	1.58	0.34	0.24	1.47	0.29	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	136	2848	616	429	2643	529	1750	1663	137	1750	2875	825

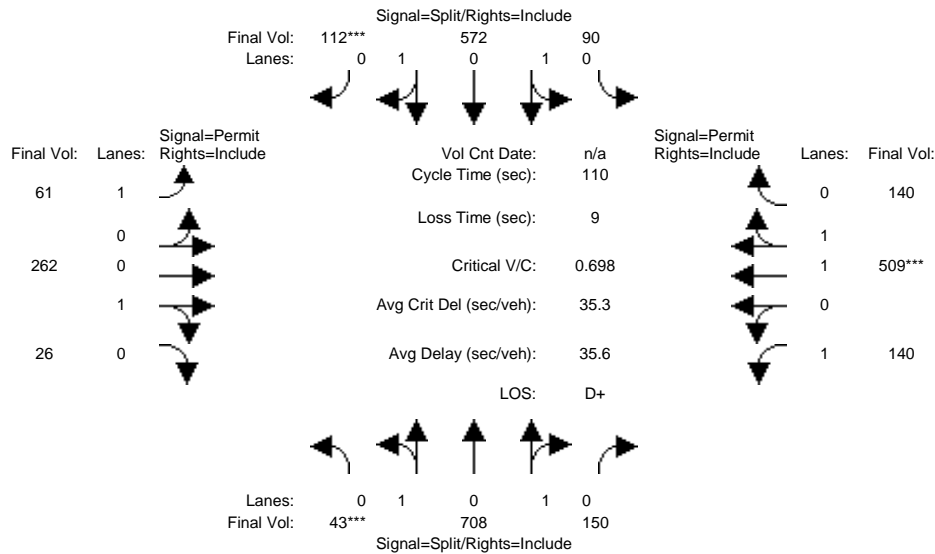
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.03	0.15	0.15	0.08	0.17	0.17
Crit Moves:			****			****						****
Green Time:	39.4	39.4	39.4	34.0	34.0	34.0	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.61	0.61	0.32	0.68	0.68
Delay/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
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:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
LOS by Move:	C	C	C	C-	C-	C-	C-	D+	D+	C-	D	D
HCM2k95thQ:	23	23	23	20	20	20	3	16	16	8	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	13	18	0	0	22	2	1	12	6	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	708	150	90	572	112	61	262	26	140	509	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	708	150	90	572	112	61	262	26	140	509	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	708	150	90	572	112	61	262	26	140	509	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	708	150	90	572	112	61	262	26	140	509	140

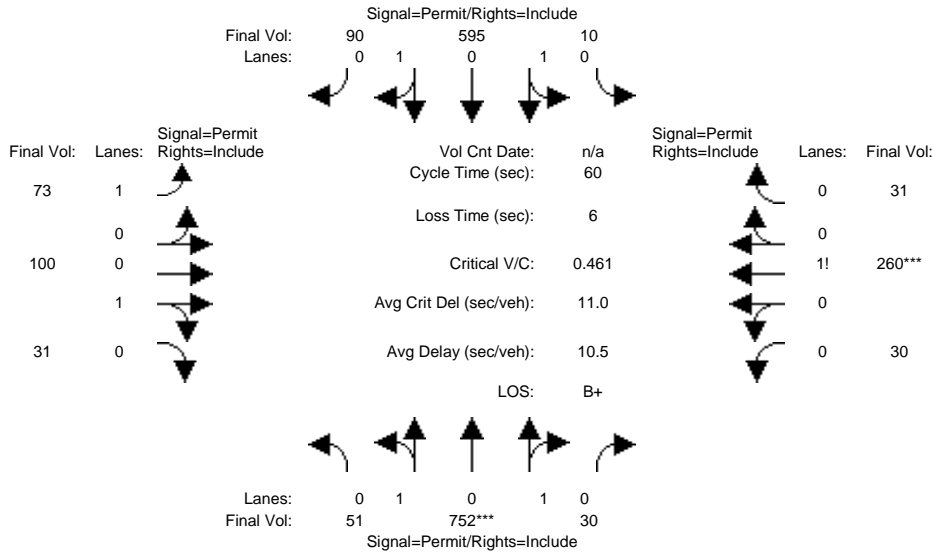
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.10	1.57	0.33	0.23	1.48	0.29	1.00	0.91	0.09	1.00	1.56	0.44
Final Sat.:	172	2829	599	419	2660	521	1750	1637	162	1750	2901	798

Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.22	0.22	0.22	0.03	0.16	0.16	0.08	0.18	0.18
Crit Moves:	****					****				****		
Green Time:	39.5	39.5	39.5	33.9	33.9	33.9	27.7	27.7	27.7	27.7	27.7	27.7
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.64	0.64	0.32	0.70	0.70
Delay/Veh:	31.9	31.9	31.9	35.5	35.5	35.5	32.1	39.7	39.7	33.9	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	35.5	35.5	35.5	32.1	39.7	39.7	33.9	39.7	39.7
LOS by Move:	C	C	C	D+	D+	D+	C-	D	D	C-	D	D
HCM2k95thQ:	24	24	24	21	21	21	3	17	17	8	18	18

Note: Queue reported is the number of cars per lane.

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	1	2	0	0	5	0	3	0	1	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	752	30	10	595	90	73	100	31	30	260	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:	51	752	30	10	595	90	73	100	31	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	752	30	10	595	90	73	100	31	30	260	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
Final Volume:	51	752	30	10	595	90	73	100	31	30	260	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.81	0.10
Final Sat.:	220	3250	130	52	3082	466	1750	1374	426	164	1417	169

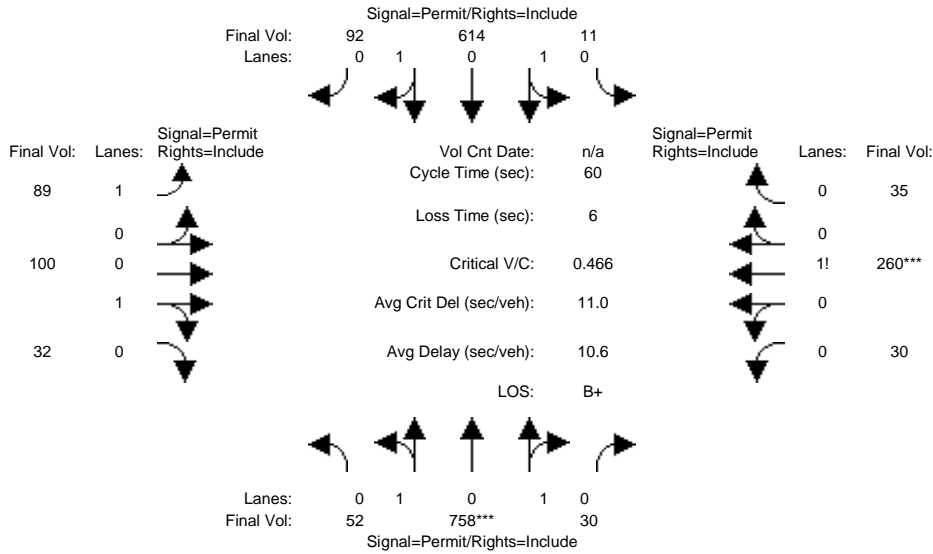
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.04	0.07	0.07	0.18	0.18	0.18
Crit Moves:	****									****		
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.46	0.46	0.46	0.38	0.38	0.38	0.10	0.18	0.18	0.46	0.46	0.46
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2k95thQ:	9	9	9	8	8	8	2	3	3	10	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	2	8	0	1	24	2	19	0	2	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	758	30	11	614	92	89	100	32	30	260	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:	52	758	30	11	614	92	89	100	32	30	260	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	758	30	11	614	92	89	100	32	30	260	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
Final Volume:	52	758	30	11	614	92	89	100	32	30	260	35

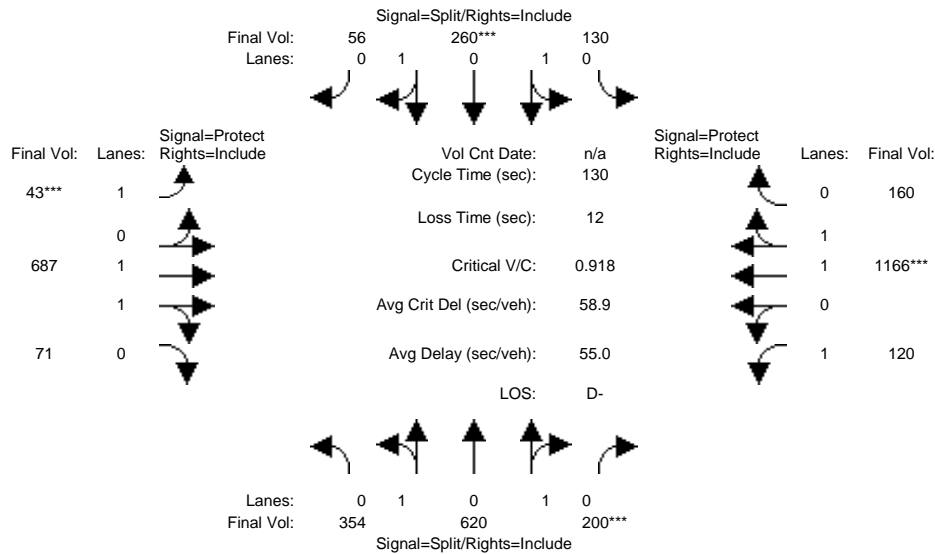
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.80	0.11
Final Sat.:	223	3249	129	55	3083	462	1750	1364	436	162	1400	188

Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.20	0.20	0.20	0.05	0.07	0.07	0.19	0.19	0.19
Crit Moves:	****									****		
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.47	0.47	0.47	0.40	0.40	0.40	0.13	0.18	0.18	0.47	0.47	0.47
Delay/Veh:	9.9	9.9	9.9	9.5	9.5	9.5	11.5	11.8	11.8	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.5	9.5	9.5	11.5	11.8	11.8	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2k95thQ:	10	10	10	8	8	8	2	3	3	10	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	4	0	0	0	0	6	3	7	1	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	620	200	130	260	56	43	687	71	120	1166	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	620	200	130	260	56	43	687	71	120	1166	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	620	200	130	260	56	43	687	71	120	1166	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	354	620	200	130	260	56	43	687	71	120	1166	160

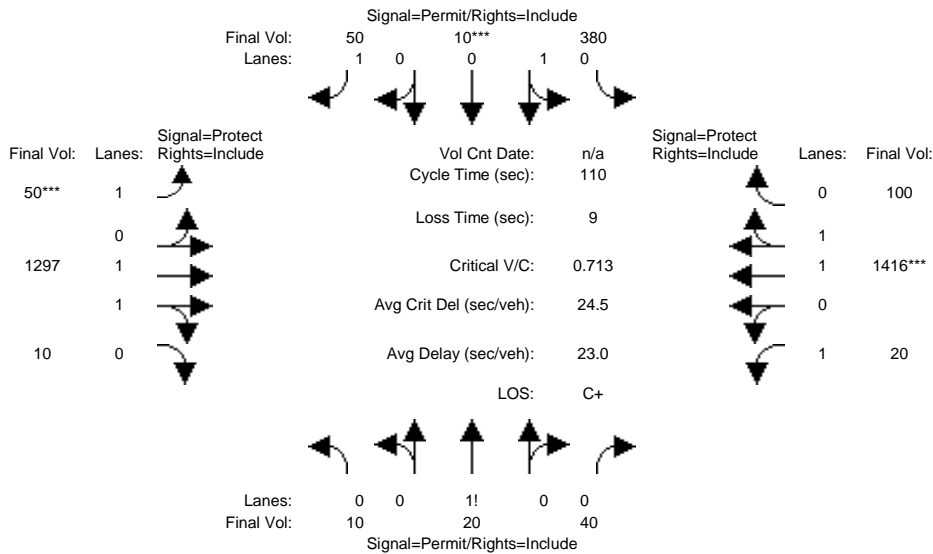
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.60	1.06	0.34	0.58	1.17	0.25	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	1086	1901	613	1049	2099	452	1750	3353	347	1750	3253	446

Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.12	0.12	0.02	0.20	0.20	0.07	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	44.8	44.8	44.8	17.0	17.0	17.0	7.0	42.1	42.1	14.1	49.2	49.2
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.95	0.46	0.63	0.63	0.63	0.95	0.95
Delay/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
LOS by Move:	E+	E+	E+	F	F	F	E	D+	D+	E	D-	D-
HCM2k95thQ:	38	38	38	20	20	20	4	23	23	9	45	45

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1297	10	20	1416	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1297	10	20	1416	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1297	10	20	1416	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	20	40	380	10	50	50	1297	10	20	1416	100

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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3456	244

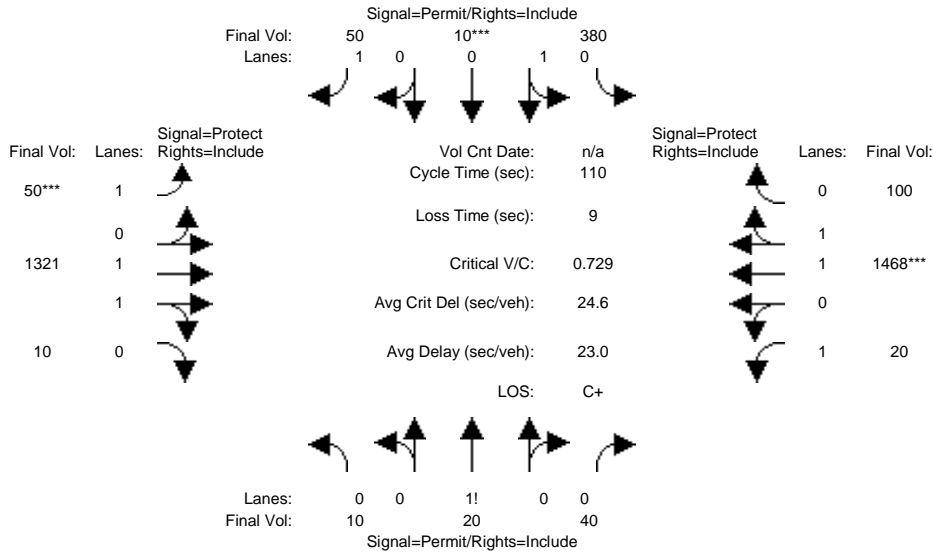
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.35	0.35	0.01	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	32.5	32.5	32.5	32.5	32.5	32.5	7.0	58.0	58.0	10.5	61.5	61.5
Volume/Cap:	0.14	0.14	0.14	0.73	0.73	0.10	0.45	0.67	0.67	0.12	0.73	0.73
Delay/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2k95thQ:	4	4	4	24	24	3	4	28	28	2	34	34

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	31	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1321	10	20	1468	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1321	10	20	1468	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1321	10	20	1468	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	20	40	380	10	50	50	1321	10	20	1468	100

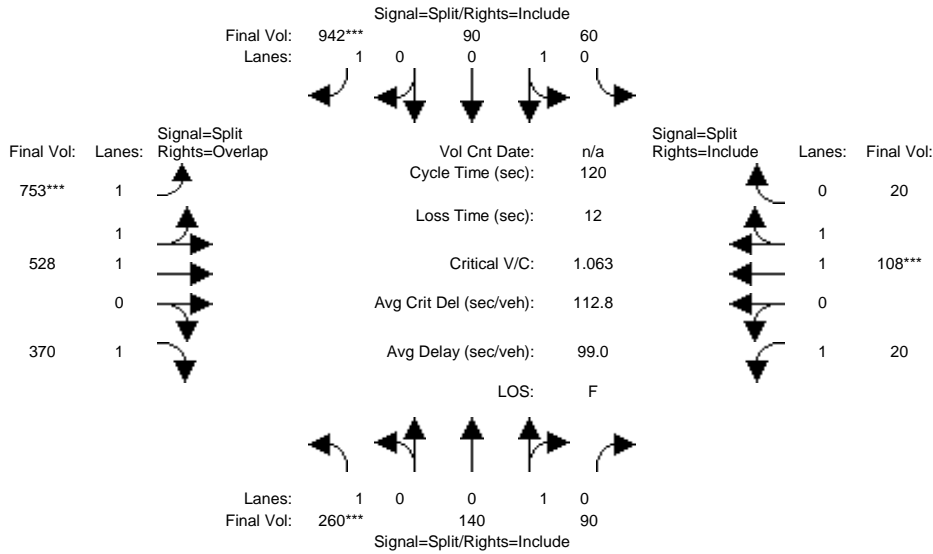
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3464	236

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.36	0.36	0.01	0.42	0.42
Crit Moves:					****		****				****	
Green Time:	31.8	31.8	31.8	31.8	31.8	31.8	7.0	58.8	58.8	10.4	62.2	62.2
Volume/Cap:	0.14	0.14	0.14	0.75	0.75	0.10	0.45	0.67	0.67	0.12	0.75	0.75
Delay/Veh:	29.1	29.1	29.1	41.5	41.5	28.7	52.5	19.5	19.5	45.9	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	29.1	41.5	41.5	28.7	52.5	19.5	19.5	45.9	19.6	19.6
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2k95thQ:	4	4	4	25	25	3	4	28	28	2	36	36

Note: Queue reported is the number of cars per lane.

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 Cumulative AM / Cumulative AM + Project
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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	2	3	8	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	942	753	528	370	20	108	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:	260	140	90	60	90	942	753	528	370	20	108	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	942	753	528	370	20	108	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	140	90	60	90	942	753	528	370	20	108	20

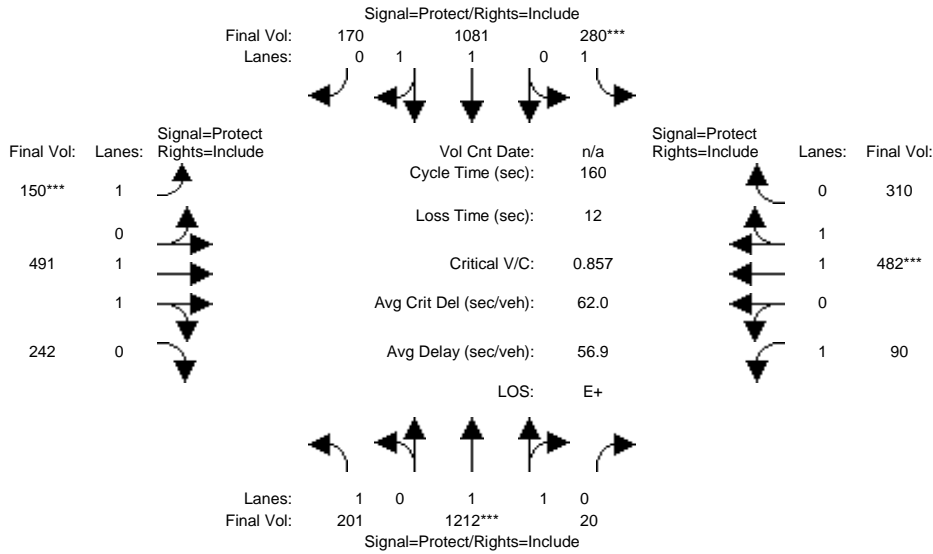
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.81	1.19	1.00	1.00	1.68	0.32
Final Sat.:	1750	1096	704	720	1080	1750	3201	2244	1750	1750	3121	578

Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.24	0.24	0.21	0.01	0.03	0.03
Crit Moves:	***					***	***				***	
Green Time:	15.8	15.8	15.8	57.2	57.2	57.2	25.0	25.0	40.8	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.42	0.42
Delay/Veh:	150.5	102	102.0	18.0	18.0	104.5	117.2	117	35.2	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.5	102	102.0	18.0	18.0	104.5	117.2	117	35.2	51.4	53.1	53.1
LOS by Move:	F	F	F	B-	B-	F	F	F	D+	D-	D-	D-
HCM2k95thQ:	31	23	23	6	6	84	43	43	23	2	6	6

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	200	1210	20	280	1080	170	150	490	240	90	480	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1210	20	280	1080	170	150	490	240	90	480	310
Added Vol:	1	2	0	0	1	0	0	1	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1212	20	280	1081	170	150	491	242	90	482	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1212	20	280	1081	170	150	491	242	90	482	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1212	20	280	1081	170	150	491	242	90	482	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1212	20	280	1081	170	150	491	242	90	482	310

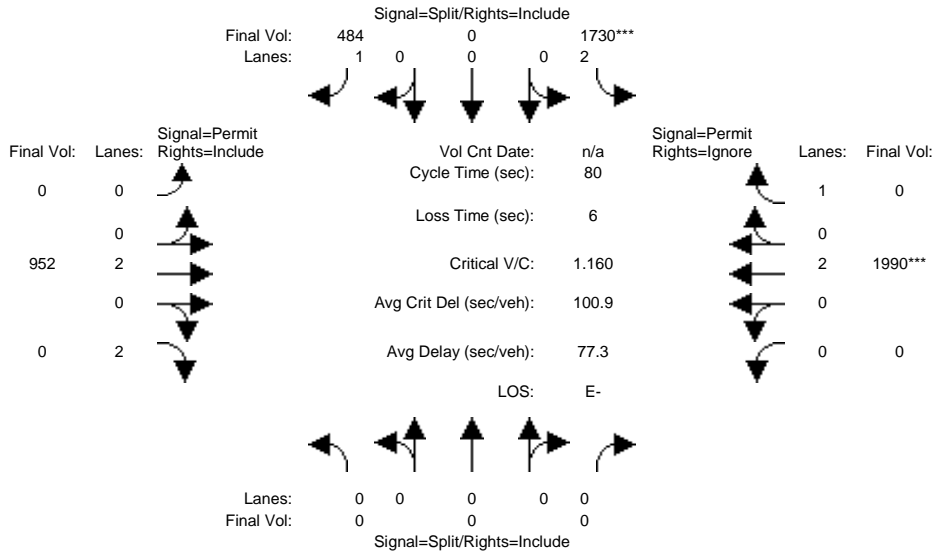
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.32	0.68	1.00	1.20	0.80
Final Sat.:	1750	3640	60	1750	3197	503	1750	2478	1221	1750	2251	1448

Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	23.3	62.2	62.2	29.9	68.7	68.7	16.0	44.4	44.4	11.5	40.0	40.0
Volume/Cap:	0.79	0.86	0.86	0.86	0.79	0.79	0.86	0.71	0.71	0.71	0.86	0.86
Delay/Veh:	80.9	50.2	50.2	82.6	42.1	42.1	102.7	54.4	54.4	90.1	65.3	65.3
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:	80.9	50.2	50.2	82.6	42.1	42.1	102.7	54.4	54.4	90.1	65.3	65.3
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2k95thQ:	22	49	49	29	45	45	14	27	27	9	33	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	4	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	484	0	952	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	484	0	952	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1730	0	484	0	952	0	0	1990	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

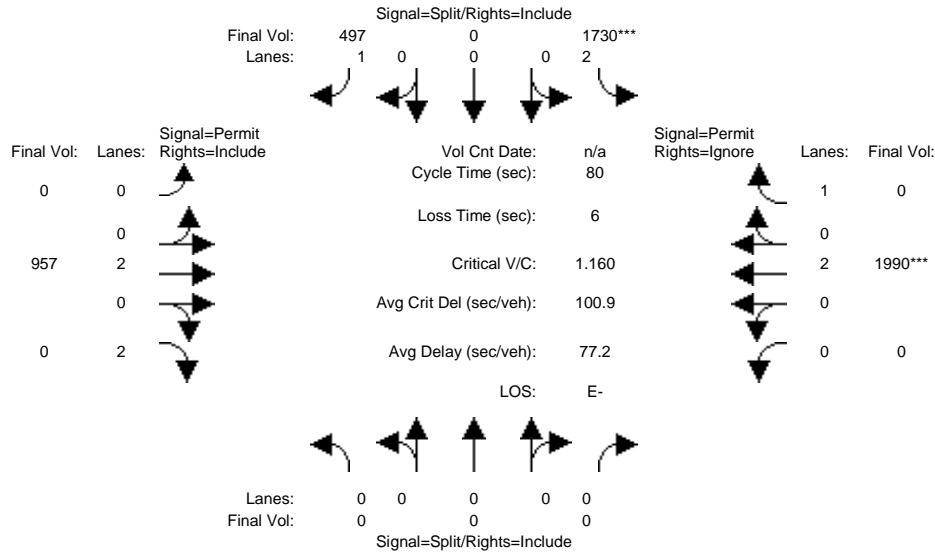
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.58	0.00	0.55	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2k95thQ:	0	0	0	72	0	18	0	16	0	0	65	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	17	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	497	0	957	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	497	0	957	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	497	0	957	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1730	0	497	0	957	0	0	1990	0

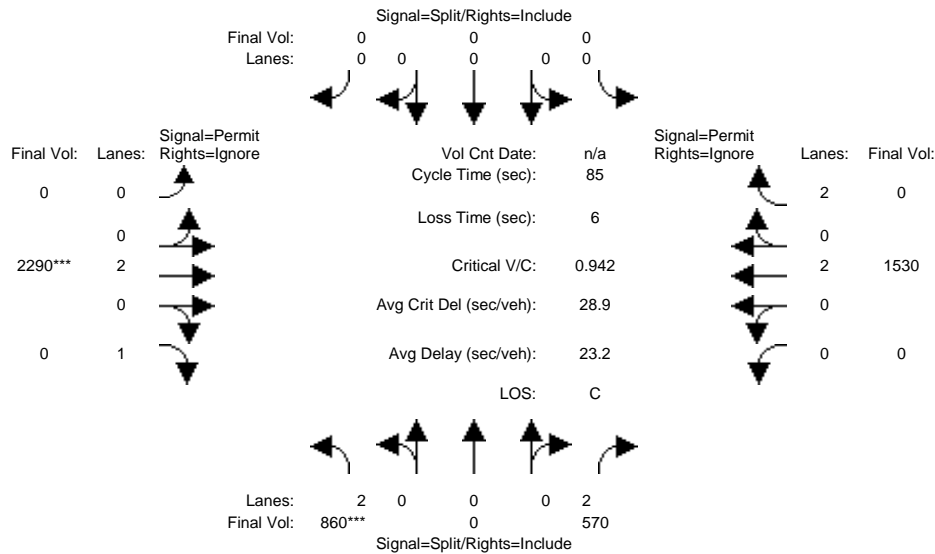
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.60	0.00	0.56	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2k95thQ:	0	0	0	72	0	19	0	16	0	0	65	0

Note: Queue reported is the number of cars per lane.

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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	512	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

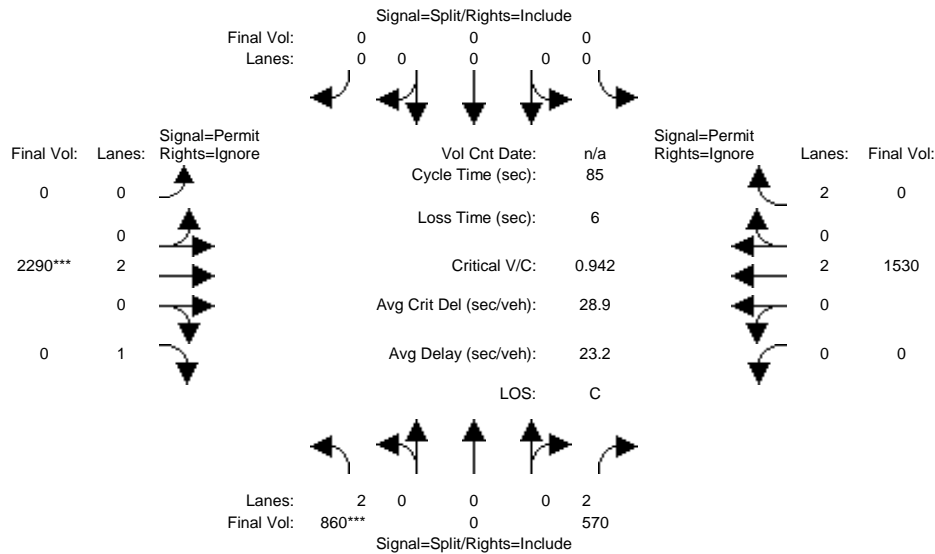
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****						****					
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2k95thQ:	31	0	16	0	0	0	0	49	0	0	23	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	517	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0

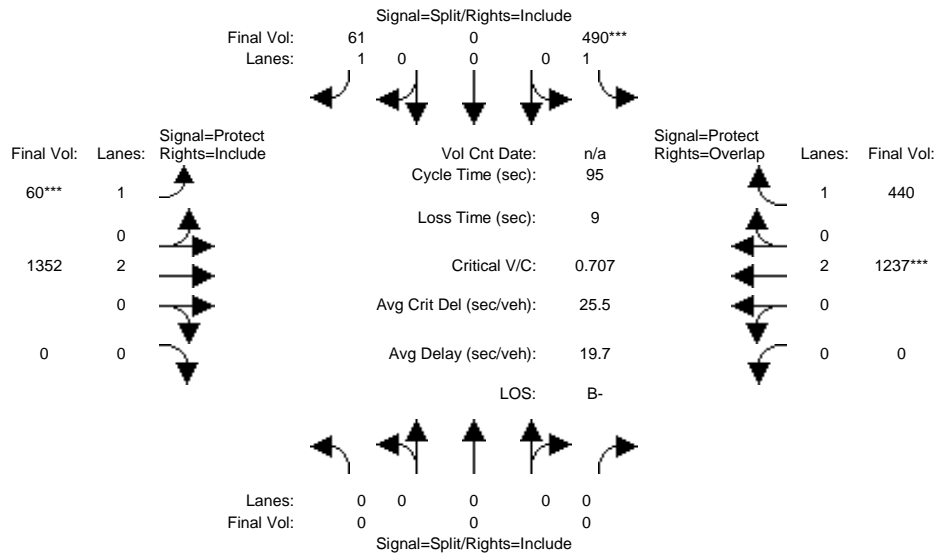
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2k95thQ:	31	0	16	0	0	0	0	49	0	0	23	0

Note: Queue reported is the number of cars per lane.

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	1	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	61	60	1352	0	0	1237	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	61	60	1352	0	0	1237	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	490	0	61	60	1352	0	0	1237	440

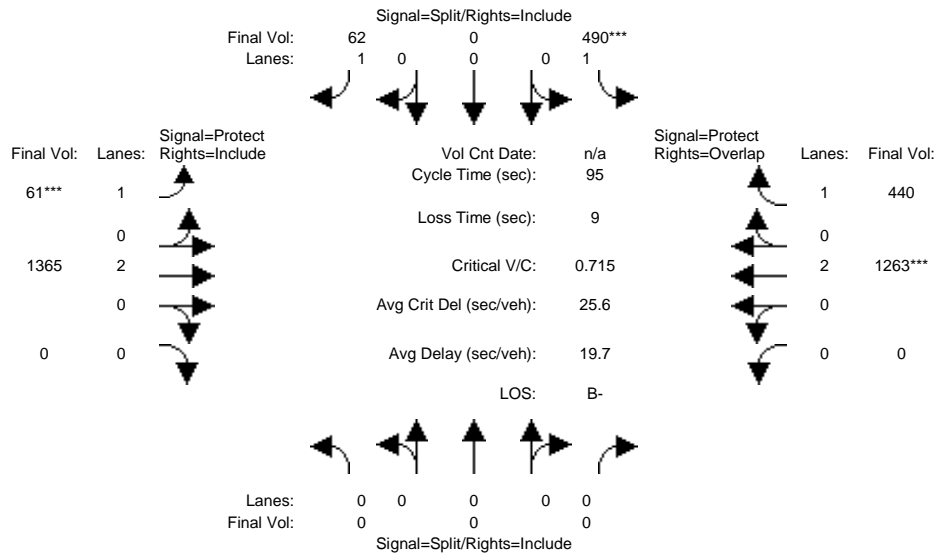
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.5	0.0	36.5	7.0	49.5	0.0	0.0	42.5	79.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.09	0.47	0.68	0.00	0.00	0.73	0.30
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2k95thQ:	0	0	0	26	0	3	4	25	0	0	26	6

Note: Queue reported is the number of cars per lane.

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	2	1	15	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	62	61	1365	0	0	1263	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	62	61	1365	0	0	1263	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	62	61	1365	0	0	1263	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	490	0	62	61	1365	0	0	1263	440

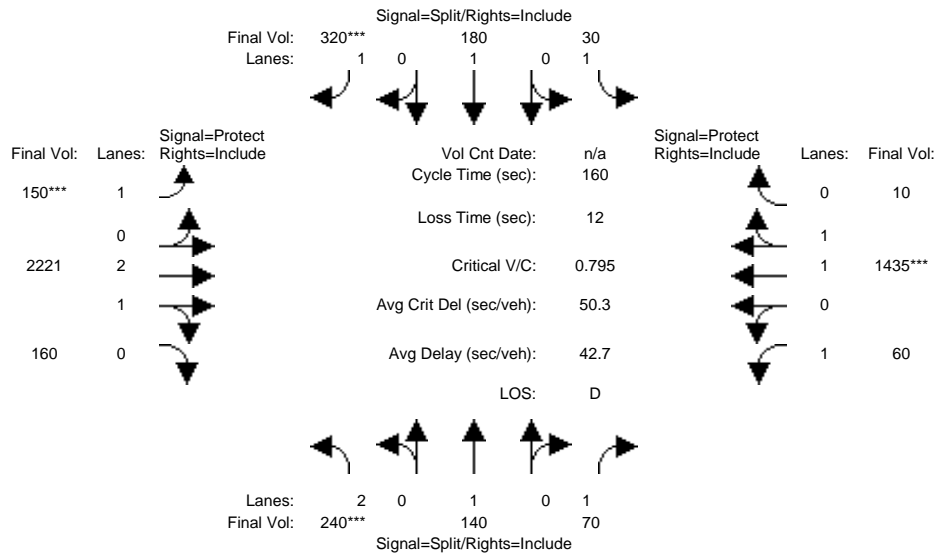
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.04	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.09	0.47	0.68	0.00	0.00	0.74	0.30
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.7	0.0	0.0	23.1	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.7	0.0	0.0	23.1	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2k95thQ:	0	0	0	26	0	3	4	25	0	0	27	6

Note: Queue reported is the number of cars per lane.

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
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:	240	140	70	30	180	320	150	2221	160	60	1435	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2221	160	60	1435	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	140	70	30	180	320	150	2221	160	60	1435	10

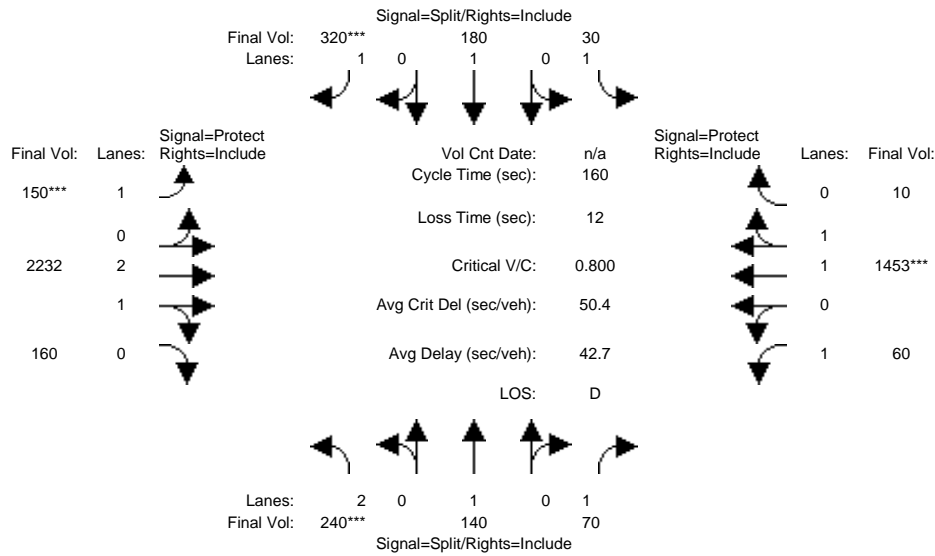
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5223	376	1750	3674	26

Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.3	15.3	15.3	36.8	36.8	36.8	17.3	86.9	86.9	8.9	78.6	78.6
Volume/Cap:	0.79	0.77	0.42	0.07	0.41	0.79	0.79	0.78	0.78	0.61	0.79	0.79
Delay/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2k95thQ:	16	16	8	3	14	30	15	50	50	6	49	49

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2232	160	60	1453	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2232	160	60	1453	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2232	160	60	1453	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	140	70	30	180	320	150	2232	160	60	1453	10

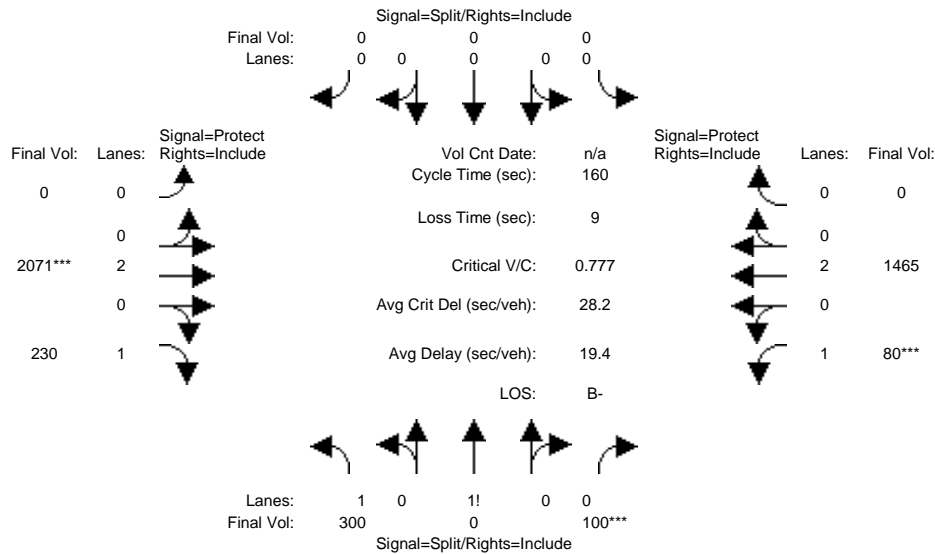
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5225	375	1750	3675	25

Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.40	0.40
Crit Moves:	***					***	***				***	
Green Time:	15.2	15.2	15.2	36.6	36.6	36.6	17.1	87.3	87.3	8.9	79.1	79.1
Volume/Cap:	0.80	0.77	0.42	0.08	0.41	0.80	0.80	0.78	0.78	0.61	0.80	0.80
Delay/Veh:	85.0	89.2	69.9	48.5	53.2	69.2	90.9	30.2	30.2	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	89.2	69.9	48.5	53.2	69.2	90.9	30.2	30.2	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2k95thQ:	17	16	8	3	14	31	15	50	50	6	50	50

Note: Queue reported is the number of cars per lane.

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
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:	300	0	100	0	0	0	0	2071	230	80	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2071	230	80	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	0	100	0	0	0	0	2071	230	80	1465	0

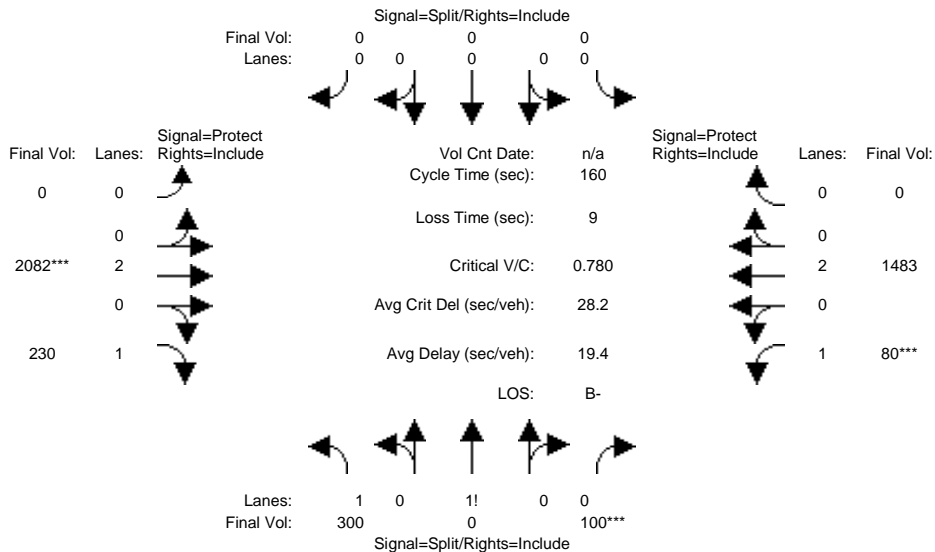
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:	****							****		****		
Green Time:	29.4	0.0	29.4	0.0	0.0	0.0	0.0	112	112.2	9.4	122	0.0
Volume/Cap:	0.58	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2k95thQ:	18	0	25	0	0	0	0	52	8	8	23	0

Note: Queue reported is the number of cars per lane.

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	O'Brien Drive						Willow Road					
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2082	230	80	1483	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2082	230	80	1483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2082	230	80	1483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	0	100	0	0	0	0	2082	230	80	1483	0

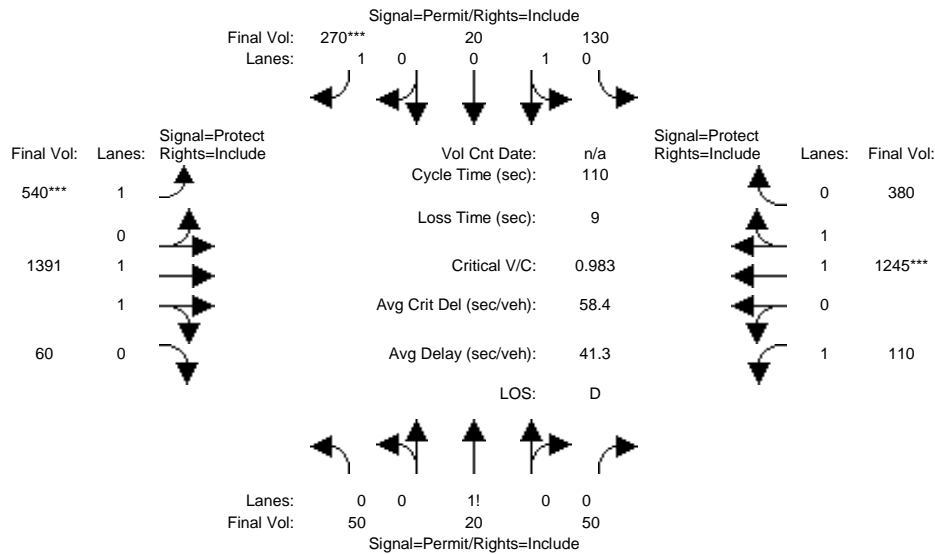
Saturation Flow Module:	O'Brien Drive						Willow Road					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:	O'Brien Drive						Willow Road					
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:	****						****			****		
Green Time:	29.3	0.0	29.3	0.0	0.0	0.0	0.0	112	112.3	9.4	122	0.0
Volume/Cap:	0.59	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.1	0.0	69.9	0.0	0.0	0.0	0.0	17.2	8.2	105.3	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	0.0	69.9	0.0	0.0	0.0	0.0	17.2	8.2	105.3	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2k95thQ:	18	0	25	0	0	0	0	52	8	8	23	0

Note: Queue reported is the number of cars per lane.

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
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:	50	20	50	130	20	270	540	1391	60	110	1245	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1391	60	110	1245	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	20	50	130	20	270	540	1391	60	110	1245	380

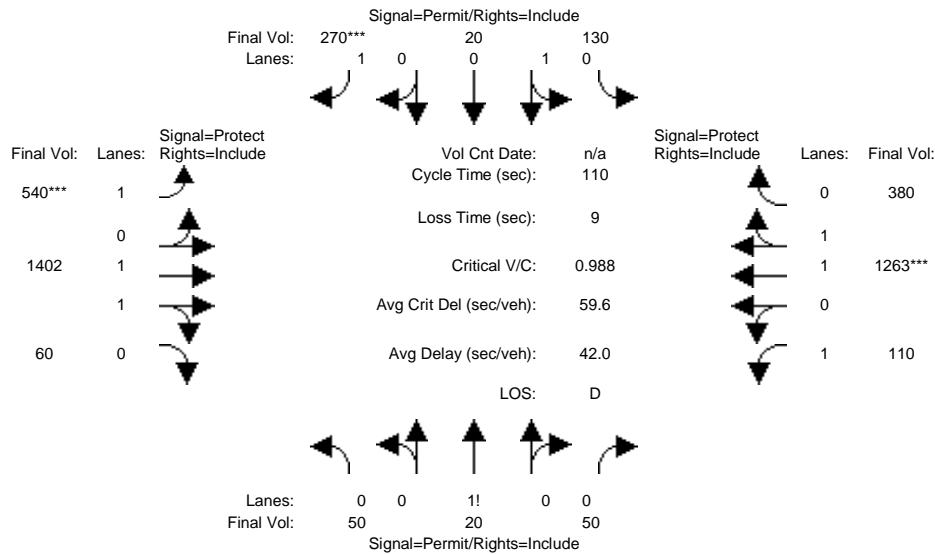
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3547	153	1750	2834	865

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.39	0.39	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	34.5	72.0	72.0	11.7	49.2	49.2
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.98	0.98	0.60	0.60	0.59	0.98	0.98
Delay/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2k95thQ:	9	9	9	11	11	26	37	24	24	8	52	52

Note: Queue reported is the number of cars per lane.

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1402	60	110	1263	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1402	60	110	1263	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1402	60	110	1263	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	20	50	130	20	270	540	1402	60	110	1263	380

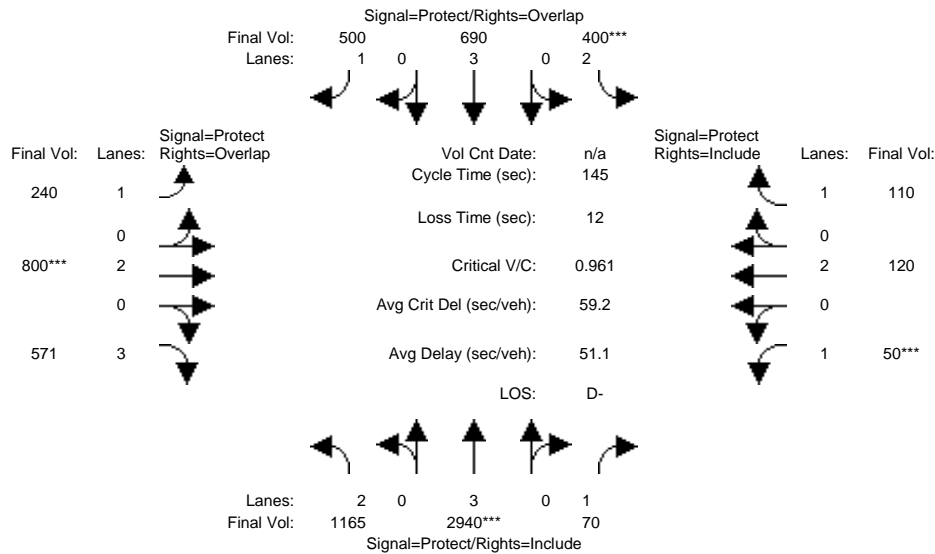
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3548	152	1750	2844	856

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.40	0.40	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	34.4	72.2	72.2	11.6	49.5	49.5
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.99	0.99	0.60	0.60	0.59	0.99	0.99
Delay/Veh:	43.2	43.2	43.2	44.7	44.7	97.2	72.9	11.2	11.2	52.1	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.2	44.7	44.7	97.2	72.9	11.2	11.2	52.1	49.1	49.1
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2k95thQ:	9	9	9	11	11	26	37	24	24	8	53	53

Note: Queue reported is the number of cars per lane.

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	5	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1165	2940	70	400	690	500	240	800	571	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1165	2940	70	400	690	500	240	800	571	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1165	2940	70	400	690	500	240	800	571	50	120	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

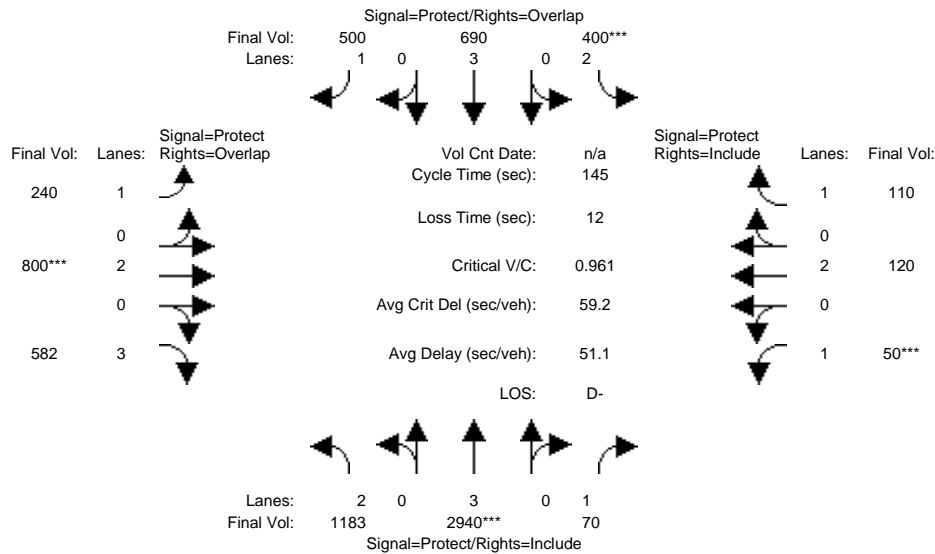
Capacity Analysis Module:												
Vol/Sat:	0.37	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	67.7	76.2	76.2	18.8	27.2	52.5	25.3	31.1	98.8	7.0	12.7	12.7
Volume/Cap:	0.79	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.18	0.59	0.36	0.72
Delay/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2k95thQ:	44	74	3	26	19	38	20	34	7	7	6	13

Note: Queue reported is the number of cars per lane.

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	23	0	0	0	0	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1183	2940	70	400	690	500	240	800	582	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1183	2940	70	400	690	500	240	800	582	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1183	2940	70	400	690	500	240	800	582	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1183	2940	70	400	690	500	240	800	582	50	120	110

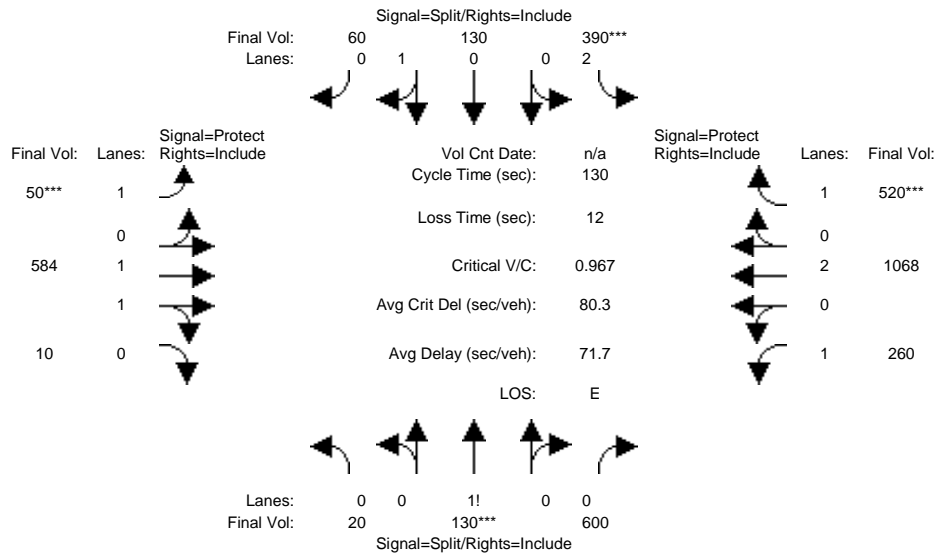
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.38	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	68.0	76.2	76.2	18.8	26.9	52.2	25.3	31.1	99.1	7.0	12.7	12.7
Volume/Cap:	0.80	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.19	0.59	0.36	0.72
Delay/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2k95thQ:	45	74	3	26	19	38	20	34	7	7	6	13

Note: Queue reported is the number of cars per lane.

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	584	10	260	1068	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	584	10	260	1068	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	584	10	260	1068	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	130	600	390	130	60	50	584	10	260	1068	520

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	62	1750	3800	1750

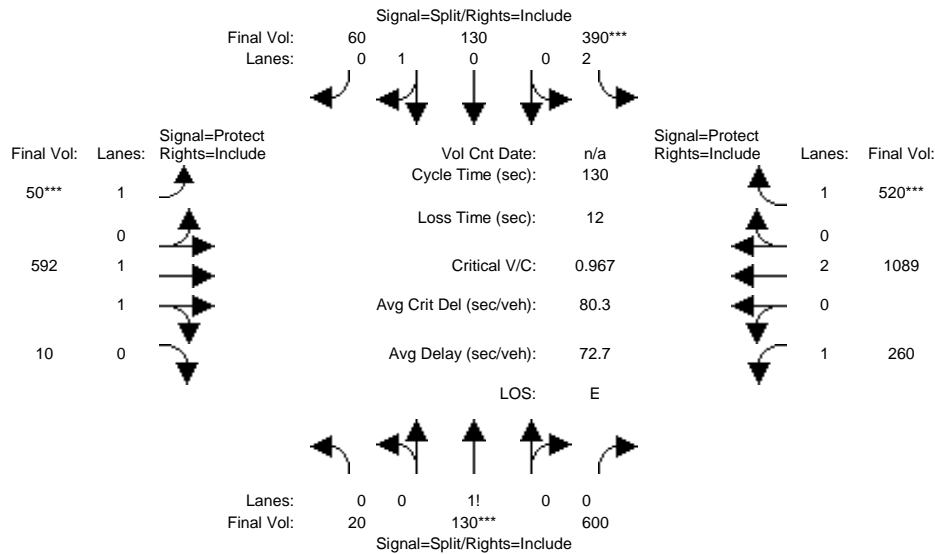
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.28	0.30
Crit Moves:	****			****			****			****		
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	23.8	23.8	22.0	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.94	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E+	F
HCM2k95thQ:	61	61	61	25	19	19	4	23	23	21	38	43

Note: Queue reported is the number of cars per lane.

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	12	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	592	10	260	1089	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	592	10	260	1089	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	592	10	260	1089	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	130	600	390	130	60	50	592	10	260	1089	520

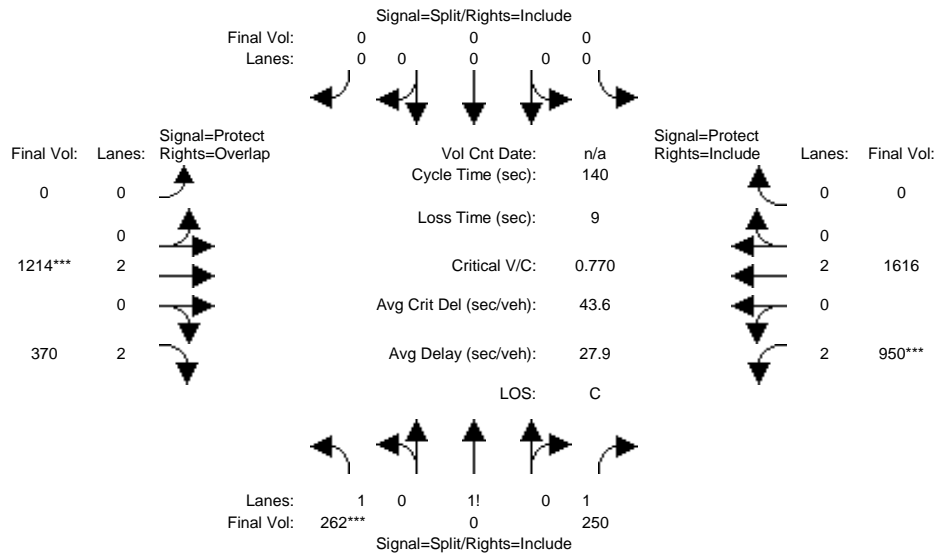
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	61	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.29	0.30
Crit Moves:	****			****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	24.0	24.0	21.9	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.96	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.7	64.7	78.1	62.6	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.7	64.7	78.1	62.6	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E	F
HCM2k95thQ:	61	61	61	25	19	19	4	23	23	22	40	43

Note: Queue reported is the number of cars per lane.

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	250	0	0	0	0	1214	370	950	1616	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	250	0	0	0	0	1214	370	950	1616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	262	0	250	0	0	0	0	1214	370	950	1616	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2646	0	2604	0	0	0	0	3800	3150	3150	3800	0

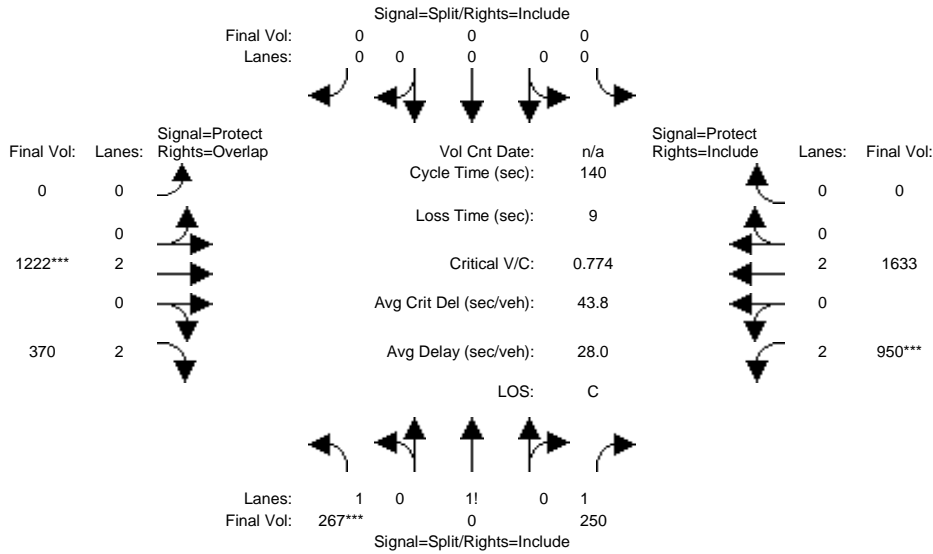
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	***						***			***		
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	58.1	76.1	54.9	113	0.0
Volume/Cap:	0.77	0.00	0.75	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2k95thQ:	18	0	17	0	0	0	0	36	9	33	20	0

Note: Queue reported is the number of cars per lane.

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	US 101 SB Ramps						University Avenue					
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	7	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	0	250	0	0	0	0	1222	370	950	1633	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	0	250	0	0	0	0	1222	370	950	1633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	250	0	0	0	0	1222	370	950	1633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	0	250	0	0	0	0	1222	370	950	1633	0

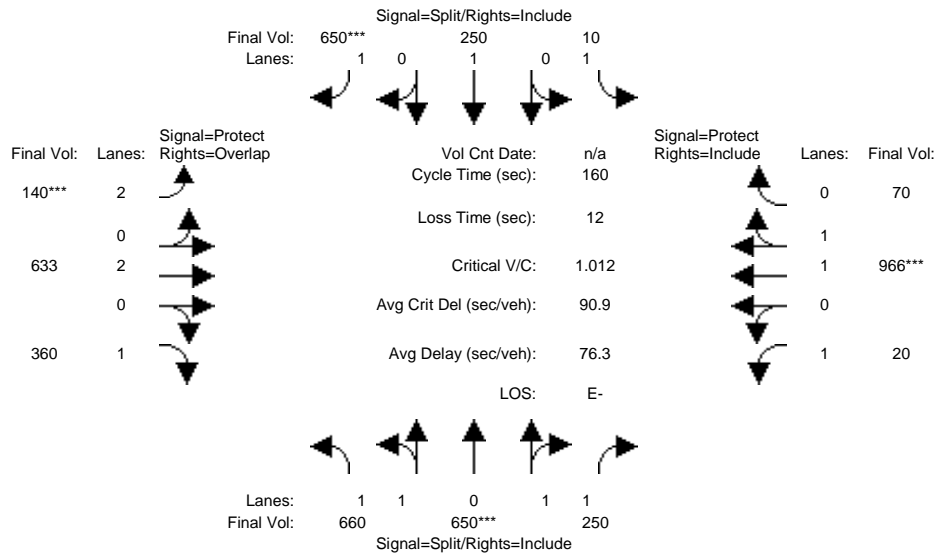
Saturation Flow Module:	US 101 SB Ramps						University Avenue					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.52	0.00	1.48	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2654	0	2596	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:	US 101 SB Ramps						University Avenue					
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	***						***			***		
Green Time:	18.2	0.0	18.2	0.0	0.0	0.0	0.0	58.2	76.4	54.6	113	0.0
Volume/Cap:	0.77	0.00	0.74	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	62.8	0.0	0.0	0.0	0.0	37.7	16.4	40.4	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	62.8	0.0	0.0	0.0	0.0	37.7	16.4	40.4	4.8	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2k95thQ:	18	0	17	0	0	0	0	36	9	33	20	0

Note: Queue reported is the number of cars per lane.

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	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:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	633	360	20	966	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:	660	650	250	10	250	650	140	633	360	20	966	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	633	360	20	966	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	660	650	250	10	250	650	140	633	360	20	966	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3450	250

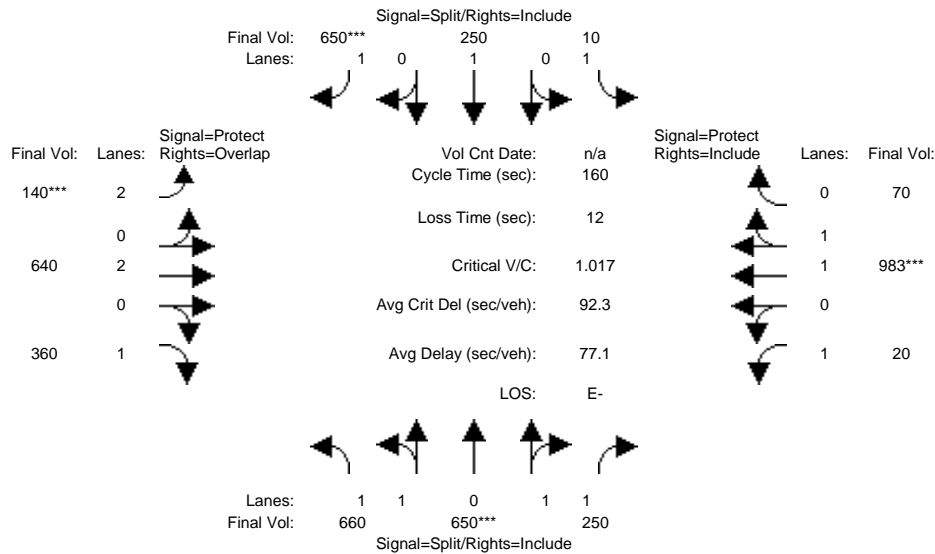
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	38.0	38.0	38.0	58.7	58.7	58.7	7.0	40.6	78.6	10.7	44.3	44.3
Volume/Cap:	1.01	1.01	0.60	0.02	0.36	1.01	1.01	0.66	0.42	0.17	1.01	1.01
Delay/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
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:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
LOS by Move:	F	F	D-	C-	D+	F	F	E+	C	E	F	F
HCM2k95thQ:	43	43	21	1	16	64	10	24	21	2	49	49

Note: Queue reported is the number of cars per lane.

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	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:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	10	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	640	360	20	983	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:	660	650	250	10	250	650	140	640	360	20	983	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	640	360	20	983	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	660	650	250	10	250	650	140	640	360	20	983	70

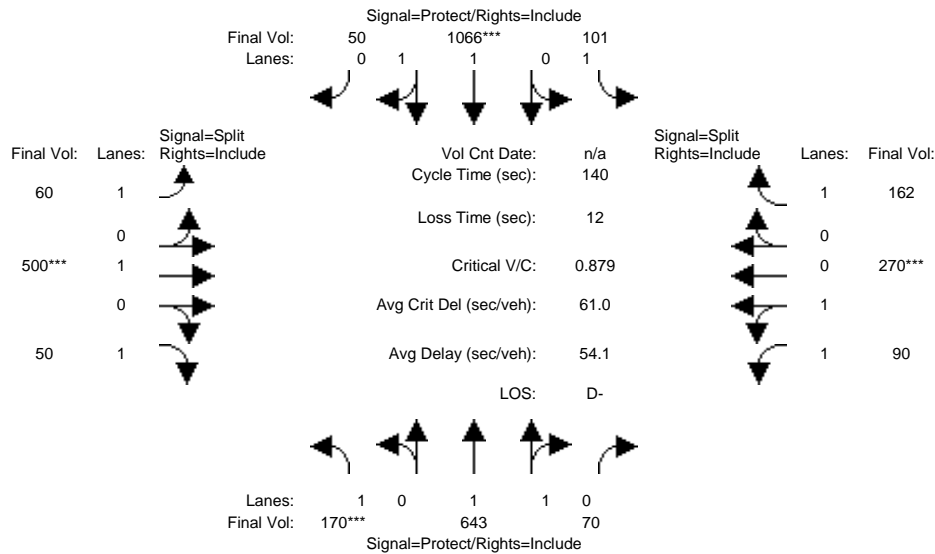
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3454	246

Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	37.8	37.8	37.8	58.4	58.4	58.4	7.0	41.1	78.9	10.7	44.8	44.8
Volume/Cap:	1.02	1.02	0.60	0.02	0.36	1.02	1.02	0.66	0.42	0.17	1.02	1.02
Delay/Veh:	88.5	88.5	54.8	32.4	37.5	90.8	157.4	54.8	26.2	71.2	90.0	90.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	88.5	54.8	32.4	37.5	90.8	157.4	54.8	26.2	71.2	90.0	90.0
LOS by Move:	F	F	D-	C-	D+	F	F	D-	C	E	F	F
HCM2k95thQ:	44	44	21	1	16	65	10	24	21	2	50	50

Note: Queue reported is the number of cars per lane.

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	3	0	1	6	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	643	70	101	1066	50	60	500	50	90	270	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	643	70	101	1066	50	60	500	50	90	270	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	643	70	101	1066	50	60	500	50	90	270	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	643	70	101	1066	50	60	500	50	90	270	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3336	363	1750	3534	166	1750	1900	1750	1750	1900	1750

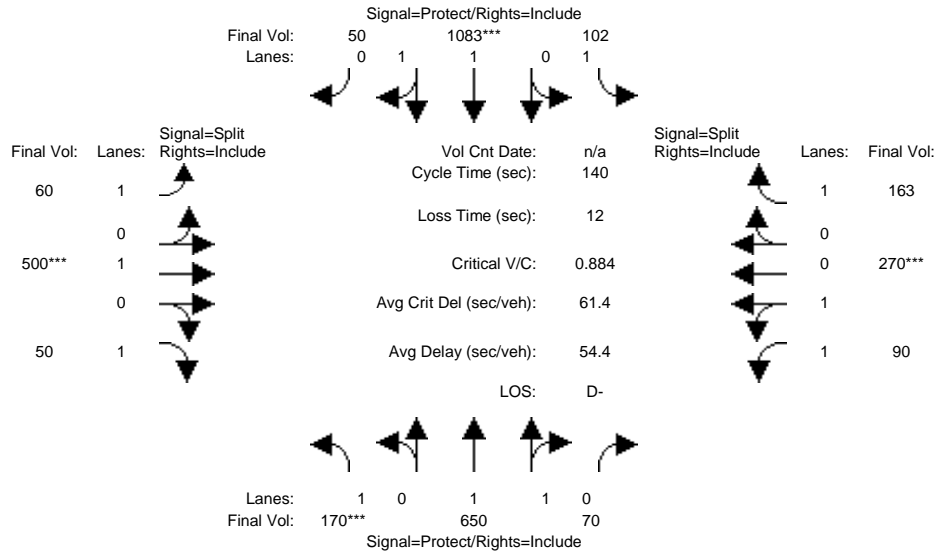
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.30	0.30	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	***				***			***			***	
Green Time:	15.5	48.9	48.9	14.6	48.0	48.0	41.9	41.9	41.9	22.6	22.6	22.6
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.11	0.88	0.10	0.32	0.88	0.57
Delay/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
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:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2k95thQ:	16	22	22	9	40	40	4	39	3	8	25	14

Note: Queue reported is the number of cars per lane.

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	10	0	2	23	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	650	70	102	1083	50	60	500	50	90	270	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:	170	650	70	102	1083	50	60	500	50	90	270	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	650	70	102	1083	50	60	500	50	90	270	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
Final Volume:	170	650	70	102	1083	50	60	500	50	90	270	163

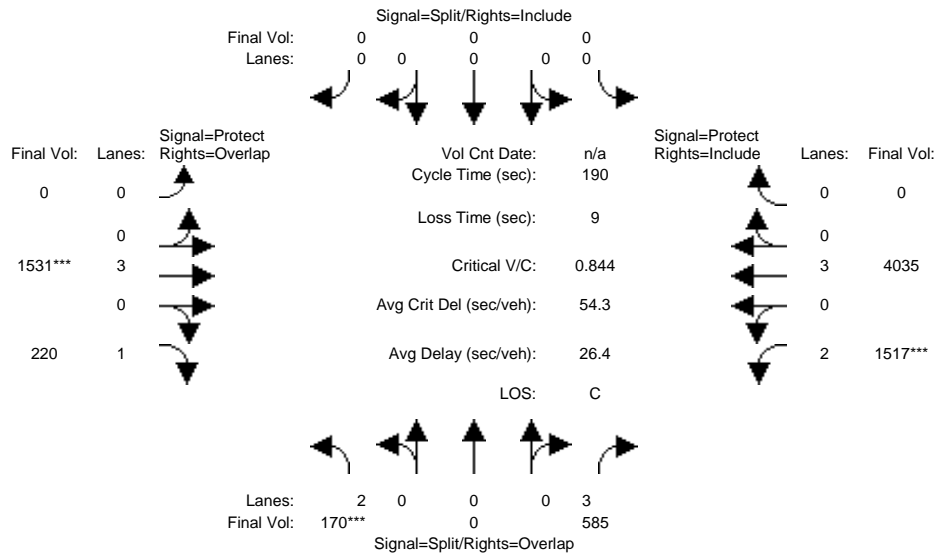
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3340	360	1750	3537	163	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.31	0.31	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.4	49.1	49.1	14.7	48.5	48.5	41.7	41.7	41.7	22.5	22.5	22.5
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.12	0.88	0.10	0.32	0.88	0.58
Delay/Veh:	96.4	37.1	37.1	63.2	50.8	50.8	35.9	62.2	35.6	52.2	77.4	57.4
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:	96.4	37.1	37.1	63.2	50.8	50.8	35.9	62.2	35.6	52.2	77.4	57.4
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2k95thQ:	16	22	22	9	41	41	4	39	3	8	25	14

Note: Queue reported is the number of cars per lane.

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	5	0	0	0	0	1	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	585	0	0	0	0	1531	220	1517	4035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	585	0	0	0	0	1531	220	1517	4035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	585	0	0	0	0	1531	220	1517	4035	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

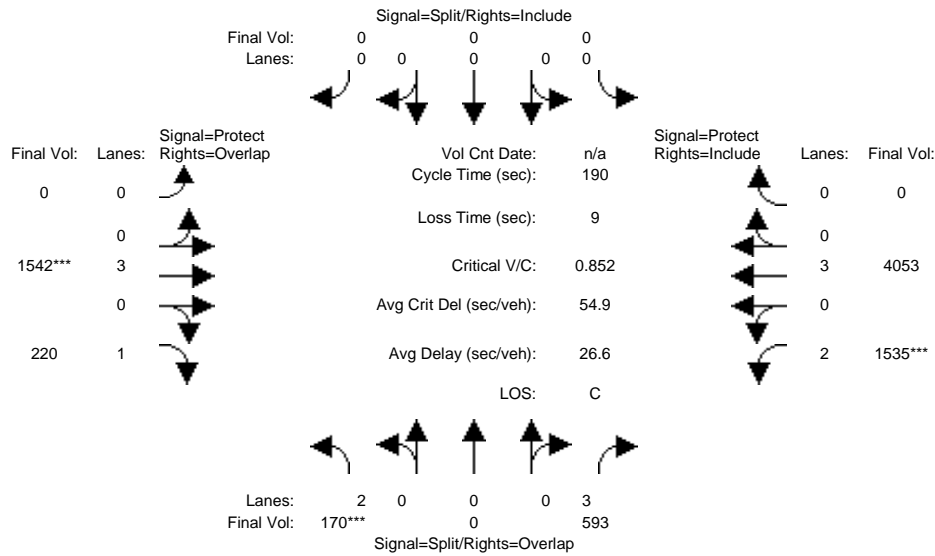
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.48	0.71	0.00
Crit Moves:	***							***		***		
Green Time:	12.1	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.6	108.4	169	0.0
Volume/Cap:	0.84	0.00	0.20	0.00	0.00	0.00	0.00	0.84	0.33	0.84	0.80	0.00
Delay/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2k95thQ:	12	0	11	0	0	0	0	42	17	69	49	0

Note: Queue reported is the number of cars per lane.

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	13	0	0	0	0	12	0	25	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	593	0	0	0	0	1542	220	1535	4053	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	593	0	0	0	0	1542	220	1535	4053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	593	0	0	0	0	1542	220	1535	4053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	593	0	0	0	0	1542	220	1535	4053	0

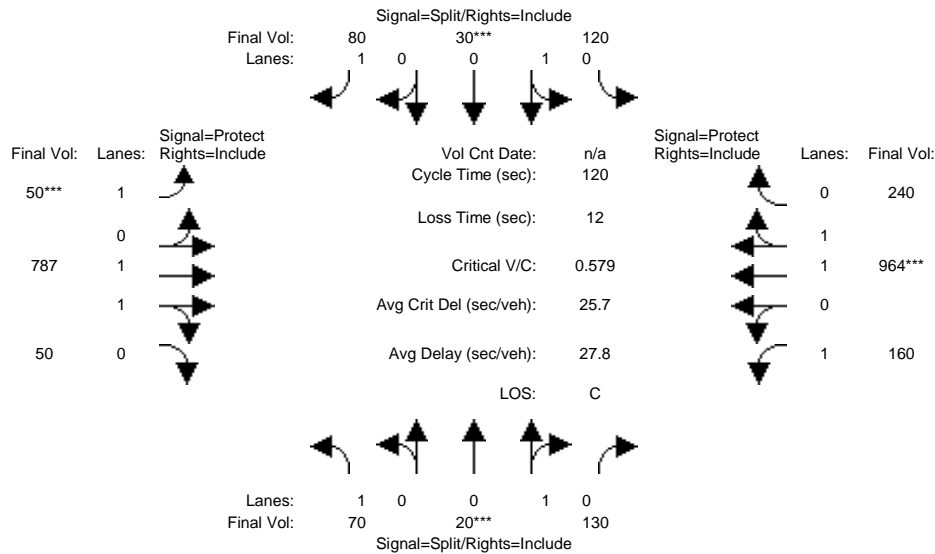
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.49	0.71	0.00
Crit Moves:	***						***			***		
Green Time:	12.0	0.0	120.7	0.0	0.0	0.0	0.0	60.3	72.4	108.6	169	0.0
Volume/Cap:	0.85	0.00	0.21	0.00	0.00	0.00	0.00	0.85	0.33	0.85	0.80	0.00
Delay/Veh:	116.1	0.0	14.6	0.0	0.0	0.0	0.0	64.8	42.0	38.1	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.1	0.0	14.6	0.0	0.0	0.0	0.0	64.8	42.0	38.1	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2k95thQ:	12	0	11	0	0	0	0	43	17	70	50	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	17	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	787	50	160	964	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	787	50	160	964	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	787	50	160	964	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	20	130	120	30	80	50	787	50	160	964	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.59	0.41
Final Sat.:	1750	240	1560	1440	360	1750	1750	3479	221	1750	2962	737

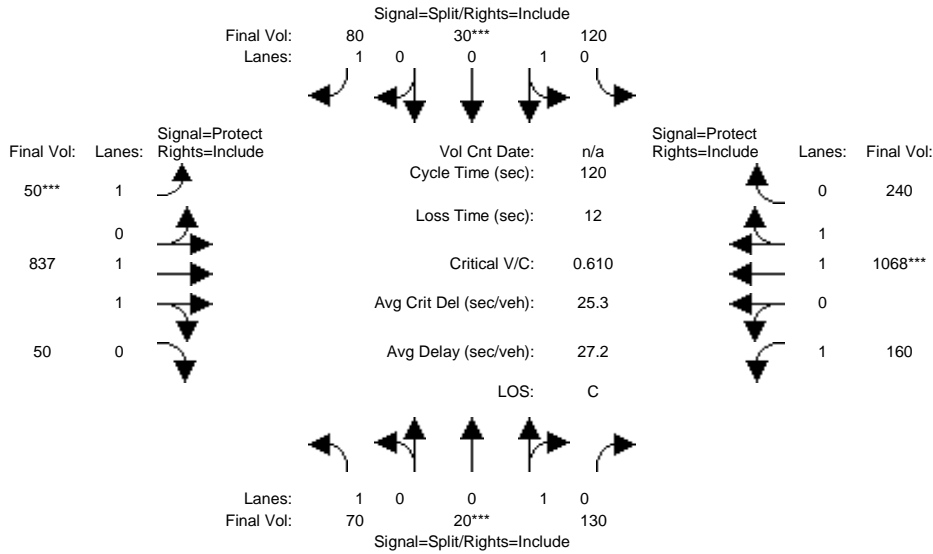
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.23	0.23	0.09	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	7.0	52.6	52.6	21.2	66.8	66.8
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.52	0.52	0.52	0.58	0.58
Delay/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2k95thQ:	5	12	12	12	12	6	4	20	20	10	25	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	67	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	837	50	160	1068	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	837	50	160	1068	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	837	50	160	1068	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	20	130	120	30	80	50	837	50	160	1068	240

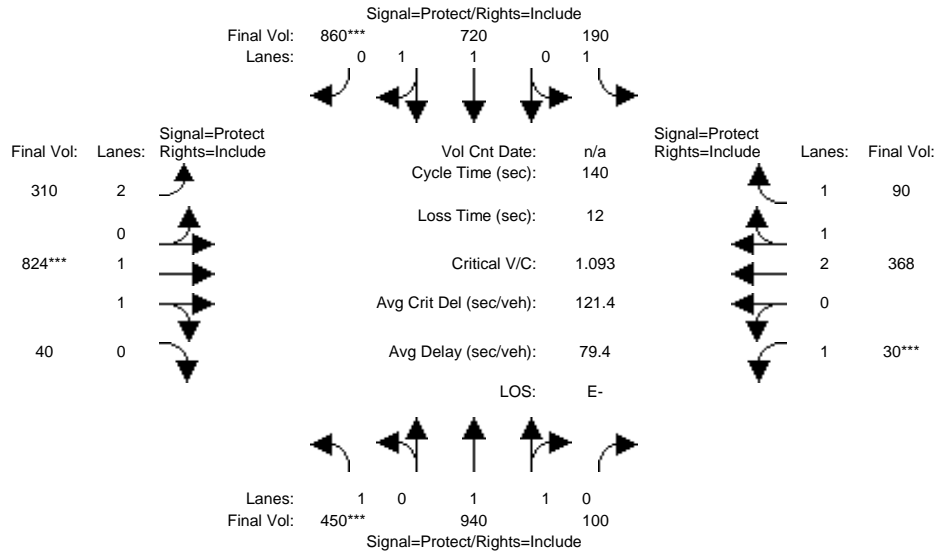
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	1750	240	1560	1440	360	1750	1750	3491	209	1750	3021	679

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.24	0.24	0.09	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	16.2	16.2	16.2	16.2	16.2	16.2	7.0	54.8	54.8	20.9	68.6	68.6
Volume/Cap:	0.30	0.62	0.62	0.62	0.62	0.34	0.49	0.53	0.53	0.53	0.62	0.62
Delay/Veh:	47.5	53.8	53.8	53.8	53.8	47.9	58.4	23.6	23.6	46.7	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	53.8	53.8	53.8	53.8	47.9	58.4	23.6	23.6	46.7	17.6	17.6
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2k95thQ:	5	12	12	12	12	6	4	20	20	10	26	26

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	450	940	100	190	720	860	310	820	40	30	360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	360	90
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	824	40	30	368	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	824	40	30	368	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	824	40	30	368	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	450	940	100	190	720	860	310	824	40	30	368	90

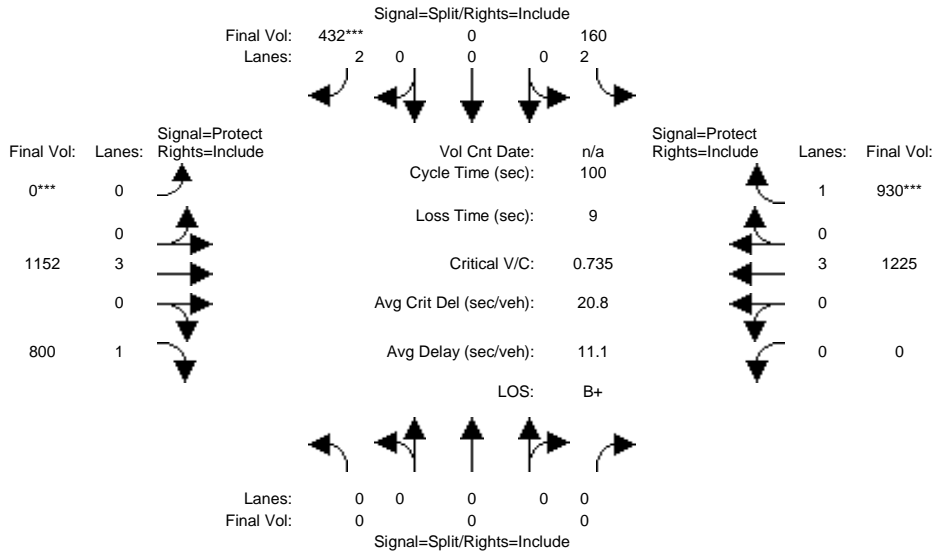
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3529	171	1750	5649	1800

Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	***					***	***			***		
Green Time:	31.7	66.5	66.5	25.7	60.5	60.5	20.7	28.8	28.8	7.0	15.0	15.0
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.66	1.14	1.14	0.34	0.61	0.47
Delay/Veh:	142.0	27.4	27.4	55.3	41.5	110.4	60.0	133	132.7	66.6	61.1	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.0	27.4	27.4	55.3	41.5	110.4	60.0	133	132.7	66.6	61.1	59.0
LOS by Move:	F	C	C	E+	D	F	E+	F	F	E	E	E+
HCM2k95thQ:	50	29	29	16	49	86	14	43	43	4	11	8

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	2	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	432	0	1152	800	0	1225	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	432	0	1152	800	0	1225	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	160	0	432	0	1152	800	0	1225	930

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

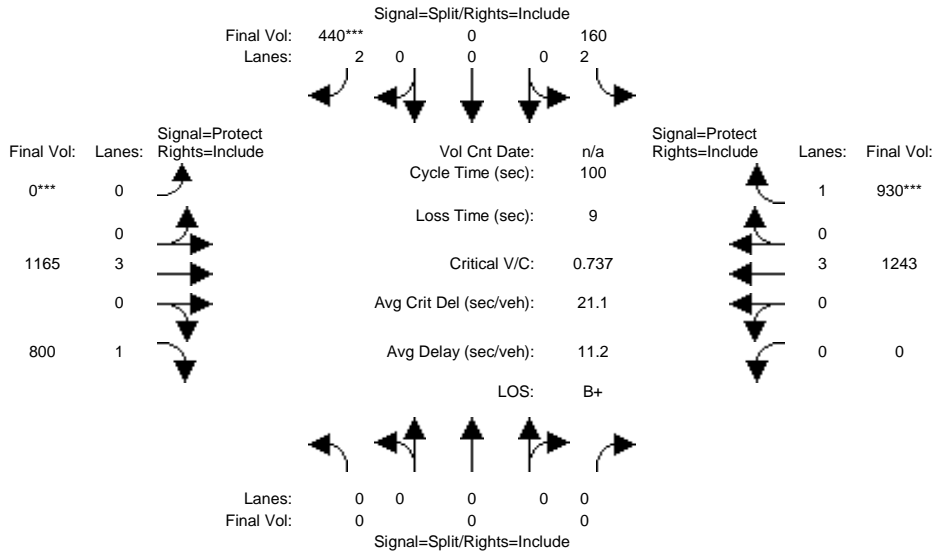
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.21	0.53
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	0.0	72.3	72.3	0.0	72.3	72.3
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.28	0.63	0.00	0.30	0.73
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
LOS by Move:	A	A	A	D+	A	D	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	5	0	17	0	8	24	0	8	31

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow 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	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	10	0	15	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	440	0	1165	800	0	1243	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	440	0	1165	800	0	1243	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	440	0	1165	800	0	1243	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	160	0	440	0	1165	800	0	1243	930

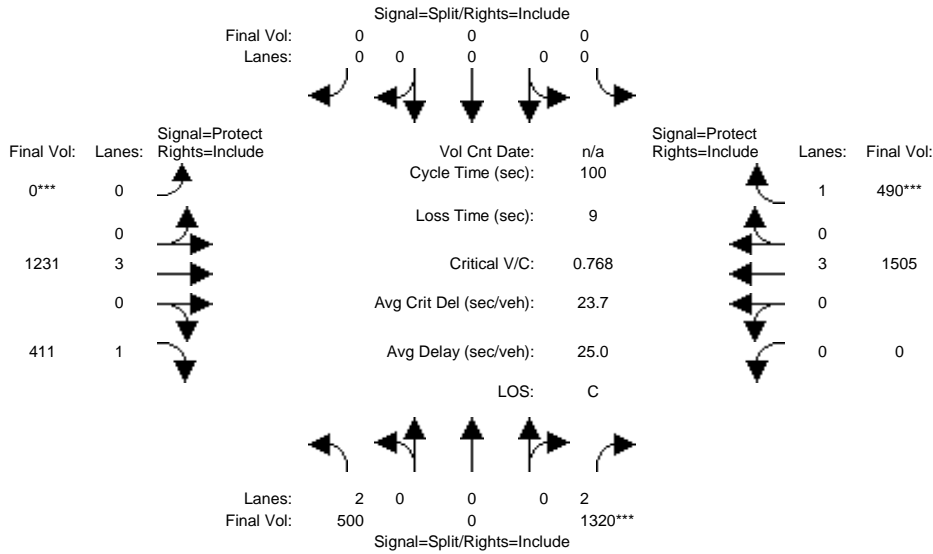
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.22	0.53
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.28	0.63	0.00	0.30	0.74
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.3	0.0	5.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.3	0.0	5.0	10.7
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	5	0	17	0	8	24	0	9	31

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	1	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1231	411	0	1505	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1231	411	0	1505	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	0	1320	0	0	0	0	1231	411	0	1505	490

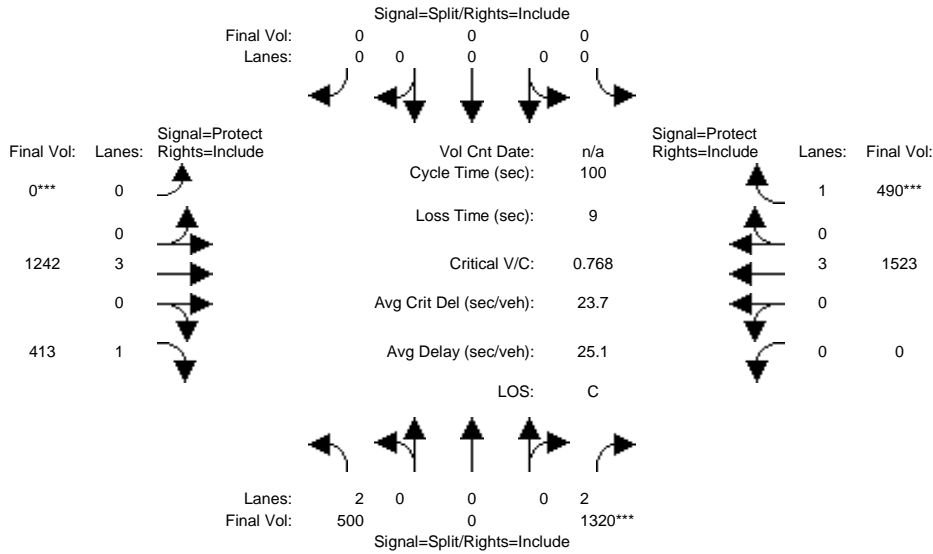
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.23	0.00	0.26	0.28
Crit Moves:			****					****				****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.59	0.64	0.00	0.72	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
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:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2k95thQ:	10	0	34	0	0	0	0	19	21	0	23	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project
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 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	12	3	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1242	413	0	1523	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1242	413	0	1523	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1242	413	0	1523	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	0	1320	0	0	0	0	1242	413	0	1523	490

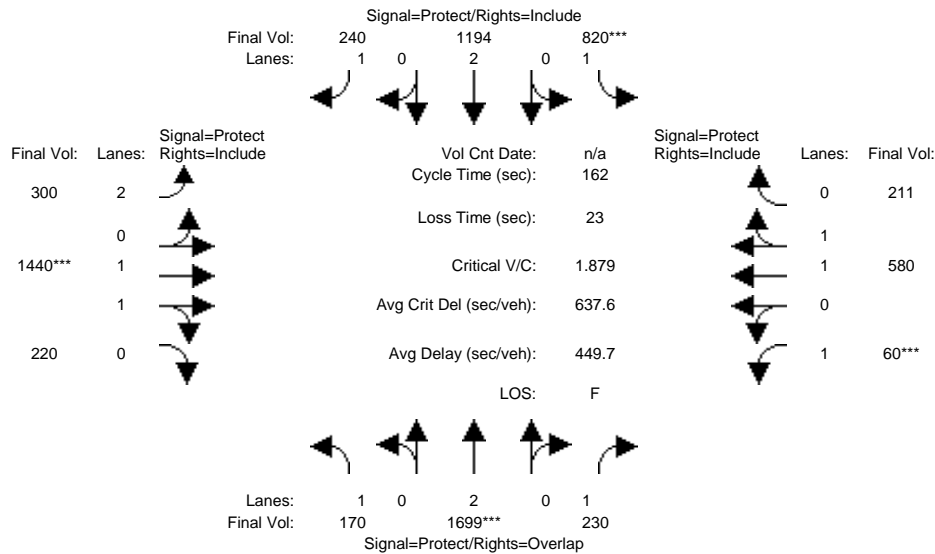
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:													
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.24	0.00	0.27	0.28	
Crit Moves:	****			****						****			
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4	
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.60	0.65	0.00	0.73	0.77	
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	28.9	33.7	
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:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	28.9	33.7	
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-	
HCM2k95thQ:	10	0	34	0	0	0	0	19	21	0	23	25	

Note: Queue reported is the number of cars per lane.

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Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	170	1690	230	820	1190	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1690	230	820	1190	240	300	1440	220	60	580	210
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1699	230	820	1194	240	300	1440	220	60	580	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1699	230	820	1194	240	300	1440	220	60	580	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1699	230	820	1194	240	300	1440	220	60	580	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1699	230	820	1194	240	300	1440	220	60	580	211

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2305	839

Capacity Analysis Module:

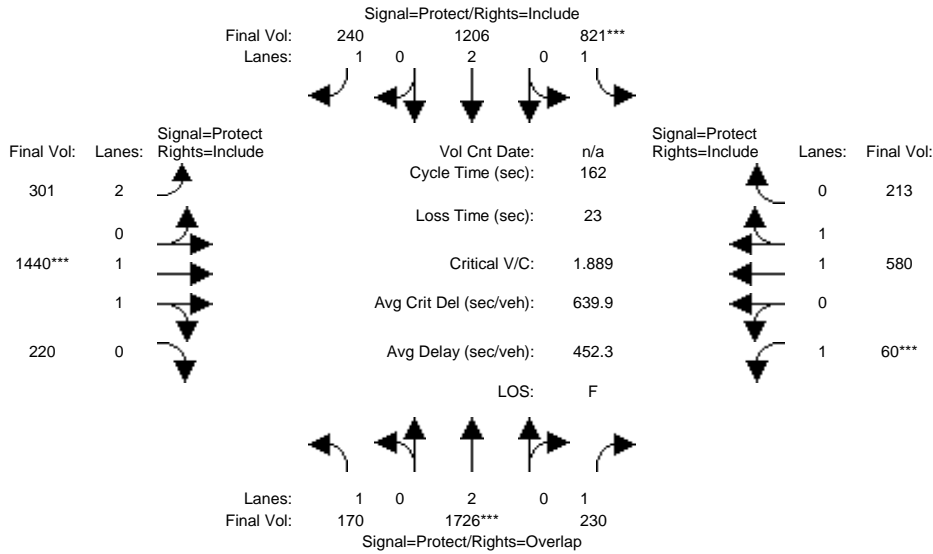
Vol/Sat:	0.11	0.53	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.39	0.34	5.37	1.24	0.54	0.49	1.66	1.66	0.53	1.50	1.50
Delay/Veh:	74.0	238	32.9	2063	183	55.8	62.9	362	362.3	87.2	312	312.4
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:	74.0	238	32.9	2063	183	55.8	62.9	362	362.3	87.2	312	312.4
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2k95thQ:	18	114	21	205	71	23	18	133	133	8	63	63

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project

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Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	1690	230	820	1190	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1690	230	820	1190	240	300	1440	220	60	580	210
Added Vol:	0	36	0	1	16	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1726	230	821	1206	240	301	1440	220	60	580	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1726	230	821	1206	240	301	1440	220	60	580	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1726	230	821	1206	240	301	1440	220	60	580	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1726	230	821	1206	240	301	1440	220	60	580	213

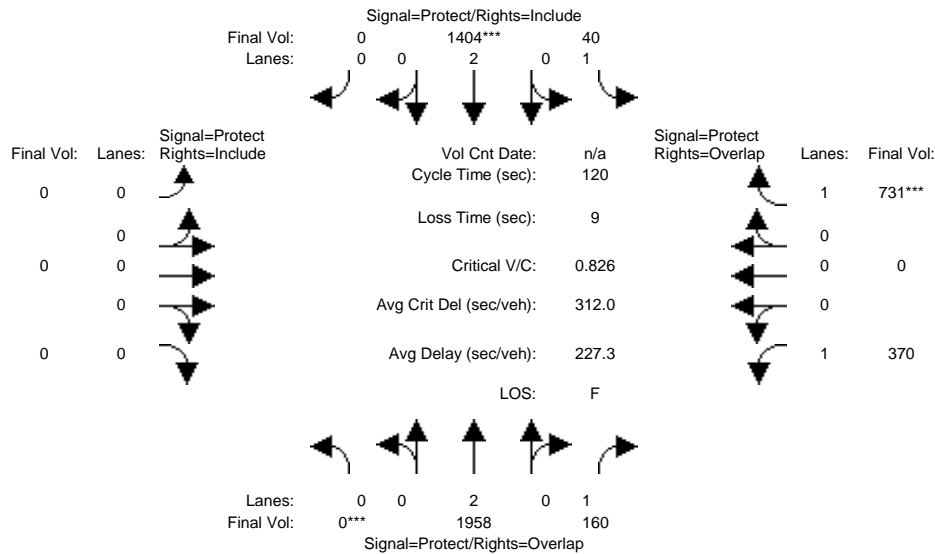
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2300	845

Capacity Analysis Module:												
Vol/Sat:	0.11	0.53	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.41	0.34	5.37	1.26	0.54	0.50	1.66	1.66	0.53	1.51	1.51
Delay/Veh:	74.0	248	32.9	2066	189	55.8	62.9	362	362.3	87.2	314	314.1
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:	74.0	248	32.9	2066	189	55.8	62.9	362	362.3	87.2	314	314.1
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2k95thQ:	18	117	21	205	72	23	18	133	133	8	63	63

Note: Queue reported is the number of cars per lane.

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 2035 AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	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	1950	160	40	1400	0	0	0	0	370	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1950	160	40	1400	0	0	0	0	370	0	730
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1958	160	40	1404	0	0	0	0	370	0	731
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1958	160	40	1404	0	0	0	0	370	0	731
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1958	160	40	1404	0	0	0	0	370	0	731
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1958	160	40	1404	0	0	0	0	370	0	731

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

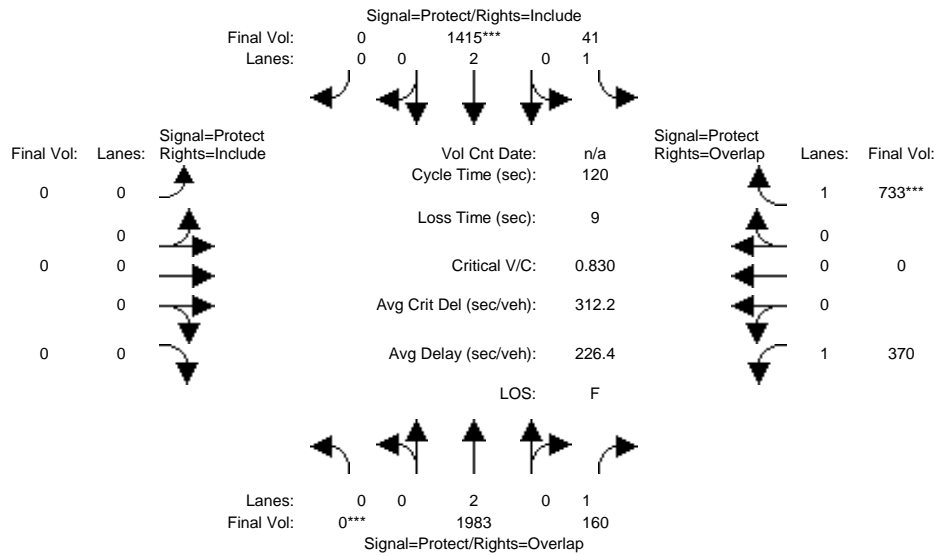
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.42
Crit Moves:	***			****								****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.66	0.11	0.29	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.89
Delay/Veh:	0.0	0.6	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	911.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	911.1
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2k95thQ:	0	3	0	3	0	0	0	0	0	76	0	140

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	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	1950	160	40	1400	0	0	0	0	370	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1950	160	40	1400	0	0	0	0	370	0	730
Added Vol:	0	33	0	1	15	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1983	160	41	1415	0	0	0	0	370	0	733
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1983	160	41	1415	0	0	0	0	370	0	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1983	160	41	1415	0	0	0	0	370	0	733
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1983	160	41	1415	0	0	0	0	370	0	733

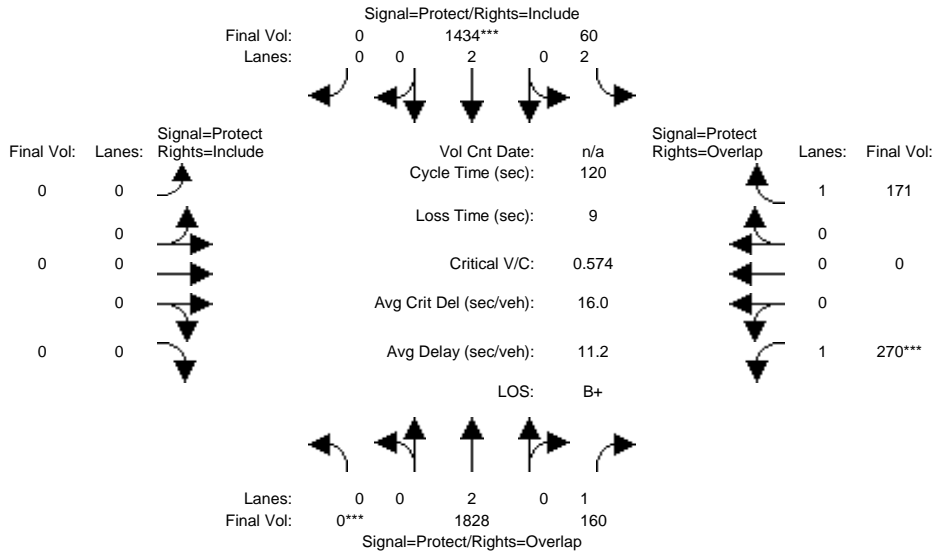
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.42
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.67	0.11	0.30	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.89
Delay/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	914.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	914.7
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2k95thQ:	0	3	0	3	0	0	0	0	0	76	0	140

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
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 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
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	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	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	1820	160	60	1430	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	160	60	1430	0	0	0	0	270	0	170
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1828	160	60	1434	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1828	160	60	1434	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1828	160	60	1434	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1828	160	60	1434	0	0	0	0	270	0	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

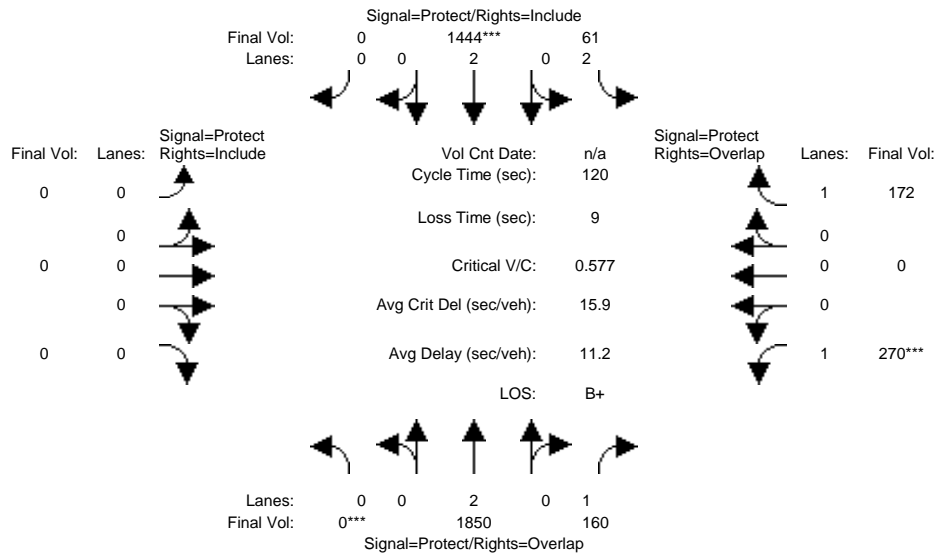
Vol/Sat:	0.00	0.48	0.09	0.02	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.69	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.5	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
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	3.5	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	12	0	3	2	0	0	0	0	27	0	12

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	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	1820	160	60	1430	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	160	60	1430	0	0	0	0	270	0	170
Added Vol:	0	30	0	1	14	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1850	160	61	1444	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1850	160	61	1444	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1850	160	61	1444	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1850	160	61	1444	0	0	0	0	270	0	172

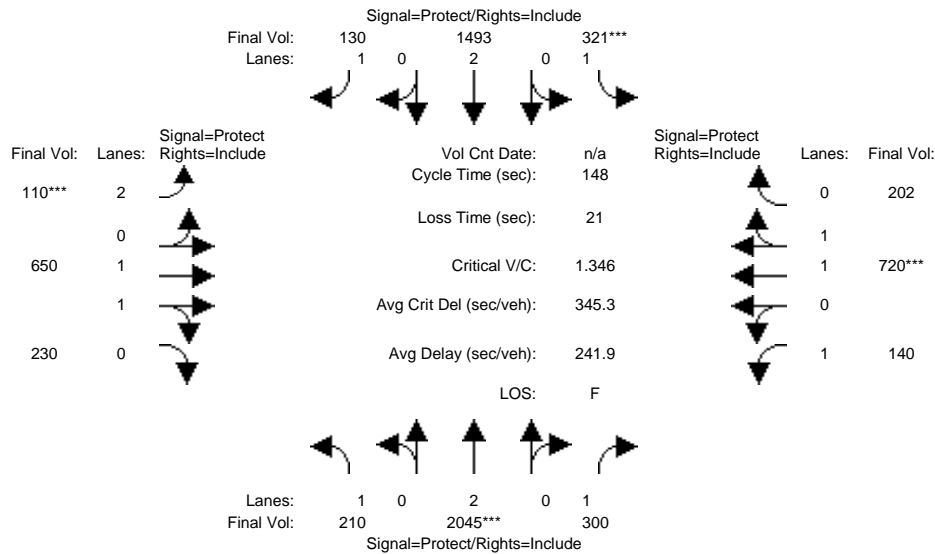
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.09	0.02	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.70	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.6	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	12	0	3	2	0	0	0	0	27	0	12

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative AM / Cumulative AM + Project
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 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	210	2040	300	320	1490	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2040	300	320	1490	130	110	650	230	140	720	200
Added Vol:	0	5	0	1	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2045	300	321	1493	130	110	650	230	140	720	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:	210	2045	300	321	1493	130	110	650	230	140	720	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2045	300	321	1493	130	110	650	230	140	720	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
Final Volume:	210	2045	300	321	1493	130	110	650	230	140	720	202

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2455	689

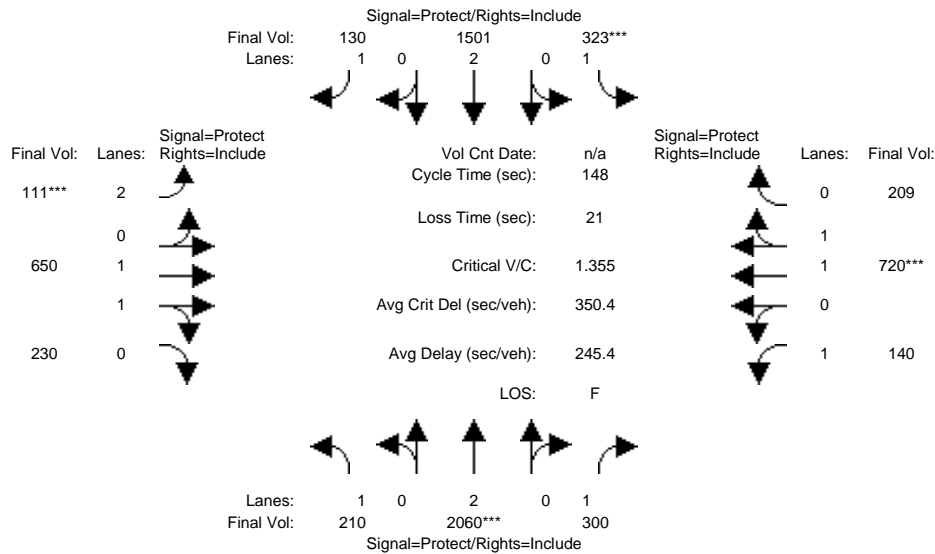
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.53	0.49	1.63	1.20	0.23	0.23	1.12	1.12	1.12	1.89	1.89
Delay/Veh:	99.8	293	38.1	382.1	152	36.3	61.5	136	136.5	196.8	482	481.5
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:	99.8	293	38.1	382.1	152	36.3	61.5	136	136.5	196.8	482	481.5
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2k95thQ:	26	145	27	55	84	12	7	53	53	23	81	81

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	210	2040	300	320	1490	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2040	300	320	1490	130	110	650	230	140	720	200
Added Vol:	0	20	0	3	11	0	1	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2060	300	323	1501	130	111	650	230	140	720	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2060	300	323	1501	130	111	650	230	140	720	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2060	300	323	1501	130	111	650	230	140	720	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	2060	300	323	1501	130	111	650	230	140	720	209

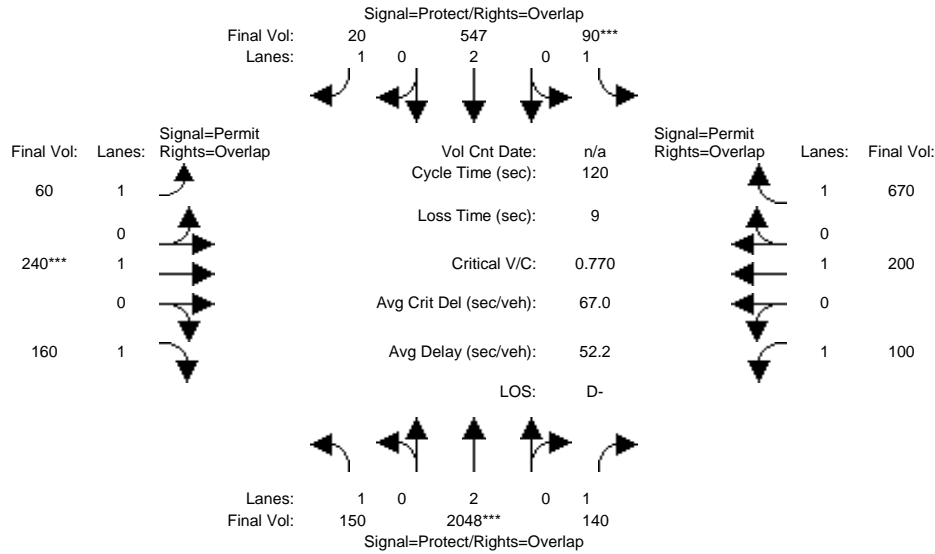
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.54	0.46
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2437	707

Capacity Analysis Module:												
Vol/Sat:	0.14	0.64	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.54	0.49	1.64	1.21	0.23	0.23	1.12	1.12	1.12	1.90	1.90
Delay/Veh:	99.8	298	38.1	386.5	154	36.3	61.6	136	136.5	196.8	488	487.9
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:	99.8	298	38.1	386.5	154	36.3	61.6	136	136.5	196.8	488	487.9
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2k95thQ:	26	147	27	55	85	12	7	53	53	23	82	82

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	150	2030	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2030	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2048	140	90	547	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2048	140	90	547	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2048	140	90	547	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	2048	140	90	547	20	60	240	160	100	200	670

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

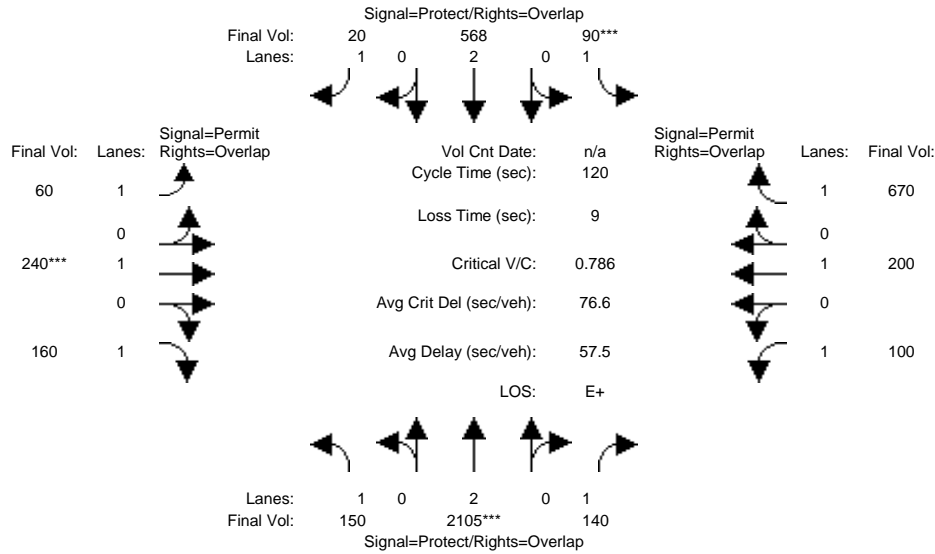
Capacity Analysis Module:												
Vol/Sat:	0.09	0.54	0.08	0.05	0.14	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.06	0.16	0.42	0.29	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	71.1	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
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:	57.0	71.1	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	E	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2k95thQ:	11	70	6	7	12	1	4	14	8	6	12	49

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	150	2030	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2030	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2105	140	90	568	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2105	140	90	568	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2105	140	90	568	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	2105	140	90	568	20	60	240	160	100	200	670

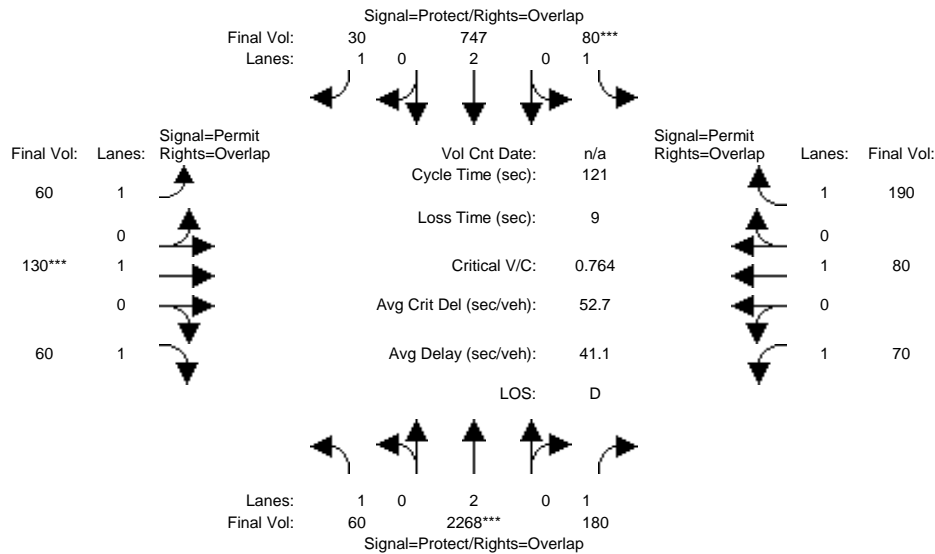
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.55	0.08	0.05	0.15	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.09	0.16	0.42	0.30	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	82.1	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
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:	57.0	82.1	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	F	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2k95thQ:	11	77	6	7	12	1	4	14	8	6	12	49

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	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:	60	2250	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2250	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2268	180	80	747	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2268	180	80	747	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2268	180	80	747	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	2268	180	80	747	30	60	130	60	70	80	190

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

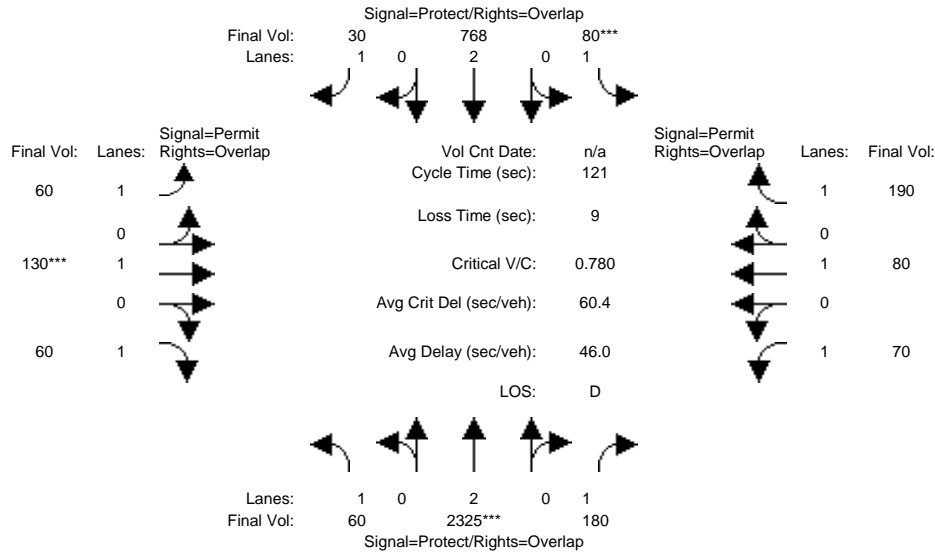
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:	****			****			****			****		
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.03	0.18	0.42	0.33	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	53.3	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	53.3	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	D-	B	E+	B	B+	D	D	C	D	D	C
HCM2k95thQ:	4	72	7	6	14	1	4	8	3	5	5	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						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:	13	75	75	14	76	76	31	31	31	31	31	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	2250	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2250	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2325	180	80	768	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2325	180	80	768	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2325	180	80	768	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	2325	180	80	768	30	60	130	60	70	80	190

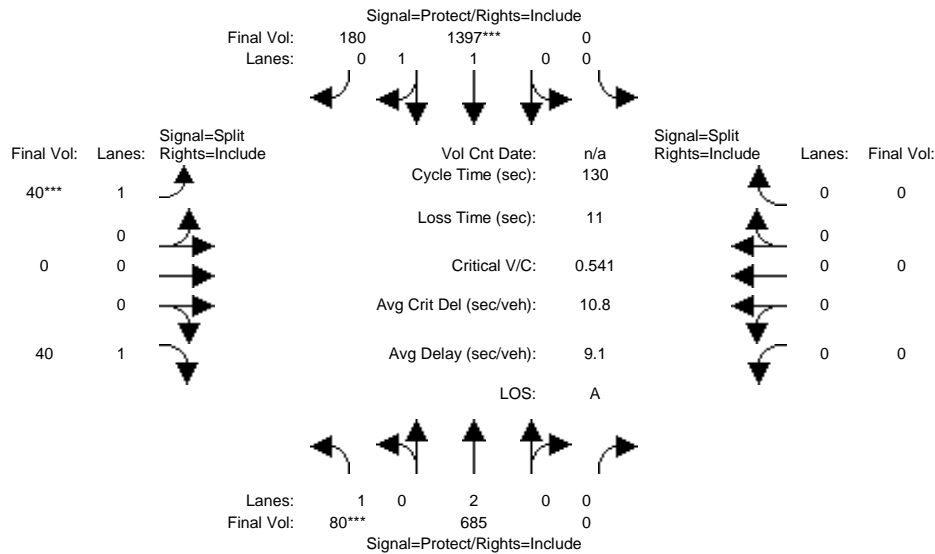
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.61	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:	****			****			****			****		
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.05	0.18	0.42	0.34	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	61.7	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	61.7	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E	B	E+	B	B+	D	D	C	D	D	C
HCM2k95thQ:	4	77	7	6	14	1	4	8	3	5	5	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	685	0	0	1397	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	685	0	0	1397	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	0	0	1397	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	685	0	0	1397	180	40	0	40	0	0	0

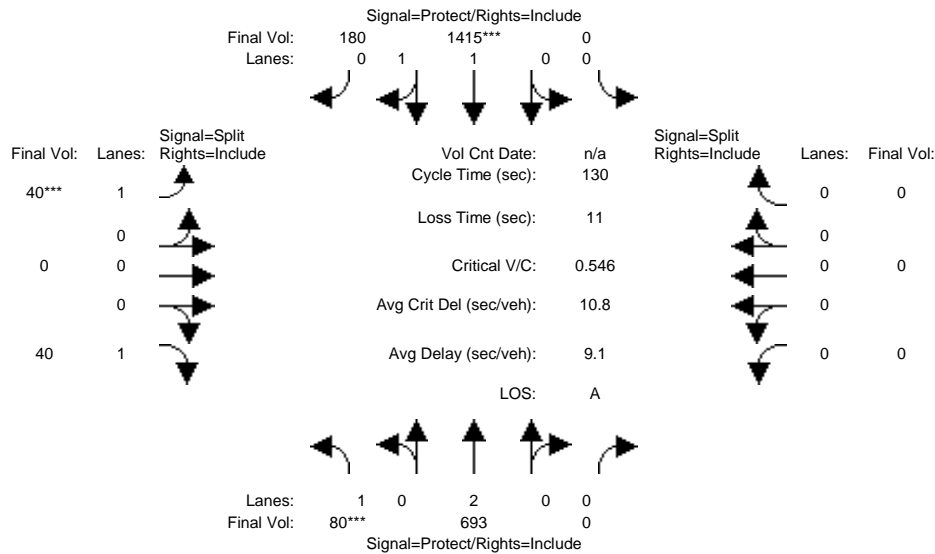
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3277	422	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	10.6	109	0.0	0.0	98.4	98.4	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.21	0.00	0.00	0.56	0.56	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	7	5	0	0	24	24	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	693	0	0	1415	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	693	0	0	1415	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	693	0	0	1415	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	693	0	0	1415	180	40	0	40	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3282	418	1750	0	1750	0	0	0

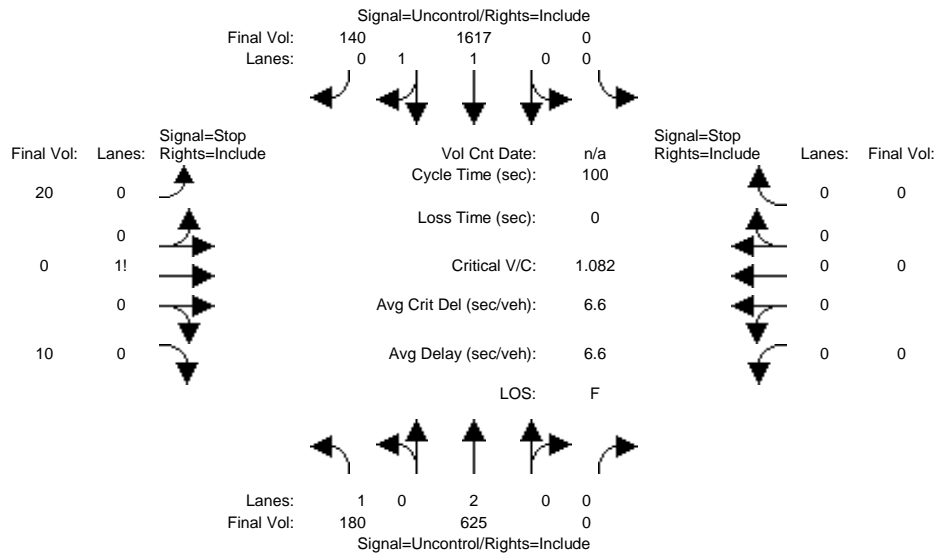
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	10.4	109	0.0	0.0	98.6	98.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.22	0.00	0.00	0.57	0.57	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	7	5	0	0	25	25	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
SJ15-1585
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	625	0	0	1617	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	625	0	0	1617	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	625	0	0	1617	140	20	0	10	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1757	xxxx	xxxxx	xxxx	xxxx	xxxxx	2360	2672	879	xxxx	xxxx	xxxxx
Potent Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	23	295	xxxx	xxxx	xxxxx
Move Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	295	xxxx	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

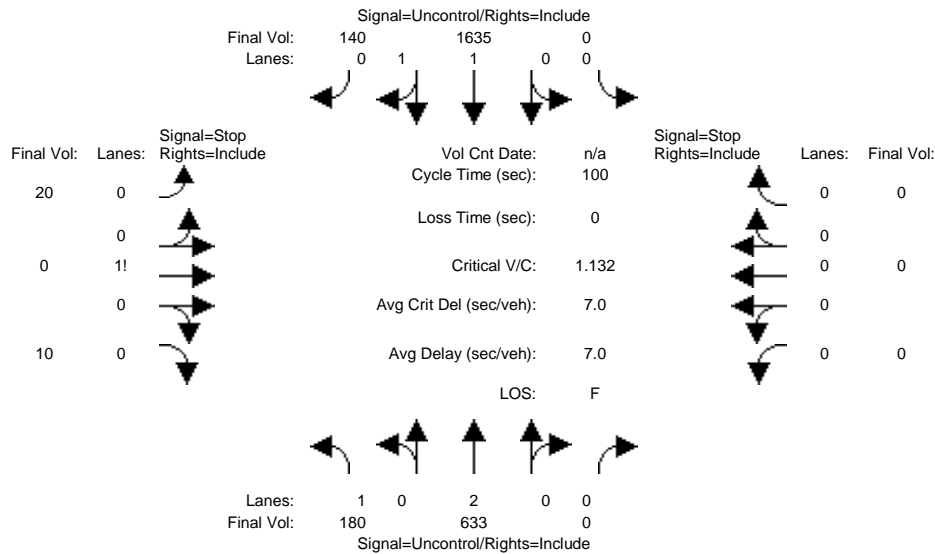
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	24.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	27	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	425	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			425.5		xxxxxxx			
ApproachLOS:	*			*			F		*			*

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2035 with Project AM

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	633	0	0	1635	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	633	0	0	1635	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	633	0	0	1635	140	20	0	10	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1775	xxxx	xxxxx	xxxx	xxxx	xxxxx	2382	2698	888	xxxx	xxxx	xxxxx
Potent Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	22	291	xxxx	xxxx	xxxxx
Move Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	291	xxxx	xxxx	xxxxx
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	1.13	0.00	0.03	xxxx	xxxx	xxxx

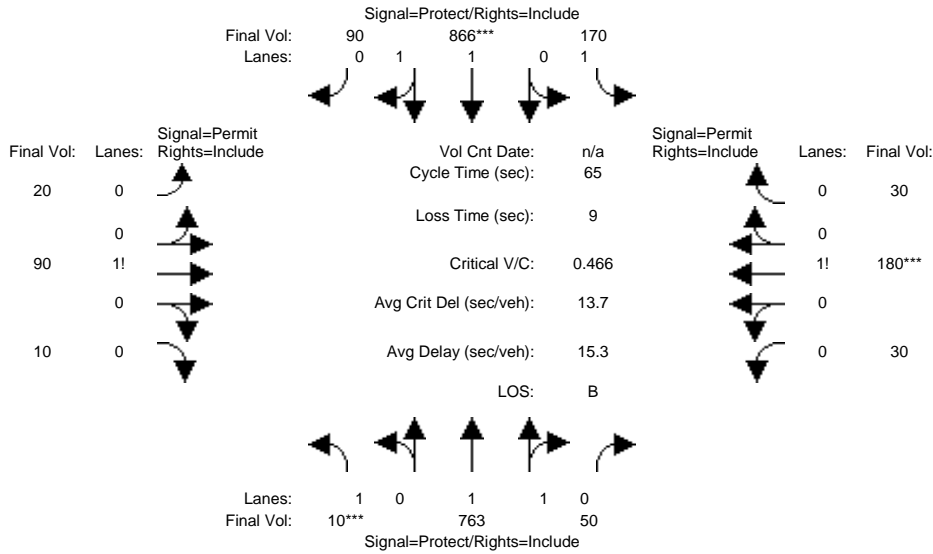
Level Of Service Module:

2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	26	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	456	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				456.2		xxxxxxx		
ApproachLOS:	*			*				F		*		*

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	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:	10	763	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	763	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	763	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	763	50	170	866	90	20	90	10	30	180	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3472	228	1750	3351	348	292	1313	146	219	1313	219

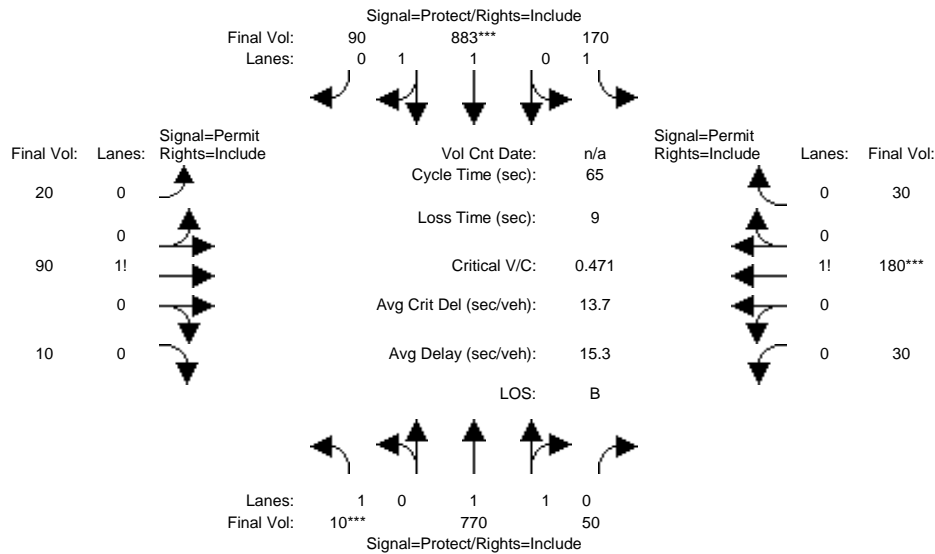
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	***				***						***	
Green Time:	7.0	26.2	26.2	12.8	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.55	0.55	0.49	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	0	12	12	6	12	12	5	5	5	10	10	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	770	50	170	883	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	770	50	170	883	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	770	50	170	883	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	770	50	170	883	90	20	90	10	30	180	30

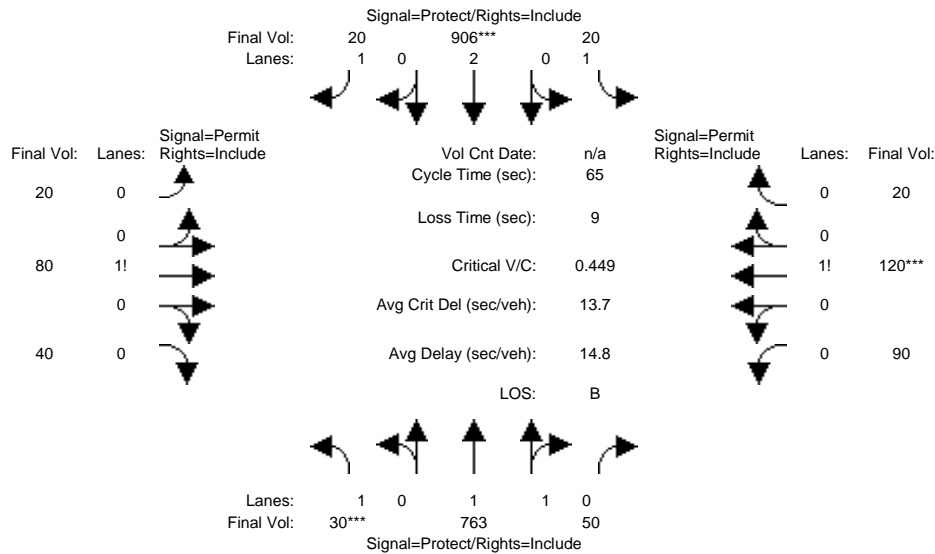
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3474	226	1750	3358	342	292	1313	146	219	1313	219

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	***			****						****		
Green Time:	7.0	26.4	26.4	12.8	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.55	0.55	0.49	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	0	12	12	6	12	12	5	5	5	10	10	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	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:	30	763	50	20	906	20	20	80	40	90	120	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:	30	763	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	763	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	763	50	20	906	20	20	80	40	90	120	20

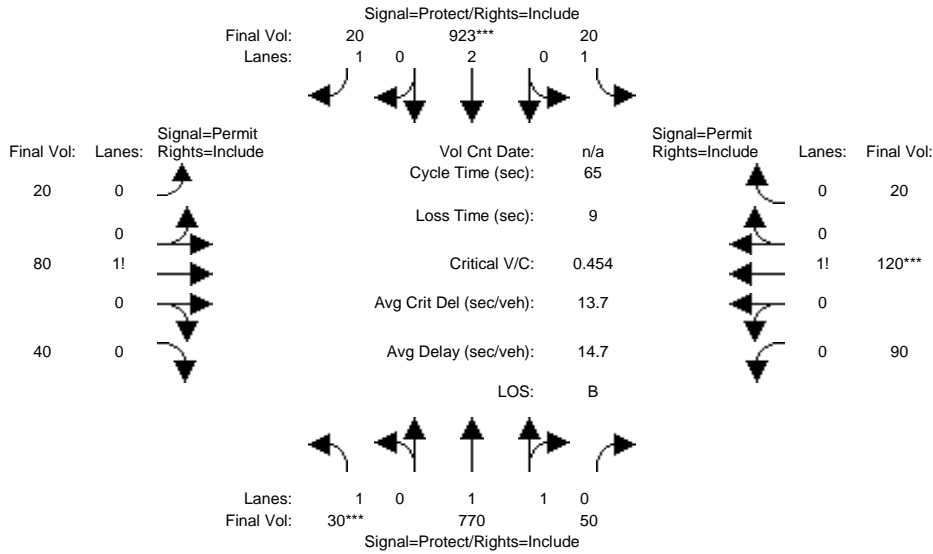
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3472	228	1750	3800	1750	250	1000	500	685	913	152

Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.7	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.55	0.55	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	1	11	11	1	11	0	5	5	5	9	9	9

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative AM / Cumulative AM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	770	50	20	923	20	20	80	40	90	120	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:	30	770	50	20	923	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	770	50	20	923	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	770	50	20	923	20	20	80	40	90	120	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3474	226	1750	3800	1750	250	1000	500	685	913	152

Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	26.1	26.1	12.7	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.55	0.55	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2k95thQ:	1	11	11	1	12	0	5	5	5	9	9	9

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	2035 PM				2035 with Project PM					
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1 Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.6	0.829	11.1	B	13.7	0.861	+ 0.032	12.3	+ 1.2
#2 Sand Hill Rd / I-280 NB Off-Ramp (MP)	B-	18.4	0.587	18.3	B-	18.6	0.608	+ 0.021	18.5	+ 0.2
#3 Sand Hill Rd / Addison Wesley (MP)	C+	21.5	0.753	22.5	C+	22.3	0.785	+ 0.032	23.9	+ 1.4
#4 Sand Hill Rd / Saga Ln (MP)	C	30.1	0.676	34.8	C	29.8	0.706	+ 0.031	34.6	- 0.2
#5 Sharon Park Drive / Sand Hill Road (MP)	B-	18.9	0.640	21.3	B-	18.6	0.672	+ 0.032	21.3	- 0.0
#6 Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	14.6	0.588	20.2	B	14.5	0.588	+ 0.000	20.2	+ 0.0
#7 Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	45.9	0.715	47.6	D	46.9	0.753	+ 0.038	49.3	+ 1.7
#8 Oak Avenue / Sand Hill Road (MP)	A	3.9	0.528	3.2	A	3.9	0.552	+ 0.024	3.3	+ 0.1
#9 Sand Hill Rd / Stock Farm Dr	C	29.4	0.598	25.0	C	30.3	0.620	+ 0.022	25.9	+ 0.9
#10 Pastuer Drive / Sand Hill Road	C	26.9	0.521	27.5	C	27.7	0.542	+ 0.021	28.9	+ 1.4
#11 Arboretum Road / Sand Hill Road	C	31.6	0.742	36.9	C-	32.3	0.754	+ 0.012	37.8	+ 0.9
#12 El Camino Real / Sand Hill Road (SC CMP)	D	39.8	0.821	46.7	D	40.3	0.834	+ 0.013	47.3	+ 0.6
#13 I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	D	47.1	0.767	39.3	D	47.8	0.772	+ 0.005	39.5	+ 0.2
#14 I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	B+	11.7	0.920	27.7	B	12.2	0.927	+ 0.007	29.5	+ 1.8
#15 Deer Creek Road / Page Mill Road (SCC)	B	13.8	0.435	20.9	B	13.9	0.452	+ 0.016	20.6	- 0.3
#16 Coyote Hill Road / Page Mill Road (SCC)	A	8.7	0.373	14.0	A	9.0	0.389	+ 0.016	13.8	- 0.2
#17 Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	152.6	1.144	218.9	F	166.9	1.207	+ 0.063	239.1	+ 20.3
#18 Page Mill Rd / Peter Couotts (SCC)	C	30.6	0.521	28.5	C	30.9	0.535	+ 0.015	28.5	- 0.0
#19 Hanover St / Page Mill Rd (SC CMP)	D-	52.7	0.613	54.5	D-	53.8	0.631	+ 0.018	55.2	+ 0.7
#20 El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	F	83.1	0.997	93.7	F	90.7	1.032	+ 0.035	104.5	+ 10.8
#21 Middlefield Road / Oregon Expressway (SC CMP)	F	101.6	0.972	157.8	F	103.7	0.984	+ 0.012	160.9	+ 3.1
#22 Oregon Expy / West Bayshore Rd (SCC)	C+	20.9	0.527	34.8	C+	21.0	0.535	+ 0.008	35.0	+ 0.1
#23 I-280 SB Ramps / Alpine Road (SMC)	C	2.1	0.343	2.1	C	2.1	0.346	+ 0.003	2.1	- 0.0
#24 I-280 NB Ramps / Alpine Road (SMC)	D	26.7	0.848	26.7	D	29.7	0.884	+ 0.037	29.7	+ 2.9
#25 Junipero Serra / Alpine Road (MP)	D	50.4	0.786	50.3	D-	52.6	0.815	+ 0.029	52.0	+ 1.6
#26 Junipero Serra / W Campus Dr (N) (SCC)	D	43.7	0.803	46.1	D	49.9	0.846	+ 0.043	54.3	+ 8.2

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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B-	18.1	0.642	13.2	B-	19.7	0.679	+ 0.037	16.0	+ 2.7
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C	25.9	0.769	25.5	C	31.3	0.853	+ 0.084	32.9	+ 7.3
#29	Foothill Expressway / Hillview Avenue (SCC)	D	48.2	0.755	56.0	D-	52.4	0.770	+ 0.015	62.7	+ 6.7
#30	Foothill Expressway / Arastradero Road (SCC)	F	211.5	1.011	278.9	F	217.3	1.024	+ 0.013	276.9	- 2.0
#31	Foothill Expressway / San Antonio Road (SC CMP)	F	156.3	1.412	236.2	F	161.2	1.433	+ 0.021	243.8	+ 7.6
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	123.9	1.081	149.1	F	128.4	1.085	+ 0.004	150.8	+ 1.8
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	148.3	1.021	193.0	F	151.1	1.031	+ 0.010	198.1	+ 5.1
#34	Bowdoin Street / Stanford Avenue	D	25.8	0.912	25.8	E	43.2	1.066	+ 0.154	43.2	+ 17.4
#35	Arboretum Road / Quarry Road	D	43.3	0.538	48.7	D	44.2	0.576	+ 0.039	50.5	+ 1.8
#36	Arboretum Road / Palm Drive	C	31.1	0.698	33.0	C-	32.5	0.747	+ 0.049	35.4	+ 2.5
#37	El Camino Real / Encinal Avenue (MP)	F	89.9	1.137	135.4	F	92.9	1.152	+ 0.015	140.8	+ 5.5
#38	El Camino Real / Valpariso Avenue (MP)	E+	56.0	0.952	73.0	E+	57.4	0.967	+ 0.015	75.7	+ 2.7
#39	El Camino Real / Oak Grove Avenue (MP)	D+	39.0	0.727	43.0	D+	38.9	0.744	+ 0.017	43.0	- 0.0
#40	El Camino Real / Santa Cruz Avenue (MP)	D+	35.5	0.729	38.7	D+	35.5	0.740	+ 0.010	38.7	- 0.0
#41	El Camino Real / Ravenswood Avenue (MP)	E	63.8	0.948	74.1	E	65.8	0.968	+ 0.020	77.8	+ 3.8
#42	El Camino Real / Roble Avenue (MP)	B	15.3	0.542	15.4	B	15.2	0.550	+ 0.009	15.3	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	28.5	0.791	41.5	C	28.3	0.800	+ 0.009	41.6	+ 0.1
#44	El Camino Real / Cambridge Avenue (MP)	C	24.8	0.777	38.1	C	24.8	0.785	+ 0.009	38.3	+ 0.2
#45	El Camino Real / Quarry Road	C-	33.0	0.809	41.1	C-	34.8	0.841	+ 0.032	43.8	+ 2.7
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	22.7	0.531	29.1	C+	22.5	0.562	+ 0.031	29.1	+ 0.0
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	25.2	0.770	33.2	C	26.1	0.786	+ 0.016	33.9	+ 0.7
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E	72.1	1.032	89.1	F	82.2	1.091	+ 0.059	109.1	+ 20.0
#49	El Camino Real / Churchill Avenue	C	27.1	0.734	39.8	C	27.1	0.753	+ 0.018	40.0	+ 0.1
#50	El Camino Real / Serra Street	C	29.0	0.763	33.3	D+	35.8	0.874	+ 0.111	44.1	+ 10.8
#51	El Camino Real / Stanford Avenue	C-	32.3	0.838	38.5	C-	34.8	0.892	+ 0.054	42.4	+ 4.0
#52	El Camino Real / California Avenue	C	27.7	0.690	27.2	C	27.5	0.721	+ 0.031	27.2	- 0.0

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 Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	71.6	0.954	80.4	E	74.0	0.964	+ 0.010	82.4	+ 2.0
#54	El Camino Real / San Antonio Road (SC CMP)	E+	55.7	0.779	58.5	E+	55.8	0.784	+ 0.005	58.6	+ 0.1
#55	Alma Street / Lytton Avenue	C	25.9	0.849	35.2	C	27.1	0.864	+ 0.015	37.1	+ 1.9
#56	Alma Street / Hamilton Avenue	E+	57.7	1.180	107.3	E	60.0	1.192	+ 0.012	112.2	+ 5.0
#57	Alma Street / Churchill Avenue	E+	59.2	0.934	75.4	E+	59.8	0.940	+ 0.006	76.4	+ 1.0
#58	Alma Street / Charleston Road	F	117.4	1.137	139.3	F	122.5	1.154	+ 0.017	145.8	+ 6.6
#59	Middlefield Road / Marsh Road	E-	76.0	1.043	93.9	E-	77.4	1.043	+ 0.000	93.9	+ 0.0
#60	Middlefield Road / Ravenswood Avenue (MP)	D	45.3	0.859	70.5	D	46.7	0.871	+ 0.012	72.4	+ 1.9
#61	Middlefield Road / Ringwood Avenue (MP)	D-	52.6	0.764	68.4	D-	52.9	0.770	+ 0.006	68.8	+ 0.4
#62	Middlefield Road / Willow Road (MP)	D-	53.0	0.853	58.8	D-	53.4	0.859	+ 0.006	59.3	+ 0.5
#63	Middlefield Road / Lytton Avenue	E	66.1	0.973	70.4	E	70.1	0.990	+ 0.017	74.8	+ 4.4
#64	Middlefield Road / University Avenue	D	39.4	0.764	40.8	D	40.8	0.796	+ 0.031	42.8	+ 2.0
#65	Middlefield Road / Hamilton Avenue	B+	10.8	0.567	11.6	B+	10.9	0.573	+ 0.007	11.7	+ 0.1
#66	Middlefield Road / Embarcadero Road	E	68.1	0.996	76.8	E	72.9	1.021	+ 0.025	83.2	+ 6.4
#67	Saint Francis Drive / Embarcadero Road	B-	19.3	0.584	18.5	B-	19.1	0.598	+ 0.014	18.5	- 0.1
#68	East Bayshore Road / Embarcadero Road	E-	77.7	0.992	87.1	E-	78.7	0.996	+ 0.004	88.0	+ 0.9
#69	Middlefield Road / Charleston Road	E	66.5	0.944	70.5	E	67.2	0.951	+ 0.007	72.0	+ 1.4
#70	US 101 SB Ramps / Marsh Road (MP)	E-	78.0	1.138	97.8	E-	77.9	1.138	+ 0.000	97.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	D	41.1	1.041	53.0	D	41.1	1.041	+ 0.000	53.0	+ 0.0
#72	Bay Road / Willow Road (MP)	B+	11.3	0.685	16.8	B+	11.3	0.691	+ 0.006	16.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D-	53.6	0.946	65.5	D-	53.9	0.950	+ 0.004	66.0	+ 0.6
#74	O'Brien Drive / Willow Road (MP)	C+	20.1	0.689	30.4	C+	20.0	0.693	+ 0.004	30.4	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.880	50.5	D	41.1	0.884	+ 0.004	50.8	+ 0.3
#76	Bayfront Expressway / Willow Road (SM CMP)	E	64.9	0.947	74.7	E	65.3	0.950	+ 0.004	75.4	+ 0.6
#77	Woodland Drive / University Avenue	E	66.1	0.884	74.3	E	66.4	0.890	+ 0.006	75.1	+ 0.9
#78	US 101 SB Ramps / University Avenue	C	25.8	0.724	37.2	C	25.8	0.731	+ 0.006	37.3	+ 0.1

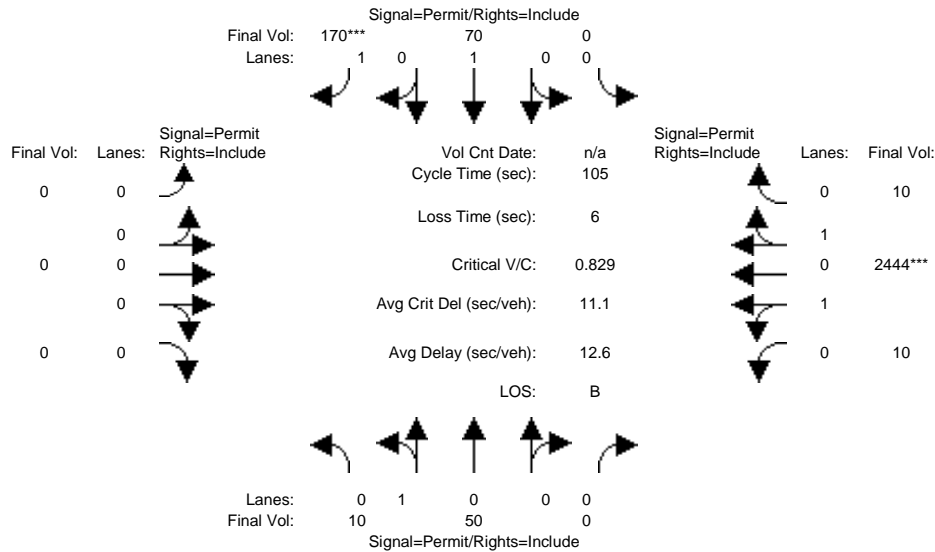
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	43.4	0.727	51.8	D	43.5	0.730	+ 0.004	52.0	+ 0.1
#80	University Avenue / Bay Road	D-	51.8	0.887	59.0	D-	52.4	0.895	+ 0.009	60.1	+ 1.1
#81	University Ave / Bayfront Expy (SM CMP)	F	137.3	1.214	165.1	F	140.0	1.221	+ 0.007	168.4	+ 3.3
#82	Town & Country Driveway / Embarcadero Road	C	28.3	0.574	30.8	C	27.9	0.595	+ 0.021	30.5	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	66.8	1.003	74.5	E	67.0	1.005	+ 0.002	74.9	+ 0.5
#84	US 101 Ramps SB / Willow Rd (MP)	B	12.8	0.647	20.4	B	12.8	0.647	+ 0.000	20.4	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	24.2	0.781	25.7	C	24.2	0.783	+ 0.003	25.8	+ 0.1
#86	Central Expy / Rengstorff Ave (SC CMP)	F	247.6	1.429	372.2	F	250.0	1.437	+ 0.008	374.8	+ 2.5
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	97.6	0.836	179.5	F	97.4	0.841	+ 0.006	179.4	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.5	0.531	10.3	A	7.5	0.537	+ 0.005	10.4	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	221.4	1.515	300.2	F	225.0	1.524	+ 0.009	304.6	+ 4.5
#90	Foothill Expy / Edith Ave (SCC)	F	92.8	0.839	140.4	F	99.7	0.853	+ 0.015	152.0	+ 11.6
#91	Foothill Expy / Main St (SC CMP)	D-	53.8	0.698	103.0	D-	54.2	0.707	+ 0.009	101.7	- 1.3
#92	University Ave / O'Brien Dr	B	13.4	0.654	11.8	B	13.3	0.660	+ 0.006	11.8	+ 0.0
#93	University Ave / Adams Dr	E	1.0	0.325	1.0	E	1.0	0.336	+ 0.012	1.0	+ 0.0
#94	University Ave / Runnymede St	B-	19.1	0.559	18.9	B-	19.1	0.564	+ 0.005	18.9	- 0.0
#95	University Ave / Bell St	B	17.3	0.555	16.7	B	17.2	0.560	+ 0.005	16.7	- 0.0

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 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2444	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2444	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2444	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	50	0	0	70	170	0	0	0	10	2444	10

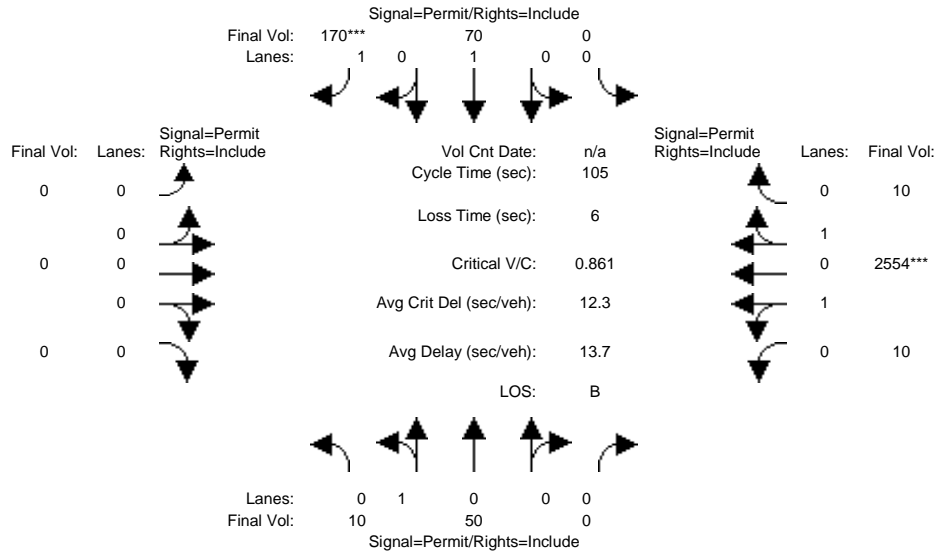
Saturation Flow Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15

Capacity Analysis Module:	I-280 Ramp						Sand Hill Rd (Westbound)					
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****						****
Green Time:	12.3	12.3	0.0	0.0	12.3	12.3	0.0	0.0	0.0	86.7	86.7	86.7
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2k95thQ:	4	4	0	0	5	15	0	0	0	39	39	39

Note: Queue reported is the number of cars per lane.

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 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2554	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2554	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2554	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	50	0	0	70	170	0	0	0	10	2554	10

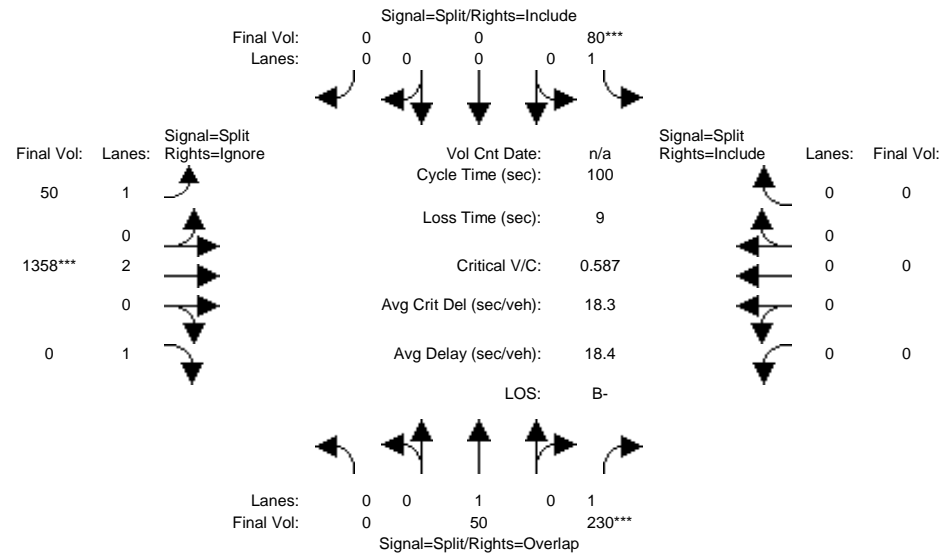
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.72	0.72	0.72
Crit Moves:						****					****	
Green Time:	11.8	11.8	0.0	0.0	11.8	11.8	0.0	0.0	0.0	87.2	87.2	87.2
Volume/Cap:	0.30	0.30	0.00	0.00	0.33	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.6	43.6	0.0	0.0	43.8	75.6	0.0	0.0	0.0	8.1	8.1	8.1
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:	43.6	43.6	0.0	0.0	43.8	75.6	0.0	0.0	0.0	8.1	8.1	8.1
LOS by Move:	D	D	A	A	D	E-	A	A	A	A	A	A
HCM2k95thQ:	4	4	0	0	5	16	0	0	0	43	43	43

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	230	80	0	0	50	1358	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	230	80	0	0	50	1358	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	230	80	0	0	50	1358	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	230	80	0	0	50	1358	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:

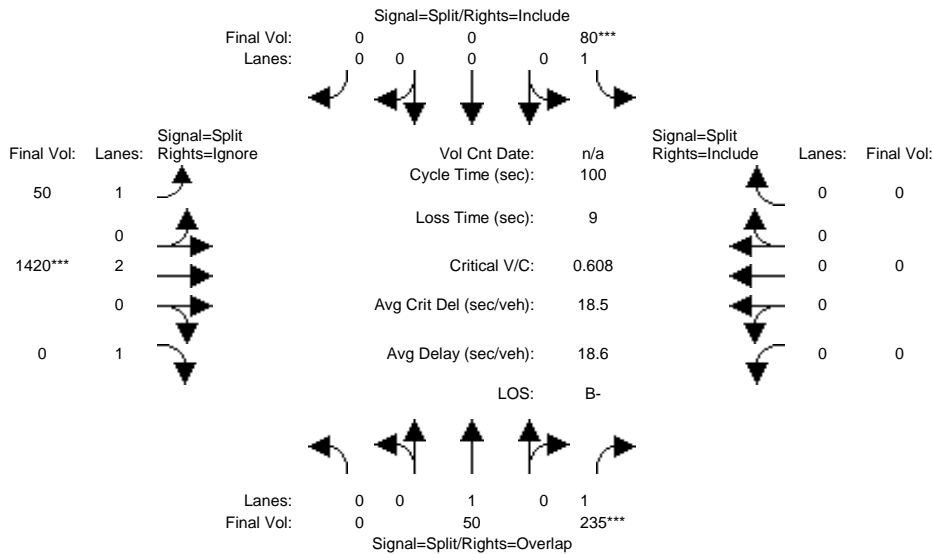
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.36	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.8	21.8	10.0	0.0	0.0	59.2	59.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.60	0.46	0.00	0.00	0.05	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	3	15	5	0	0	1	24	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	5	0	0	0	0	70	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	235	80	0	0	50	1420	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	235	80	0	0	50	1420	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	235	80	0	0	50	1420	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	235	80	0	0	50	1420	0	0	0	0

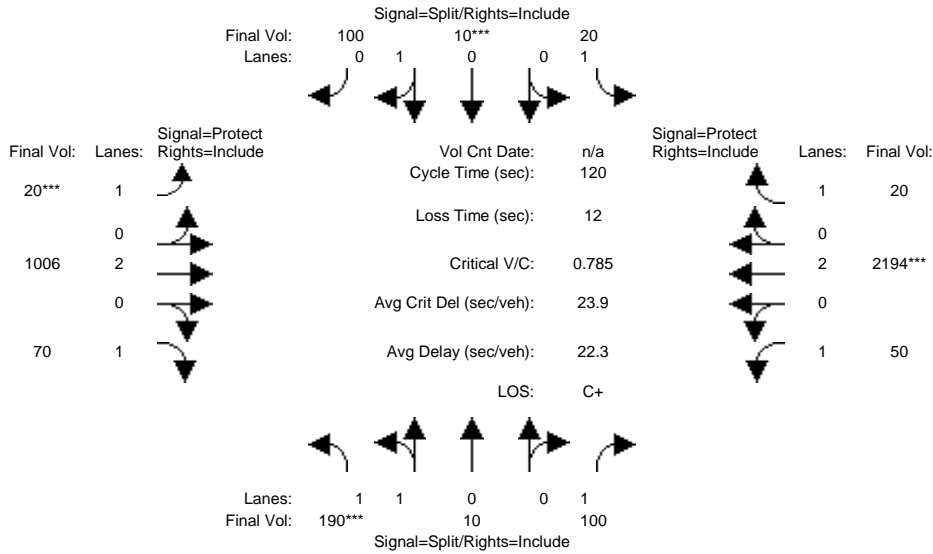
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.37	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.4	21.4	10.0	0.0	0.0	59.6	59.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.63	0.46	0.00	0.00	0.05	0.63	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	39.0	44.3	0.0	0.0	8.4	13.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	39.0	44.3	0.0	0.0	8.4	13.6	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	3	15	5	0	0	1	25	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1006	70	50	2194	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:	190	10	100	20	10	100	20	1006	70	50	2194	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1006	70	50	2194	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	10	100	20	10	100	20	1006	70	50	2194	20

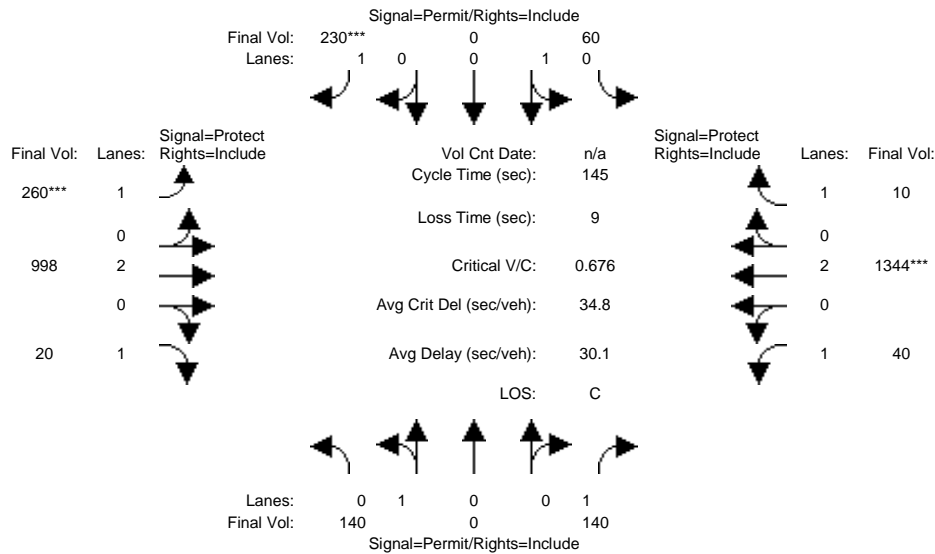
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.26	0.04	0.03	0.58	0.01
Crit Moves:	***				***		***				***	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.1	72.1	15.9	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.44	0.07	0.22	0.86	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	10.0	47.0	18.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	10.0	47.0	18.0	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B-	A
HCM2k95thQ:	10	10	10	2	11	11	2	18	2	3	50	1

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	998	20	40	1344	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	998	20	40	1344	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	998	20	40	1344	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	0	140	60	0	230	260	998	20	40	1344	10

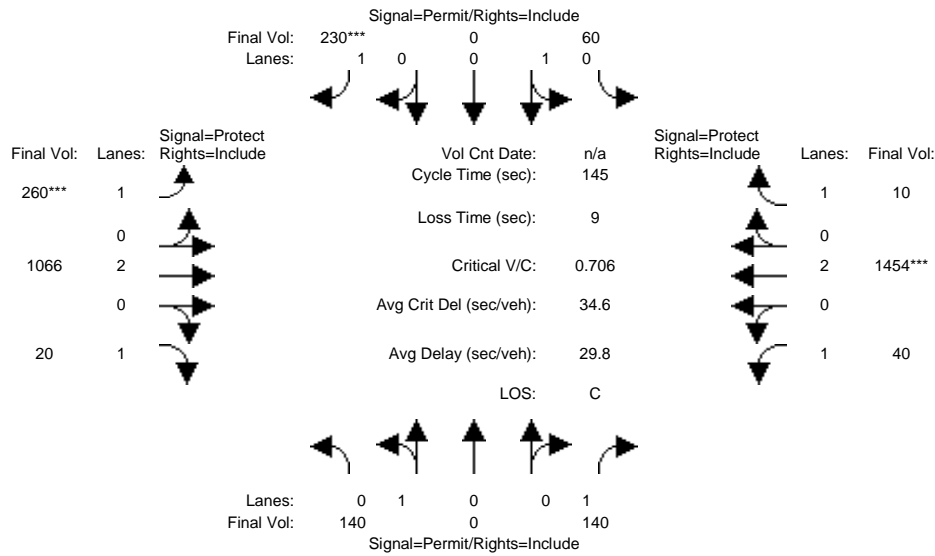
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.26	0.01	0.02	0.35	0.01
Crit Moves:						****	****				****	
Green Time:	28.2	0.0	28.2	28.2	0.0	28.2	31.9	91.1	91.1	16.7	75.9	75.9
Volume/Cap:	0.40	0.00	0.41	0.17	0.00	0.68	0.68	0.42	0.02	0.20	0.68	0.01
Delay/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
LOS by Move:	D-	A	D-	D	A	E+	E+	B	B+	E+	C	B
HCM2k95thQ:	11	0	12	5	0	20	21	20	1	3	37	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	1066	20	40	1454	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	1066	20	40	1454	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	1066	20	40	1454	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	0	140	60	0	230	260	1066	20	40	1454	10

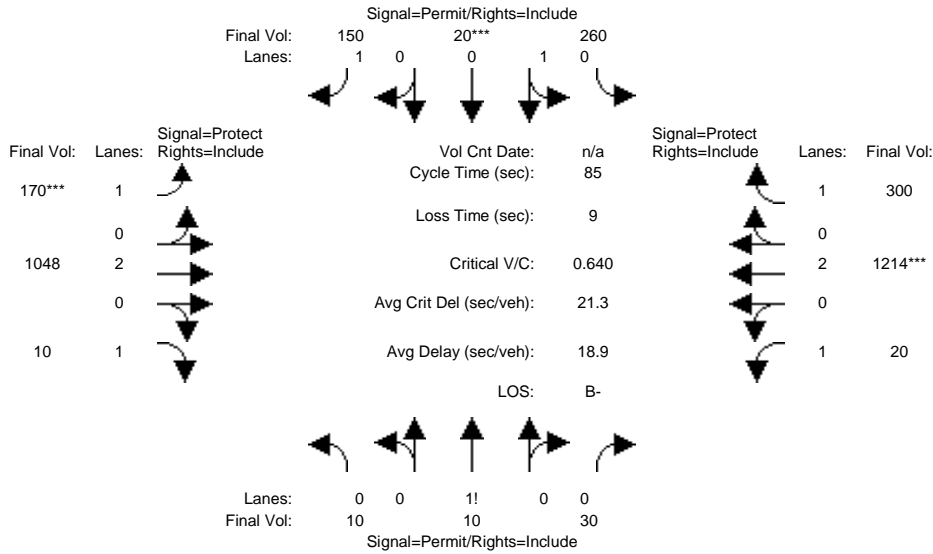
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.28	0.01	0.02	0.38	0.01
Crit Moves:						****	****				****	
Green Time:	27.0	0.0	27.0	27.0	0.0	27.0	30.5	93.0	93.0	16.0	78.5	78.5
Volume/Cap:	0.42	0.00	0.43	0.18	0.00	0.71	0.71	0.44	0.02	0.21	0.71	0.01
Delay/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.3	25.8	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.3	25.8	15.3
LOS by Move:	D-	A	D-	D	A	E	E+	B	A	E+	C	B
HCM2k95thQ:	11	0	12	5	0	21	21	21	1	3	40	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1048	10	20	1214	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1048	10	20	1214	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	30	260	20	150	170	1048	10	20	1214	300

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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750

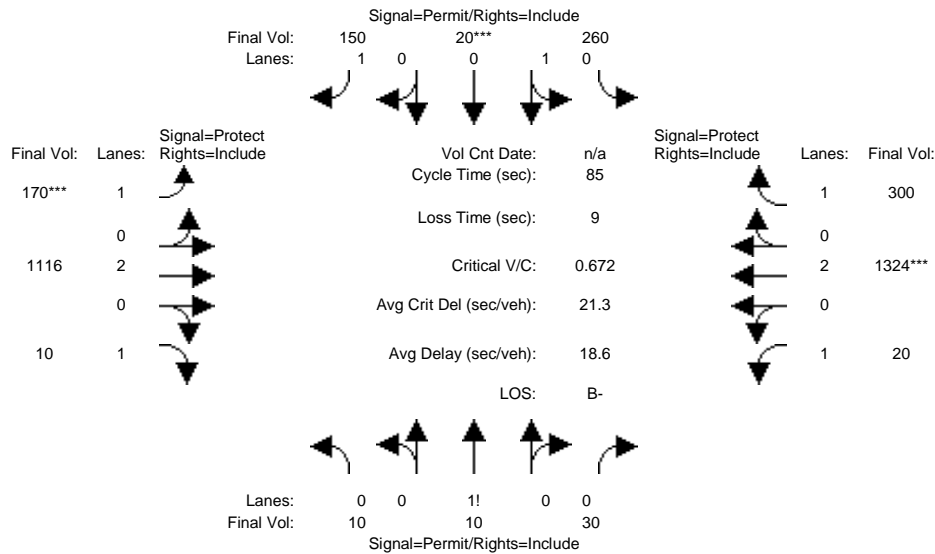
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.28	0.01	0.01	0.32	0.17
Crit Moves:					****		****				****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	12.9	42.6	42.6	12.7	42.4	42.4
Volume/Cap:	0.12	0.12	0.12	0.64	0.64	0.35	0.64	0.55	0.01	0.08	0.64	0.34
Delay/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
LOS by Move:	C	C	C	C-	C-	C	D	B	B+	C	B	B
HCM2k95thQ:	2	2	2	15	15	7	9	17	0	1	20	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1116	10	20	1324	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1116	10	20	1324	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1116	10	20	1324	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	30	260	20	150	170	1116	10	20	1324	300

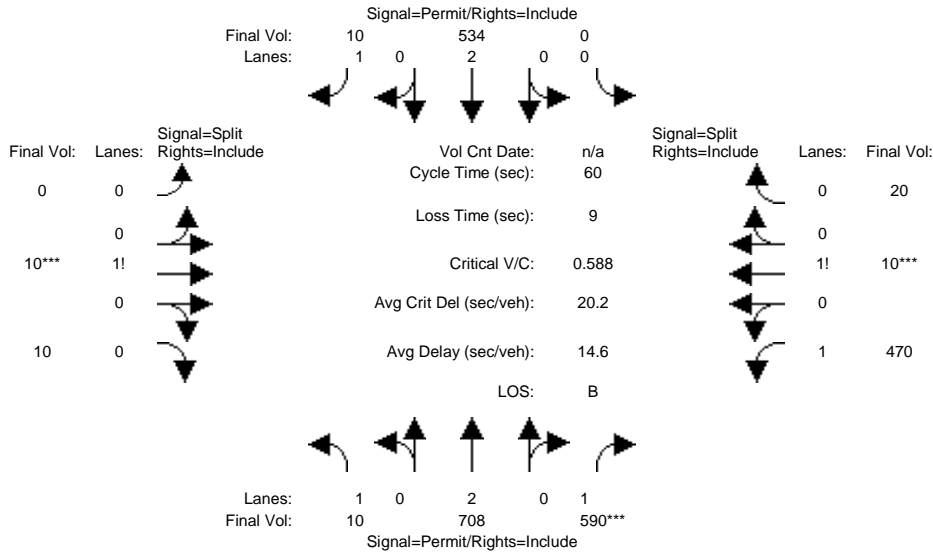
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.29	0.01	0.01	0.35	0.17
Crit Moves:					****		****				****	
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	12.3	44.0	44.0	12.3	44.1	44.1
Volume/Cap:	0.12	0.12	0.12	0.67	0.67	0.37	0.67	0.57	0.01	0.08	0.67	0.33
Delay/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.4	14.4	10.0	31.6	16.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.4	14.4	10.0	31.6	16.1	12.1
LOS by Move:	C	C	C	C-	C-	C	D	B	A	C	B	B
HCM2k95thQ:	2	2	2	15	15	8	9	18	0	1	22	9

Note: Queue reported is the number of cars per lane.

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	708	590	0	534	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	708	590	0	534	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	708	590	0	534	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	708	590	0	534	10	0	10	10	470	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132

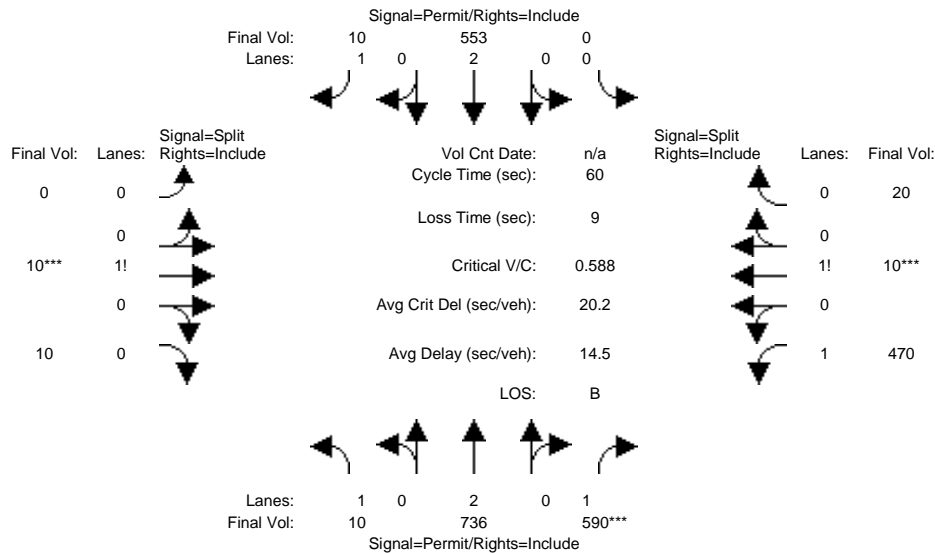
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.14	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.71	0.00	0.30	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
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:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2k95thQ:	0	8	17	0	6	0	0	1	1	12	13	13

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

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Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Alameda de Las Pulgas						Santa Cruz Avenue					
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:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	36	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	736	590	0	553	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	736	590	0	553	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	736	590	0	553	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	736	590	0	553	10	0	10	10	470	10	20

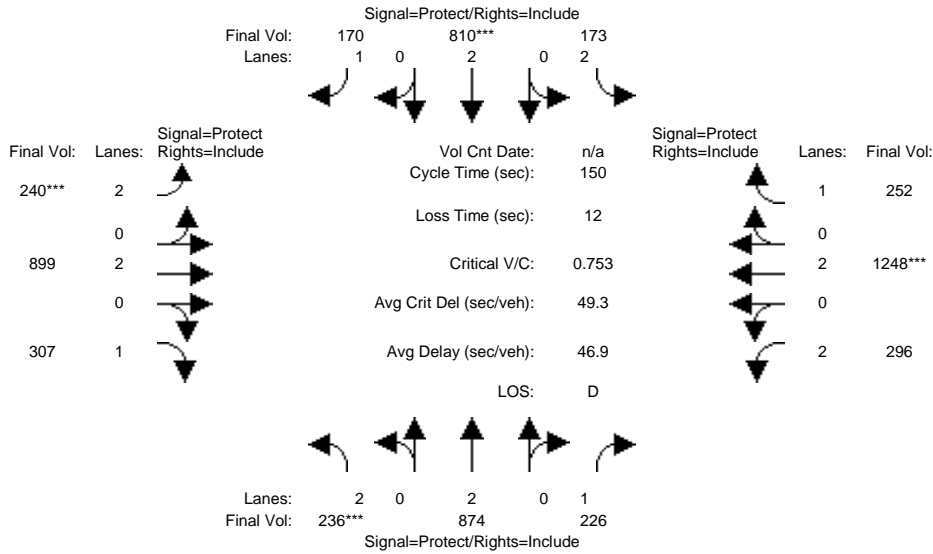
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.15	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.41	0.71	0.00	0.31	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
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:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2k95thQ:	0	8	17	0	7	0	0	1	1	12	13	13

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - 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:	190	840	220	170	790	170	240	850	280	290	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	220	170	790	170	240	850	280	290	1160	250
Added Vol:	46	34	6	3	20	0	0	49	27	6	88	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	874	226	173	810	170	240	899	307	296	1248	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	874	226	173	810	170	240	899	307	296	1248	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	874	226	173	810	170	240	899	307	296	1248	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	874	226	173	810	170	240	899	307	296	1248	252

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

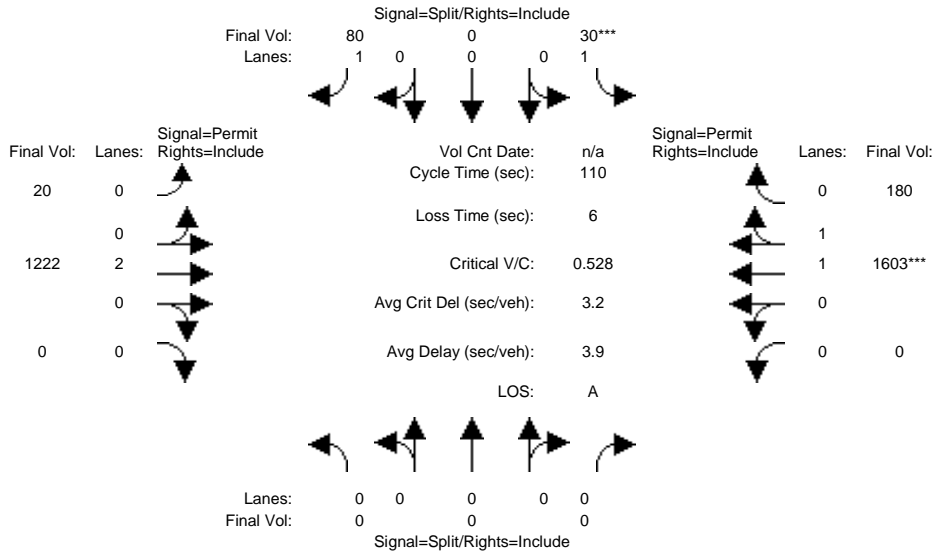
Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.13	0.05	0.21	0.10	0.08	0.24	0.18	0.09	0.33	0.14
Crit Moves:	***			****			****			****		
Green Time:	14.9	46.3	46.3	11.1	42.5	42.5	15.2	57.7	57.7	22.9	65.4	65.4
Volume/Cap:	0.75	0.74	0.42	0.74	0.75	0.34	0.75	0.62	0.46	0.62	0.75	0.33
Delay/Veh:	75.6	49.2	41.7	80.4	52.0	43.1	75.3	38.0	34.9	61.8	37.5	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:	75.6	49.2	41.7	80.4	52.0	43.1	75.3	38.0	34.9	61.8	37.5	28.1
LOS by Move:	E-	D	D	F	D-	D	E-	D+	C-	E	D+	C
HCM2k95thQ:	13	31	16	10	30	12	13	28	20	14	39	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1220	0	0	1590	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1220	0	0	1590	180
Added Vol:	0	0	0	0	0	0	0	2	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1222	0	0	1603	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1222	0	0	1603	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1222	0	0	1603	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	80	20	1222	0	0	1603	180

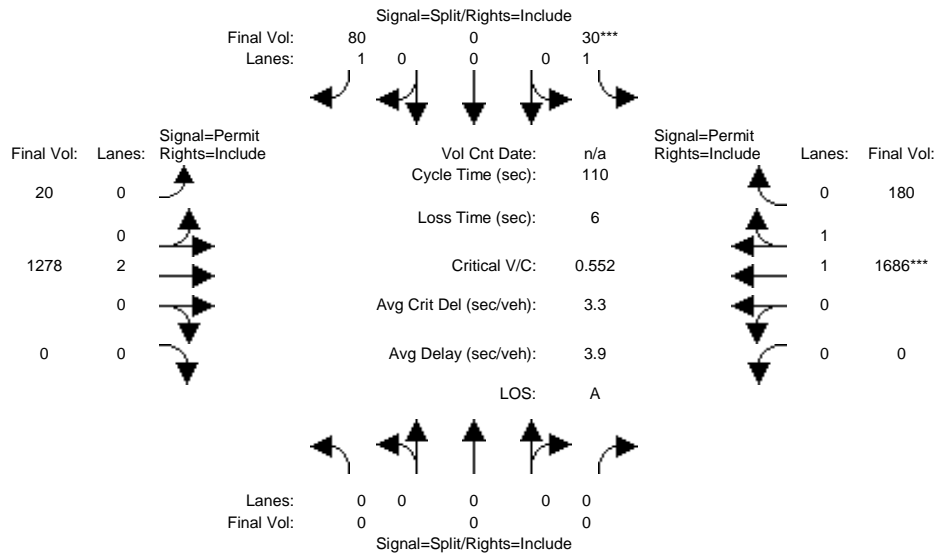
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	60	3640	0	0	3326	373

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.34	0.34	0.00	0.00	0.48	0.48
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.39	0.39	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	7	9	9	0	0	16	16

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1220	0	0	1590	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1220	0	0	1590	180
Added Vol:	0	0	0	0	0	0	0	58	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1278	0	0	1686	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1278	0	0	1686	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1278	0	0	1686	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	80	20	1278	0	0	1686	180

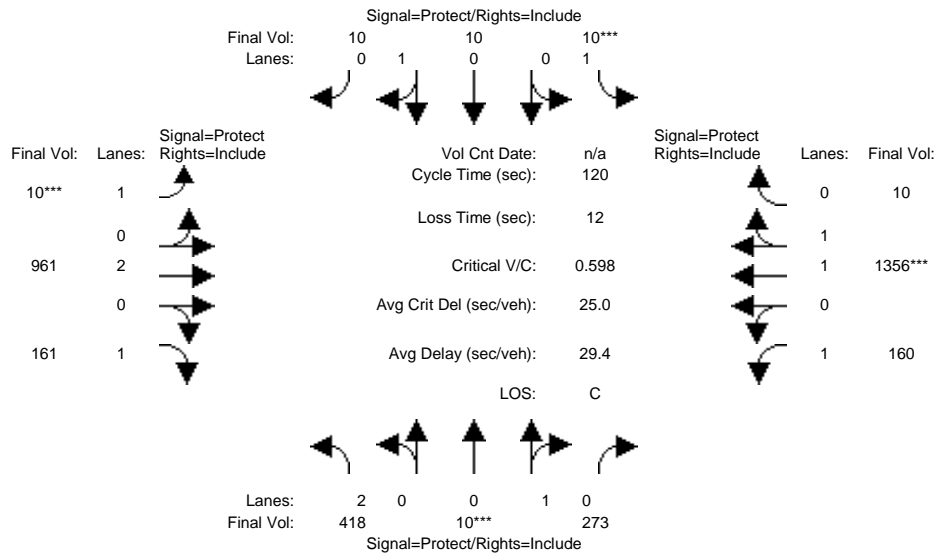
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	1750	0	1750	57	3643	0	0	3343	357

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.35	0.35	0.00	0.00	0.50	0.50
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.41	0.41	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.6	2.6
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	7	10	10	0	0	18	18

Note: Queue reported is the number of cars per lane.

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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	410	10	270	10	10	10	10	960	160	160	1350	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	960	160	160	1350	10
Added Vol:	8	0	3	0	0	0	0	1	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	10	273	10	10	10	10	961	161	160	1356	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	10	273	10	10	10	10	961	161	160	1356	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	10	273	10	10	10	10	961	161	160	1356	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	418	10	273	10	10	10	10	961	161	160	1356	10

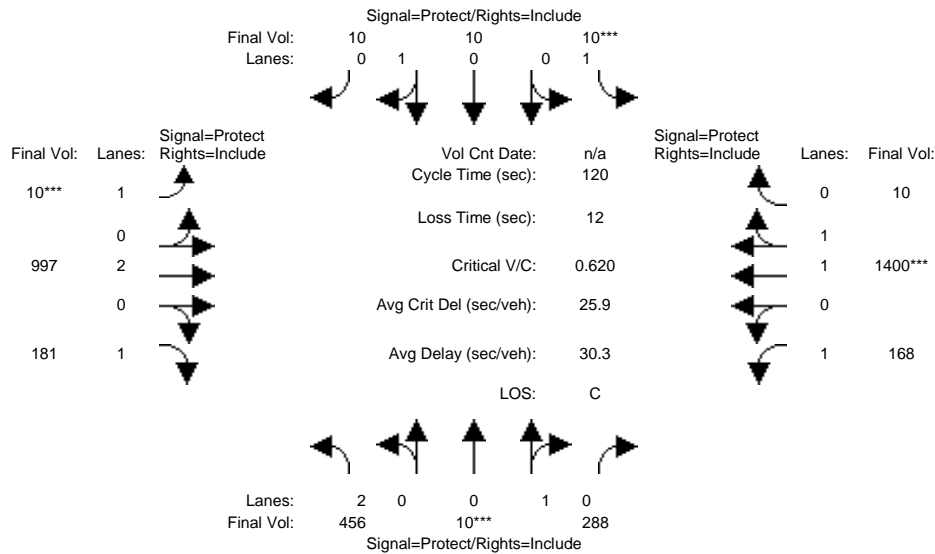
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.04	0.96	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	64	1736	1750	900	900	1750	3800	1750	1750	3673	27

Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.01	0.01	0.01	0.01	0.25	0.09	0.09	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	21.5	28.1	28.1	7.0	13.5	13.5	7.0	53.6	53.6	19.4	65.9	65.9
Volume/Cap:	0.74	0.67	0.67	0.10	0.10	0.10	0.10	0.57	0.21	0.57	0.67	0.67
Delay/Veh:	51.7	46.0	46.0	53.9	48.0	48.0	53.9	25.1	20.4	49.1	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	46.0	46.0	53.9	48.0	48.0	53.9	25.1	20.4	49.1	20.2	20.2
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2k95thQ:	19	20	20	1	2	2	1	23	7	11	31	31

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	410	10	270	10	10	10	10	960	160	160	1350	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	960	160	160	1350	10
Added Vol:	46	0	18	0	0	0	0	37	21	8	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	10	288	10	10	10	10	997	181	168	1400	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	10	288	10	10	10	10	997	181	168	1400	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	10	288	10	10	10	10	997	181	168	1400	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	456	10	288	10	10	10	10	997	181	168	1400	10

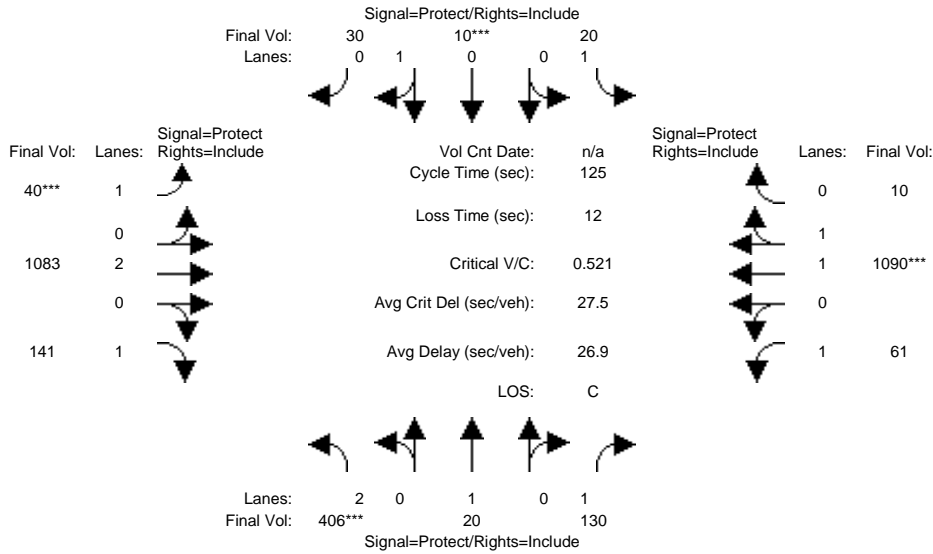
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.03	0.97	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	60	1740	1750	900	900	1750	3800	1750	1750	3674	26

Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.01	0.01	0.01	0.01	0.26	0.10	0.10	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	22.5	28.5	28.5	7.0	13.0	13.0	7.0	53.1	53.1	19.4	65.5	65.5
Volume/Cap:	0.77	0.70	0.70	0.10	0.10	0.10	0.10	0.59	0.23	0.59	0.70	0.70
Delay/Veh:	52.5	46.9	46.9	53.9	48.5	48.5	53.9	25.9	21.0	50.0	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	46.9	46.9	53.9	48.5	48.5	53.9	25.9	21.0	50.0	21.1	21.1
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2k95thQ:	21	21	21	1	2	2	1	24	8	12	33	33

Note: Queue reported is the number of cars per lane.

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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	400	20	130	20	10	30	40	1080	140	60	1090	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1080	140	60	1090	10
Added Vol:	6	0	0	0	0	0	0	3	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	20	130	20	10	30	40	1083	141	61	1090	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	20	130	20	10	30	40	1083	141	61	1090	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	20	130	20	10	30	40	1083	141	61	1090	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	406	20	130	20	10	30	40	1083	141	61	1090	10

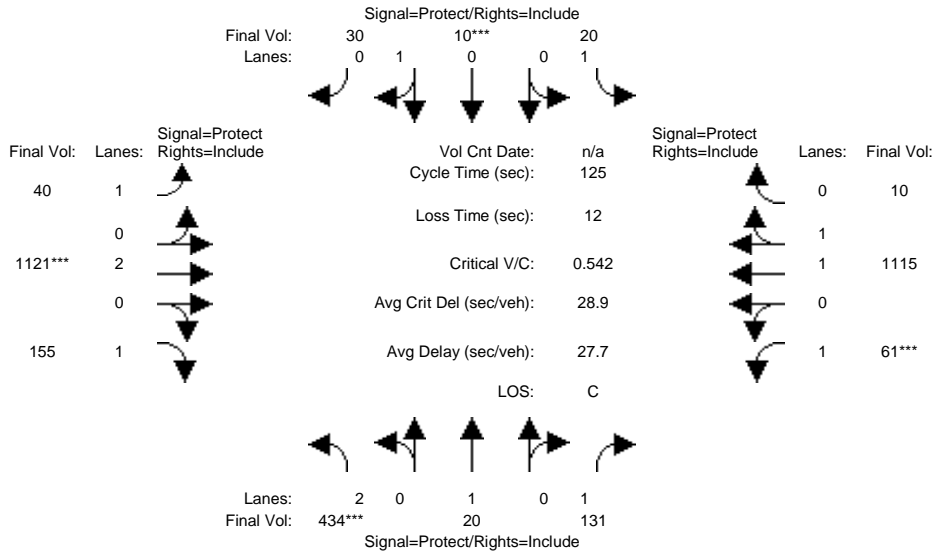
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3666	34

Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.07	0.01	0.02	0.02	0.02	0.28	0.08	0.03	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	29.0	23.0	23.0	16.1	10.0	10.0	7.0	61.8	61.8	12.1	67.0	67.0
Volume/Cap:	0.55	0.06	0.40	0.09	0.28	0.28	0.41	0.58	0.16	0.36	0.55	0.55
Delay/Veh:	43.2	42.2	45.8	48.2	55.2	55.2	59.8	22.8	17.5	54.1	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	42.2	45.8	48.2	55.2	55.2	59.8	22.8	17.5	54.1	19.5	19.5
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2k95thQ:	16	1	10	2	4	4	3	25	6	5	24	24

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
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Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	400	20	130	20	10	30	40	1080	140	60	1090	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1080	140	60	1090	10
Added Vol:	34	0	1	0	0	0	0	41	15	1	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	20	131	20	10	30	40	1121	155	61	1115	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	20	131	20	10	30	40	1121	155	61	1115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	20	131	20	10	30	40	1121	155	61	1115	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	20	131	20	10	30	40	1121	155	61	1115	10

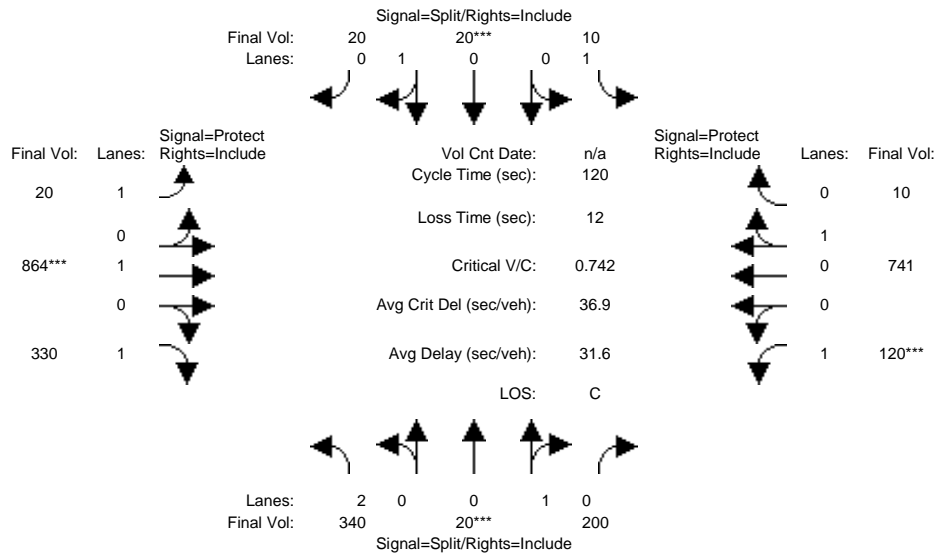
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3667	33

Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.07	0.01	0.02	0.02	0.02	0.30	0.09	0.03	0.30	0.30
Crit Moves:	***				****			****		****		
Green Time:	30.3	23.7	23.7	16.6	10.0	10.0	11.3	65.0	65.0	7.7	61.4	61.4
Volume/Cap:	0.57	0.06	0.39	0.09	0.28	0.28	0.25	0.57	0.17	0.57	0.62	0.62
Delay/Veh:	42.6	41.5	45.1	47.7	55.2	55.2	53.8	20.8	15.9	64.0	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	41.5	45.1	47.7	55.2	55.2	53.8	20.8	15.9	64.0	23.9	23.9
LOS by Move:	D	D	D	D	E+	E+	D-	C+	B	E	C	C
HCM2k95thQ:	17	1	10	2	4	4	3	25	6	5	27	27

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
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 2035 PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	340	20	200	10	20	20	20	860	330	120	740	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	20	200	10	20	20	20	860	330	120	740	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	20	200	10	20	20	20	864	330	120	741	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	20	200	10	20	20	20	864	330	120	741	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	20	200	10	20	20	20	864	330	120	741	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	20	200	10	20	20	20	864	330	120	741	10

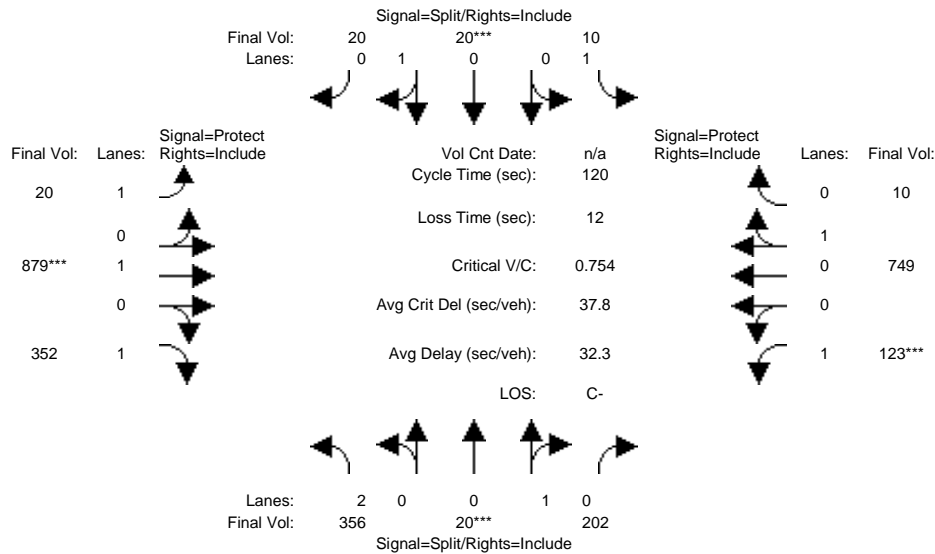
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	164	1636	1750	900	900	1750	1900	1750	1750	1776	24

Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.02	0.02	0.01	0.45	0.19	0.07	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	18.6	18.6	18.6	10.0	10.0	10.0	9.7	69.0	69.0	10.4	69.7	69.7
Volume/Cap:	0.70	0.79	0.79	0.07	0.27	0.27	0.14	0.79	0.33	0.79	0.72	0.72
Delay/Veh:	52.5	63.0	63.0	50.9	52.5	52.5	51.7	23.8	13.5	77.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	63.0	63.0	50.9	52.5	52.5	51.7	23.8	13.5	77.5	20.5	20.5
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2k95thQ:	14	16	16	1	3	3	1	41	13	9	34	34

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	340	20	200	10	20	20	20	860	330	120	740	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	20	200	10	20	20	20	860	330	120	740	10
Added Vol:	16	0	2	0	0	0	0	19	22	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	20	202	10	20	20	20	879	352	123	749	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	20	202	10	20	20	20	879	352	123	749	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	20	202	10	20	20	20	879	352	123	749	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	356	20	202	10	20	20	20	879	352	123	749	10

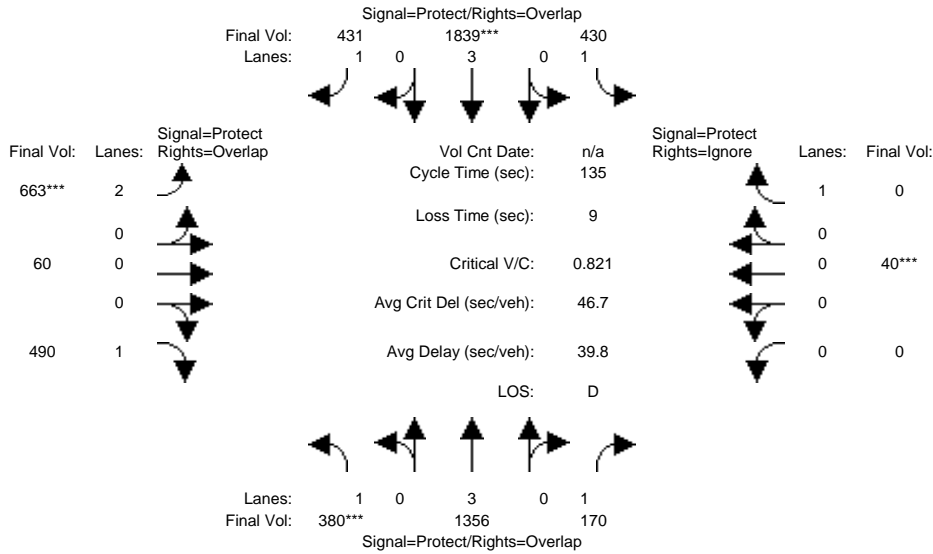
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	162	1638	1750	900	900	1750	1900	1750	1750	1776	24

Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.02	0.02	0.01	0.46	0.20	0.07	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	18.4	18.4	18.4	10.0	10.0	10.0	9.7	69.1	69.1	10.5	69.9	69.9
Volume/Cap:	0.74	0.80	0.80	0.07	0.27	0.27	0.14	0.80	0.35	0.80	0.72	0.72
Delay/Veh:	54.3	64.6	64.6	50.9	52.5	52.5	51.8	24.5	13.7	79.3	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	64.6	64.6	50.9	52.5	52.5	51.8	24.5	13.7	79.3	20.6	20.6
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2k95thQ:	15	16	16	1	3	3	1	42	14	9	34	34

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	380	1340	170	430	1830	430	660	60	490	0	40	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1340	170	430	1830	430	660	60	490	0	40	820
Added Vol:	0	16	0	0	9	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1356	170	430	1839	431	663	60	490	0	40	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	380	1356	170	430	1839	431	663	60	490	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1356	170	430	1839	431	663	60	490	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	380	1356	170	430	1839	431	663	60	490	0	40	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3250	294	1800	0	1800	0

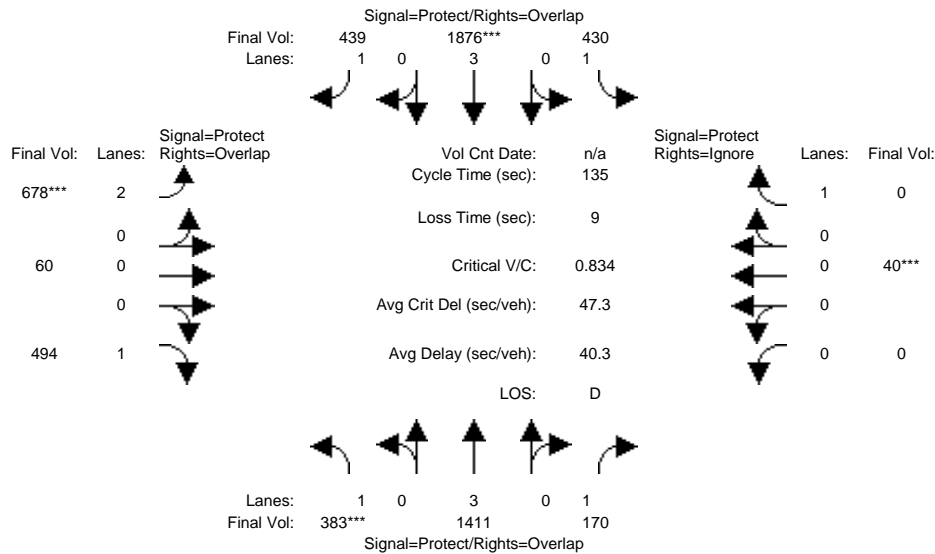
Capacity Analysis Module:												
Vol/Sat:	0.22	0.24	0.10	0.25	0.32	0.25	0.20	0.20	0.27	0.00	0.02	0.00
Crit Moves:	***			****			****			****		
Green Time:	35.7	43.7	43.7	45.1	53.1	86.6	33.6	37.2	72.9	0.0	3.7	0.0
Volume/Cap:	0.82	0.74	0.30	0.74	0.82	0.38	0.82	0.74	0.50	0.00	0.82	0.00
Delay/Veh:	57.8	42.1	34.5	44.5	39.2	11.7	51.7	46.3	19.8	0.0	132	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	42.1	34.5	44.5	39.2	11.7	51.7	46.3	19.8	0.0	132	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2k95thQ:	29	29	11	28	37	16	26	25	23	0	7	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	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:	380	1340	170	430	1830	430	660	60	490	0	40	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1340	170	430	1830	430	660	60	490	0	40	820
Added Vol:	3	71	0	0	46	9	18	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1411	170	430	1876	439	678	60	494	0	40	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	383	1411	170	430	1876	439	678	60	494	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1411	170	430	1876	439	678	60	494	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	383	1411	170	430	1876	439	678	60	494	0	40	0

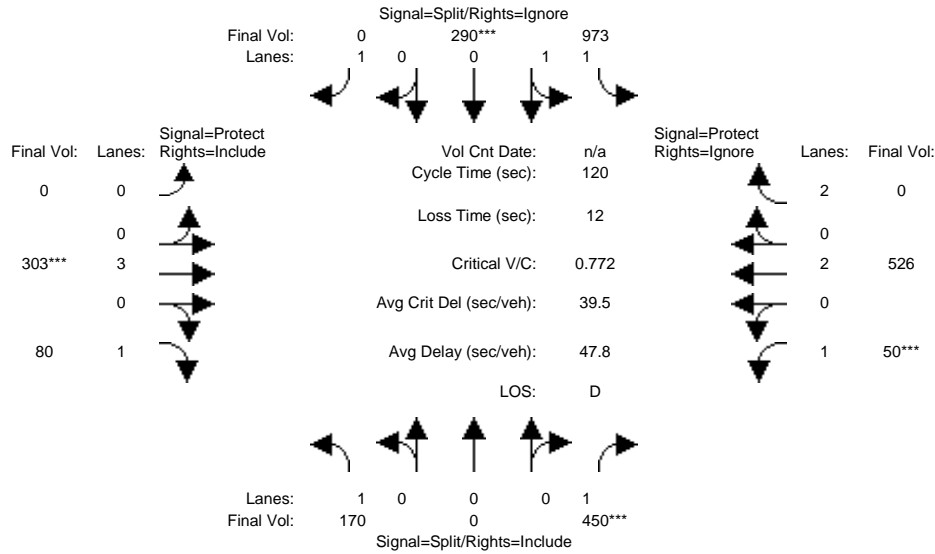
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3256	288	1800	0	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.10	0.25	0.33	0.25	0.21	0.21	0.27	0.00	0.02	0.00
Crit Moves:	***			****			****			****		
Green Time:	35.4	44.5	44.5	44.2	53.3	87.0	33.7	37.3	72.7	0.0	3.6	0.0
Volume/Cap:	0.83	0.75	0.29	0.75	0.83	0.39	0.83	0.75	0.51	0.00	0.83	0.00
Delay/Veh:	59.4	42.0	33.9	46.0	39.7	11.6	52.3	46.7	20.0	0.0	136	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	42.0	33.9	46.0	39.7	11.6	52.3	46.7	20.0	0.0	136	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2k95thQ:	29	30	10	29	38	16	27	26	23	0	7	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	450	960	290	50	0	300	80	50	520	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	960	290	50	0	300	80	50	520	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	13	0	0	0	3	0	0	6	118
Initial Fut:	170	0	450	973	290	50	0	303	80	50	526	1278
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	973	290	0	0	303	80	50	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	973	290	0	0	303	80	50	526	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	170	0	450	973	290	0	0	303	80	50	526	0

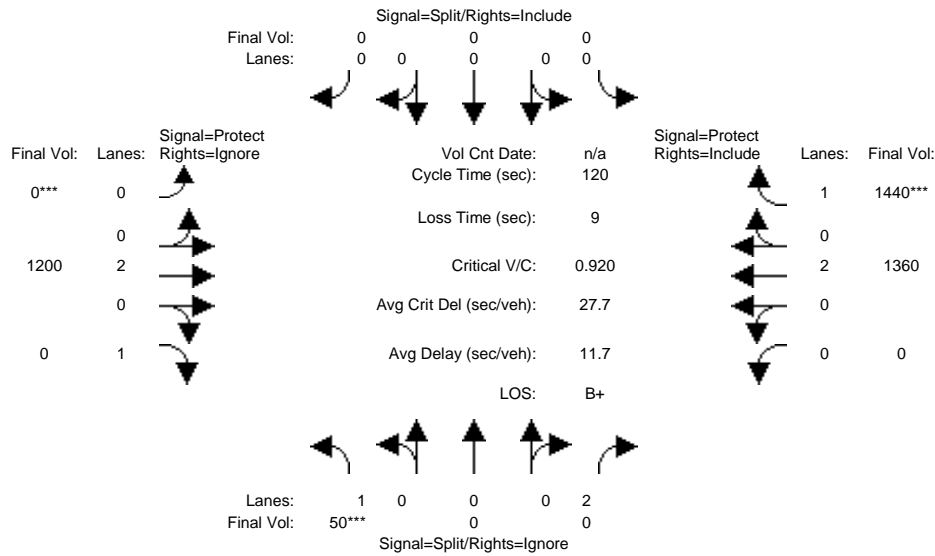
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.55	0.45	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2735	815	1750	0	5700	1750	1750	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.26	0.36	0.36	0.00	0.00	0.05	0.05	0.03	0.14	0.00
Crit Moves:			****		****			****		****		
Green Time:	38.2	0.0	38.2	52.8	52.8	0.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.31	0.00	0.81	0.81	0.81	0.00	0.00	0.64	0.55	0.49	0.98	0.00
Delay/Veh:	31.2	0.0	46.1	32.4	32.4	0.0	0.0	56.1	57.2	58.4	84.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	46.1	32.4	32.4	0.0	0.0	56.1	57.2	58.4	84.1	0.0
LOS by Move:	C	A	D	C-	C-	A	A	E+	E+	E+	F	A
HCM2k95thQ:	10	0	32	39	39	0	0	9	8	5	25	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	0	290	0	0	0	0	1200	430	0	1700	1440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	290	0	0	0	0	1200	430	0	1700	1440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	290	0	0	0	0	1200	430	0	1700	1440
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	1200	0	0	1360	1440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	0	0	0	0	0	1200	0	0	1360	1440
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	50	0	0	0	0	0	0	1200	0	0	1360	1440

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3800	1750

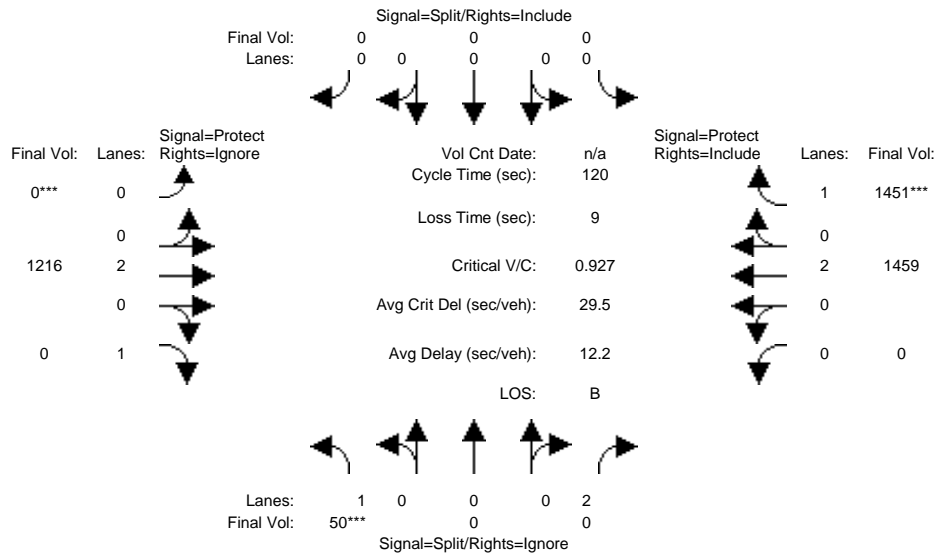
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.36	0.82
Crit Moves:	***						***					***
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.43	0.98
Delay/Veh:	53.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.4	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.4	26.8
LOS by Move:	D-	A	A	A	A	A	A	A	A	A	A	C
HCM2k95thQ:	4	0	0	0	0	0	0	10	0	0	12	89

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	0	290	0	0	0	0	1200	430	0	1700	1440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	290	0	0	0	0	1200	430	0	1700	1440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	87	0	0	0	0	16	0	0	124	11
Initial Fut:	50	0	377	0	0	0	0	1216	430	0	1824	1451
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	1216	0	0	1459	1451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	0	0	0	0	0	1216	0	0	1459	1451
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	50	0	0	0	0	0	0	1216	0	0	1459	1451

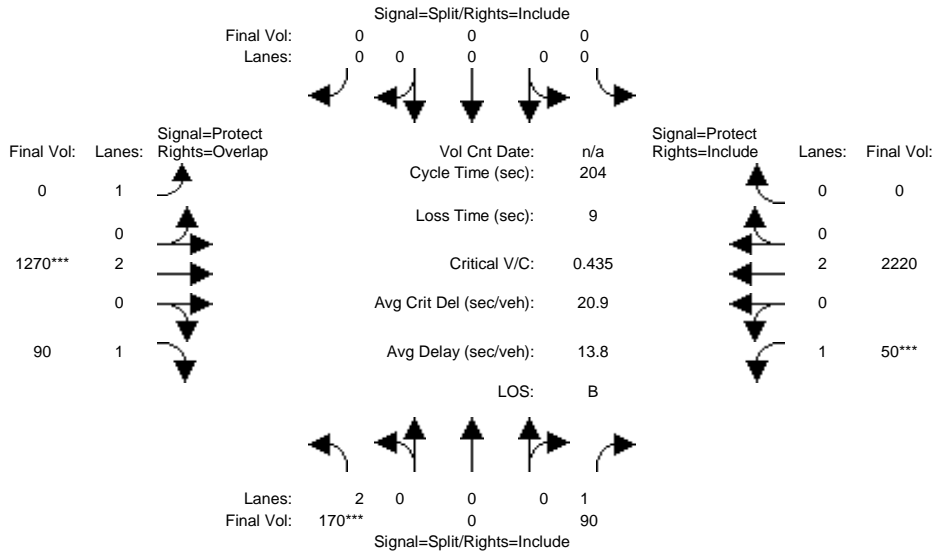
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.38	0.83
Crit Moves:	***						***					***
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.46	0.99
Delay/Veh:	53.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.5	28.7
LOS by Move:	D-	A	A	A	A	A	A	A	A	A	A	C
HCM2k95thQ:	4	0	0	0	0	0	0	10	0	0	13	93

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	170	0	90	0	0	0	0	1560	90	50	2740	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	90	0	0	0	0	1560	90	50	2740	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	90	0	0	0	0	1588	90	50	2775	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	90	0	0	0	0	1270	90	50	2220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	90	0	0	0	0	1270	90	50	2220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	90	0	0	0	0	1270	90	50	2220	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

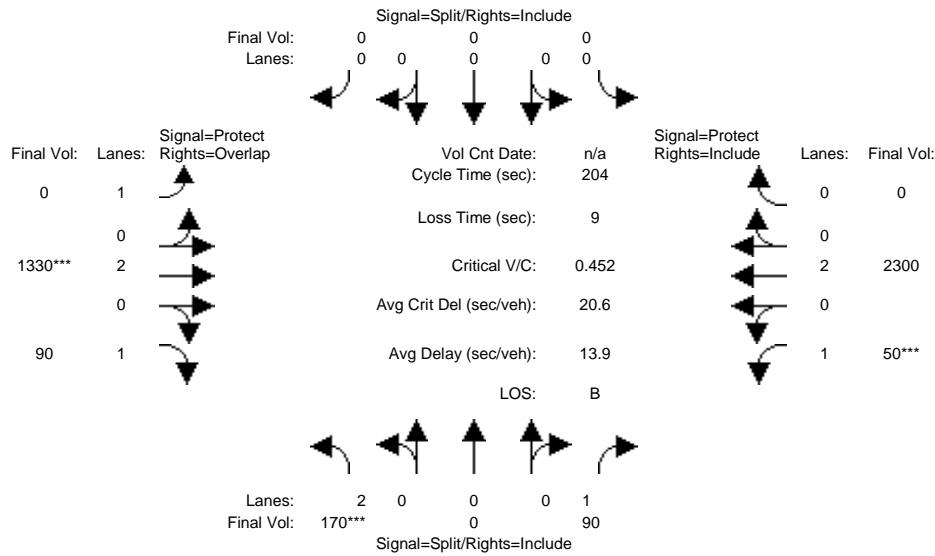
Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.33	0.05	0.03	0.58	0.00
Crit Moves:	***						***			***		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.48	0.00	0.00	0.00	0.00	0.43	0.06	0.36	0.69	0.00
Delay/Veh:	91.3	0.0	91.8	0.0	0.0	0.0	0.0	8.5	1.7	94.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	91.8	0.0	0.0	0.0	0.0	8.5	1.7	94.9	6.4	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	12	0	0	0	0	24	2	6	42	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	170	0	90	0	0	0	0	1560	90	50	2740	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	90	0	0	0	0	1560	90	50	2740	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	90	0	0	0	0	1663	90	50	2875	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	90	0	0	0	0	1330	90	50	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	90	0	0	0	0	1330	90	50	2300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	90	0	0	0	0	1330	90	50	2300	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0

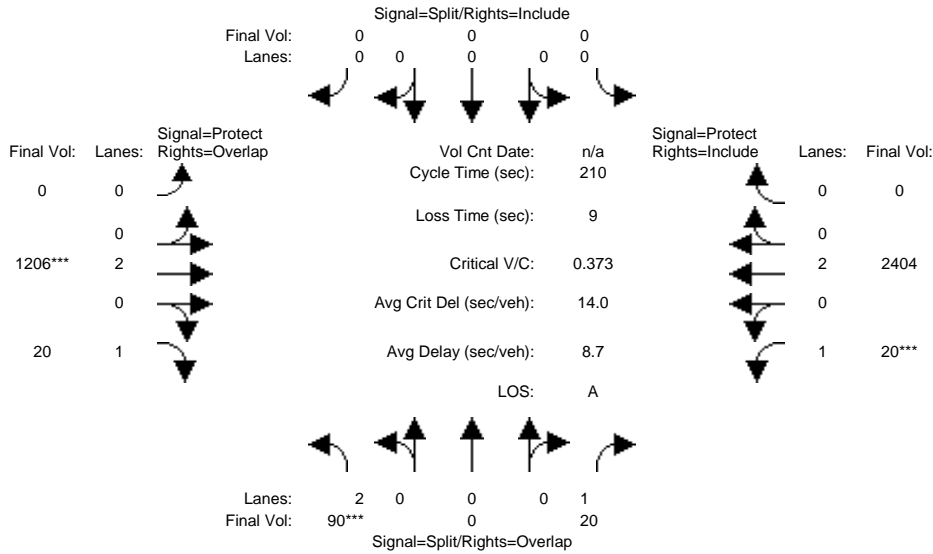
Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.35	0.05	0.03	0.61	0.00
Crit Moves:	***						***			***		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.06	0.36	0.71	0.00
Delay/Veh:	91.3	0.0	91.8	0.0	0.0	0.0	0.0	8.7	1.7	94.9	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	91.8	0.0	0.0	0.0	0.0	8.7	1.7	94.9	6.8	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	13	0	12	0	0	0	0	26	2	6	46	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1480	20	20	2970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1480	20	20	2970	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1508	20	20	3005	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1206	20	20	2404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1206	20	20	2404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	0	20	0	0	0	0	1206	20	20	2404	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

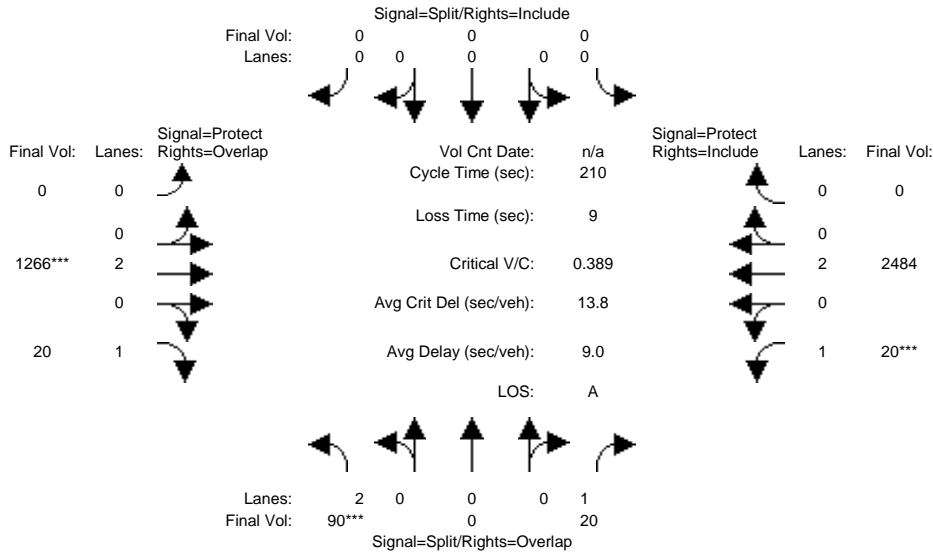
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.32	0.01	0.01	0.63	0.00
Crit Moves:	****						****			****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.40	0.01	0.15	0.72	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.6	1.6	94.7	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.6	1.6	94.7	5.3	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	7	0	2	0	0	0	0	21	0	3	41	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1480	20	20	2970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1480	20	20	2970	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1583	20	20	3105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1266	20	20	2484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1266	20	20	2484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	0	20	0	0	0	0	1266	20	20	2484	0

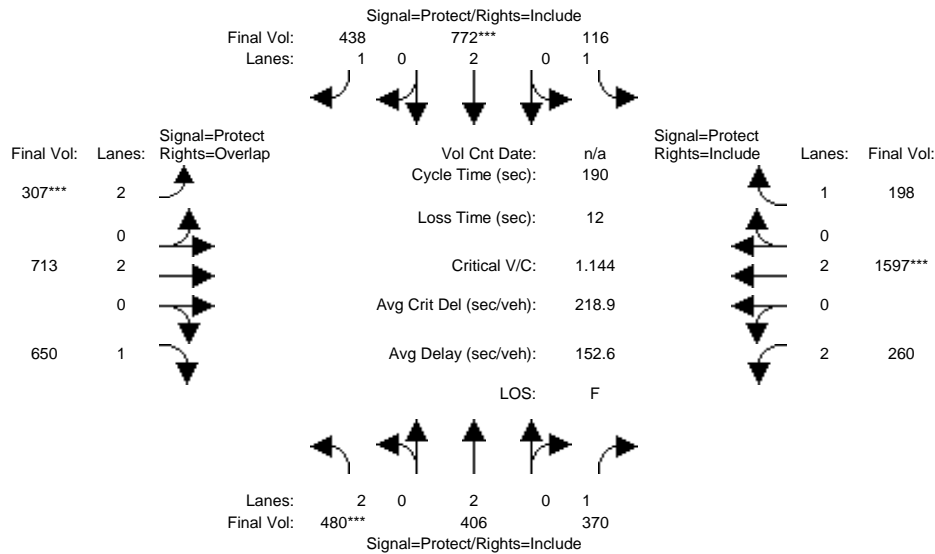
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.01	0.01	0.65	0.00
Crit Moves:	****						****			****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.01	0.15	0.75	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.7	1.6	94.7	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.7	1.6	94.7	5.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2k95thQ:	7	0	2	0	0	0	0	23	0	3	45	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	480	390	370	100	750	410	280	890	650	260	1590	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	390	370	100	750	410	280	890	650	260	1590	180
Added Vol:	0	16	0	16	22	28	27	1	0	0	7	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	406	370	116	772	438	307	891	650	260	1597	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	406	370	116	772	438	307	713	650	260	1597	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	406	370	116	772	438	307	713	650	260	1597	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	406	370	116	772	438	307	713	650	260	1597	198

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

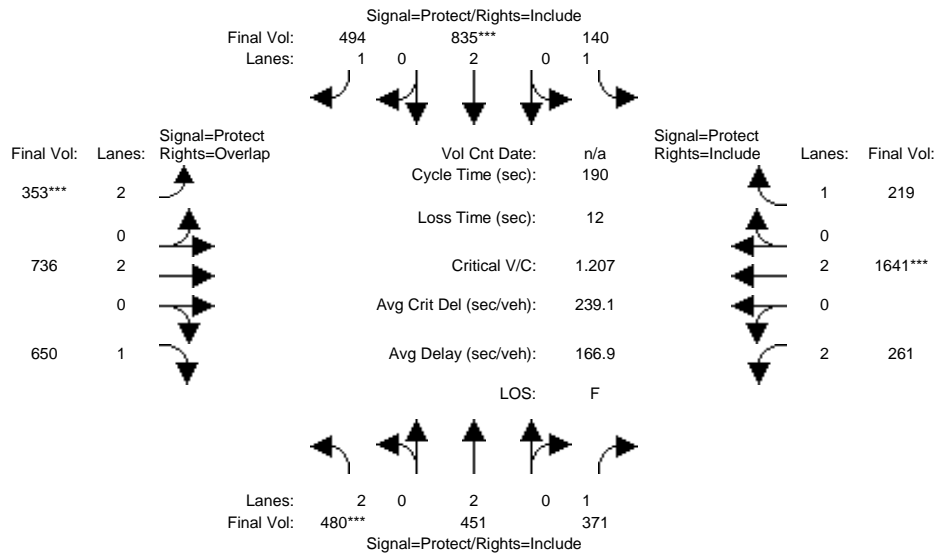
Vol/Sat:	0.15	0.11	0.21	0.13	0.41	0.25	0.10	0.19	0.37	0.08	0.42	0.11
Crit Moves:	***				***		***				***	
Green Time:	18.8	33.9	33.9	29.2	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	1.54	0.60	1.19	0.86	1.75	1.08	0.52	0.37	0.61	0.84	1.00	0.27
Delay/Veh:	349.1	77.9	194.5	123.6	423	143.8	74.7	37.4	35.6	114.2	109	56.9
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:	349.1	77.9	194.5	123.6	423	143.8	74.7	37.4	35.6	114.2	109	56.9
LOS by Move:	F	E-	F	F	F	F	E	D+	D+	F	F	E+
HCM2k95thQ:	48	20	52	15	67	54	19	27	53	18	81	20

Note: Queue reported is the number of cars per lane.

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	480	390	370	100	750	410	280	890	650	260	1590	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	390	370	100	750	410	280	890	650	260	1590	180
Added Vol:	0	61	1	40	85	84	73	30	0	1	51	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	451	371	140	835	494	353	920	650	261	1641	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	451	371	140	835	494	353	736	650	261	1641	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	451	371	140	835	494	353	736	650	261	1641	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	451	371	140	835	494	353	736	650	261	1641	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

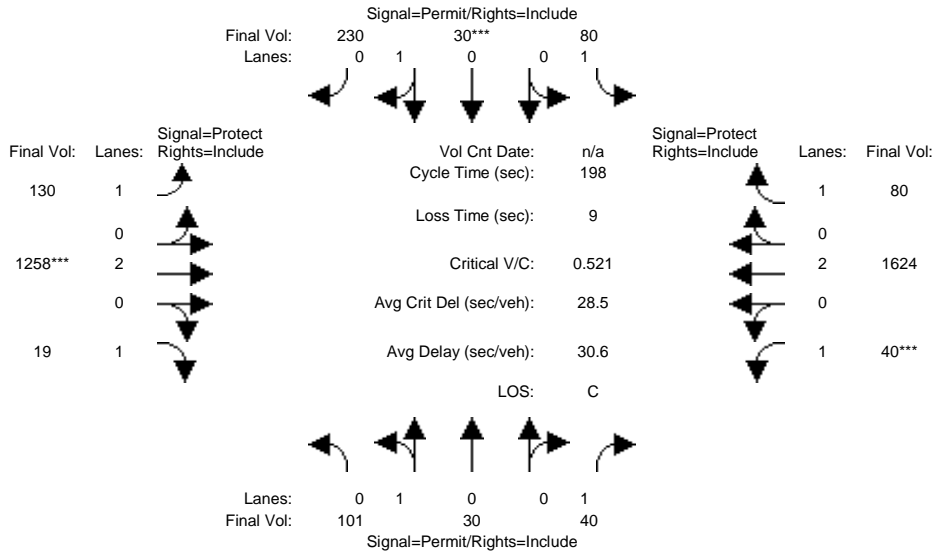
Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.21	0.16	0.44	0.28	0.11	0.19	0.37	0.08	0.43	0.13
Crit Moves:	***			****			****			****		
Green Time:	18.8	35.9	35.9	27.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	1.54	0.63	1.12	1.12	1.89	1.21	0.60	0.38	0.61	0.84	1.03	0.30
Delay/Veh:	349.1	77.1	168.4	203.5	486	194.1	76.8	37.7	35.6	114.7	116	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	349.1	77.1	168.4	203.5	486	194.1	76.8	37.7	35.6	114.7	116	57.7
LOS by Move:	F	E-	F	F	F	F	E-	D+	D+	F	F	E+
HCM2k95thQ:	48	22	49	21	75	67	22	28	53	18	85	22

Note: Queue reported is the number of cars per lane.

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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1250	10	40	1610	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1250	10	40	1610	80
Added Vol:	11	0	0	0	0	0	0	8	9	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	30	40	80	30	230	130	1258	19	40	1624	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	30	40	80	30	230	130	1258	19	40	1624	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	30	40	80	30	230	130	1258	19	40	1624	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	30	40	80	30	230	130	1258	19	40	1624	80

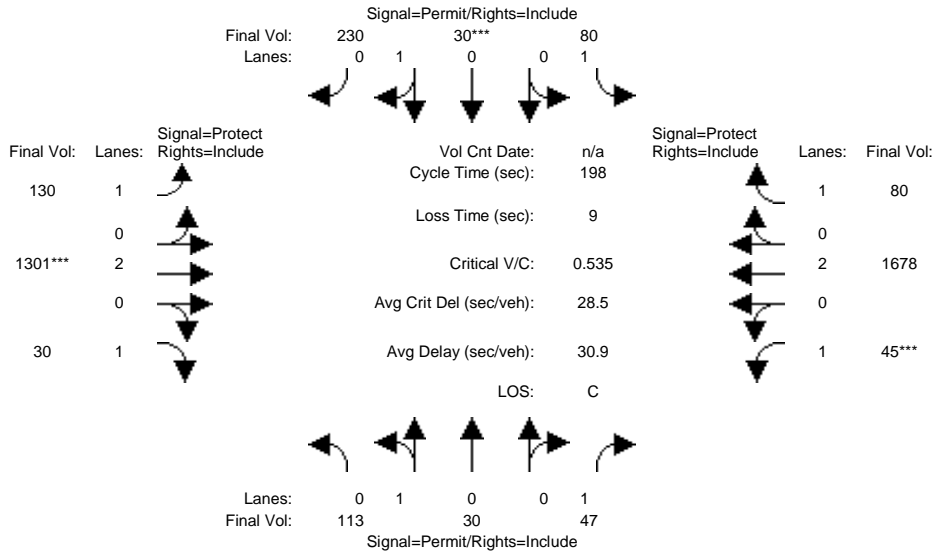
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.23	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1388	412	1750	1750	208	1592	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.14	0.14	0.07	0.33	0.01	0.02	0.43	0.05
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.40	0.40	0.13	0.25	0.80	0.80	0.65	0.46	0.02	0.40	0.65	0.07
Delay/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.5	8.4	98.1	21.5	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.5	8.4	98.1	21.5	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2k95thQ:	15	15	5	9	31	31	16	29	1	5	47	4

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill 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:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1250	10	40	1610	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1250	10	40	1610	80
Added Vol:	23	0	7	0	0	0	0	51	20	5	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	30	47	80	30	230	130	1301	30	45	1678	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	30	47	80	30	230	130	1301	30	45	1678	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	30	47	80	30	230	130	1301	30	45	1678	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	30	47	80	30	230	130	1301	30	45	1678	80

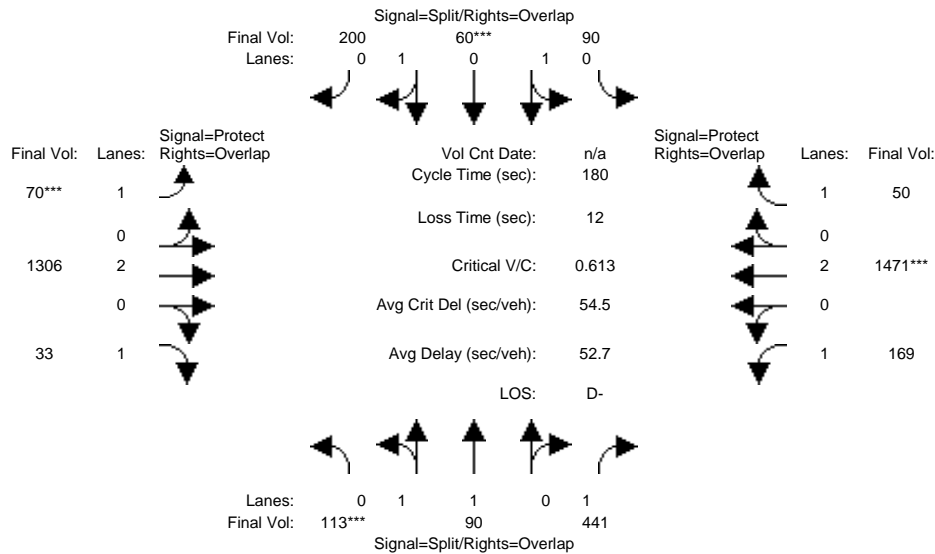
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.79	0.21	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1422	378	1750	1750	208	1592	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.14	0.14	0.07	0.34	0.02	0.03	0.44	0.05
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.44	0.44	0.15	0.25	0.80	0.80	0.65	0.48	0.02	0.45	0.67	0.07
Delay/Veh:	77.5	77.5	72.6	74.2	95.3	95.3	96.7	12.7	8.4	99.0	22.1	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	77.5	72.6	74.2	95.3	95.3	96.7	12.7	8.4	99.0	22.1	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2k95thQ:	16	16	5	9	31	31	16	30	1	6	50	4

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	160	1460	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	160	1460	50
Added Vol:	3	0	11	0	0	0	0	6	3	9	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	90	441	90	60	200	70	1306	33	169	1471	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	90	441	90	60	200	70	1306	33	169	1471	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	90	441	90	60	200	70	1306	33	169	1471	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	90	441	90	60	200	70	1306	33	169	1471	50

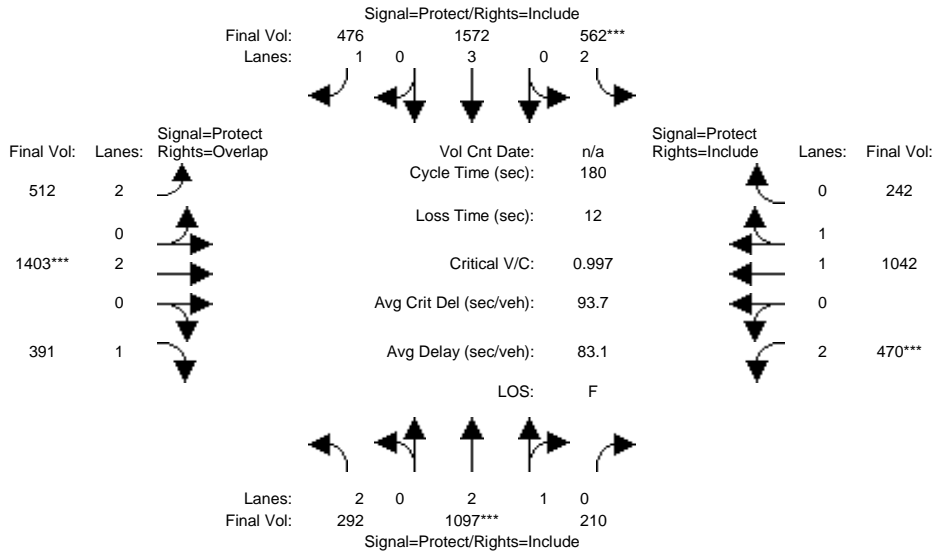
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.25	0.08	0.08	0.11	0.04	0.34	0.02	0.10	0.39	0.03
Crit Moves:	***			****			****			****		
Green Time:	37.3	37.3	60.1	29.1	29.1	48.8	19.7	90.6	127.8	22.9	93.8	122.8
Volume/Cap:	0.31	0.23	0.75	0.52	0.52	0.41	0.37	0.68	0.03	0.76	0.74	0.04
Delay/Veh:	64.8	63.5	62.4	74.3	74.3	57.7	80.5	46.0	13.9	95.1	47.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	63.5	62.4	74.3	74.3	57.7	80.5	46.0	13.9	95.1	47.1	15.9
LOS by Move:	E	E	E	E	E	E+	F	D	B	F	D	B
HCM2k95thQ:	12	8	42	16	16	18	8	51	2	18	55	3

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Added Vol:	2	17	0	12	22	16	12	3	1	0	2	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1097	210	562	1572	476	512	1403	391	470	1042	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	1097	210	562	1572	476	512	1403	391	470	1042	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1097	210	562	1572	476	512	1403	391	470	1042	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	1097	210	562	1572	476	512	1403	391	470	1042	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.50	0.50	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4699	900	3150	5700	1750	3150	3800	1750	3150	3002	697

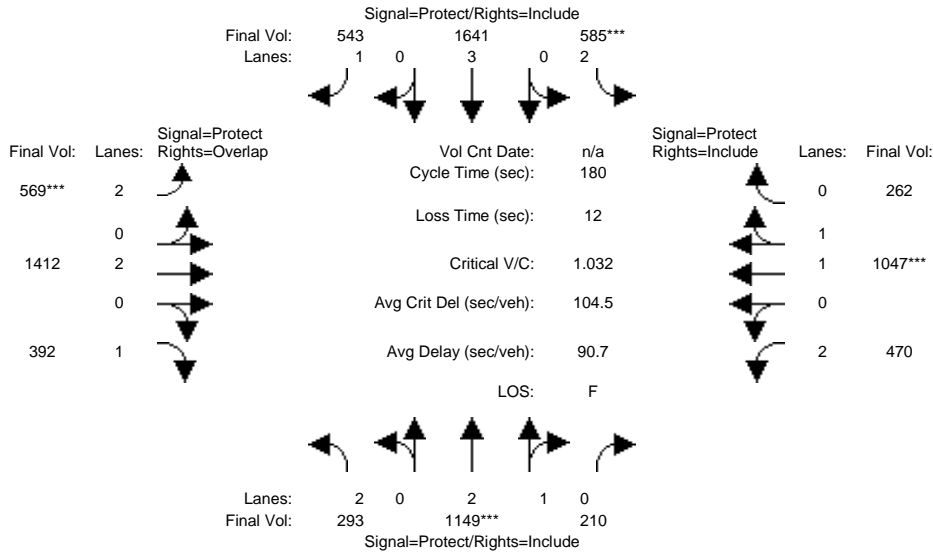
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.18	0.28	0.27	0.16	0.37	0.22	0.15	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	18.7	42.2	42.2	32.2	55.7	55.7	29.9	66.7	85.4	26.9	63.8	63.8
Volume/Cap:	0.89	1.00	1.00	1.00	0.89	0.88	0.98	1.00	0.47	1.00	0.98	0.98
Delay/Veh:	104.5	92.9	92.9	110.8	65.5	74.3	108.8	79.7	32.4	117.0	77.6	77.6
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:	104.5	92.9	92.9	110.8	65.5	74.3	108.8	79.7	32.4	117.0	77.6	77.6
LOS by Move:	F	F	F	F	E	E	F	E-	C-	F	E-	E-
HCM2k95thQ:	22	48	48	35	46	45	32	65	26	31	63	63

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Added Vol:	3	69	0	35	91	83	69	12	2	0	7	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1149	210	585	1641	543	569	1412	392	470	1047	262

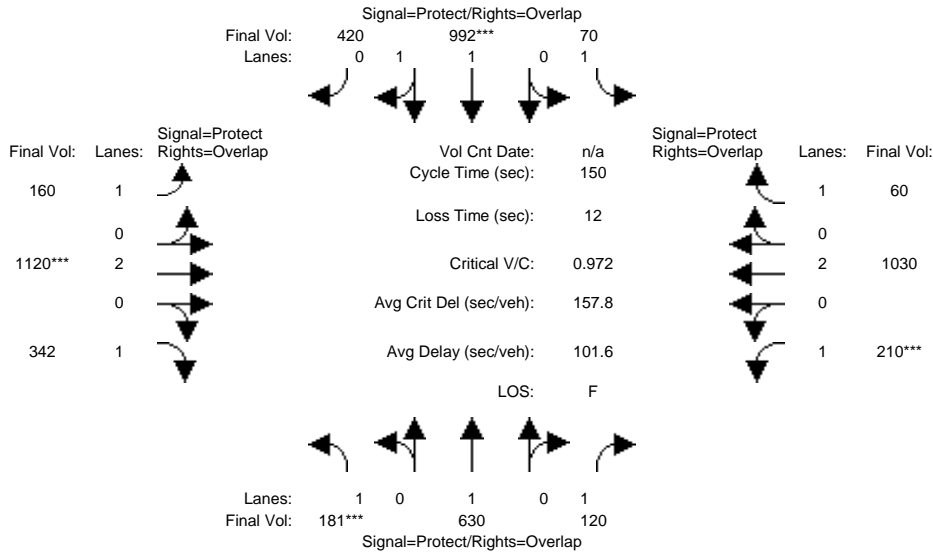
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.52	0.48	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3150	4734	865	3150	5700	1750	3150	3800	1750	3150	2959	740

Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.19	0.29	0.31	0.18	0.37	0.22	0.15	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	17.2	42.3	42.3	32.4	57.5	57.5	31.5	66.5	83.8	26.7	61.7	61.7
Volume/Cap:	0.97	1.03	1.03	1.03	0.90	0.97	1.03	1.01	0.48	1.01	1.03	1.03
Delay/Veh:	124.9	102	102.1	120.0	65.1	91.1	121.0	82.0	33.6	119.6	92.9	92.9
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:	124.9	102	102.1	120.0	65.1	91.1	121.0	82.0	33.6	119.6	92.9	92.9
LOS by Move:	F	F	F	F	E	F	F	F	C-	F	F	F
HCM2k95thQ:	24	51	51	37	47	54	36	66	27	32	67	67

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
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Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	180	630	120	70	990	420	160	1110	340	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	120	70	990	420	160	1110	340	210	1020	60
Added Vol:	1	0	0	0	2	0	0	10	2	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	630	120	70	992	420	160	1120	342	210	1030	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	630	120	70	992	420	160	1120	342	210	1030	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	630	120	70	992	420	160	1120	342	210	1030	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	630	120	70	992	420	160	1120	342	210	1030	60

Saturation 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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2599	1100	1750	3800	1750	1750	3800	1750

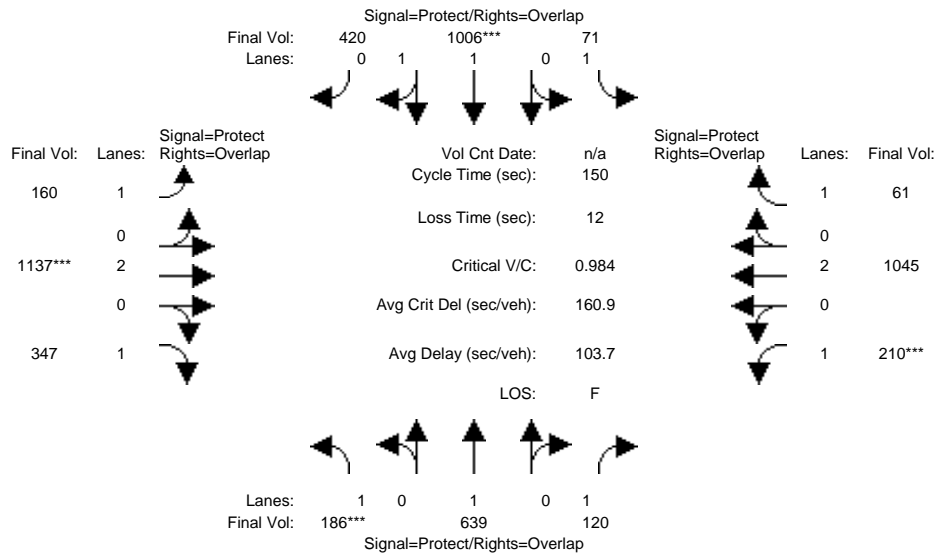
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.07	0.04	0.38	0.38	0.09	0.29	0.20	0.12	0.27	0.03
Crit Moves:	***				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.99	0.15	0.43	1.41	0.97	0.74	0.80	0.37	0.93	0.72	0.07
Delay/Veh:	71.0	88.2	25.2	71.3	247	64.1	87.7	66.6	39.7	116.4	62.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	88.2	25.2	71.3	247	64.1	87.7	66.6	39.7	116.4	62.4	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2k95thQ:	19	58	7	7	90	53	16	44	27	23	40	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	180	630	120	70	990	420	160	1110	340	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	120	70	990	420	160	1110	340	210	1020	60
Added Vol:	6	9	0	1	16	0	0	27	7	0	25	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	639	120	71	1006	420	160	1137	347	210	1045	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	639	120	71	1006	420	160	1137	347	210	1045	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	639	120	71	1006	420	160	1137	347	210	1045	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	639	120	71	1006	420	160	1137	347	210	1045	61

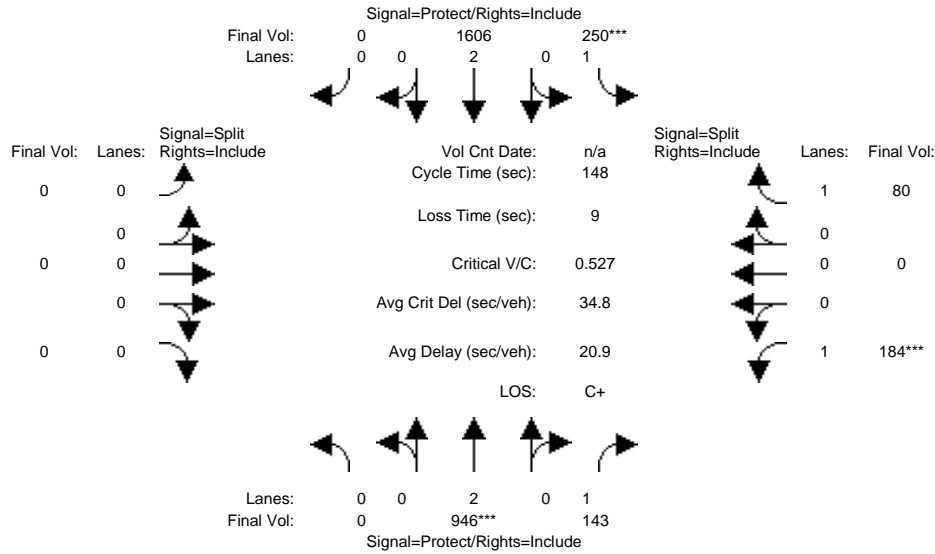
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2609	1089	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.07	0.04	0.39	0.39	0.09	0.30	0.20	0.12	0.28	0.03
Crit Moves:	***				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.69	1.01	0.15	0.44	1.42	0.98	0.74	0.81	0.38	0.93	0.73	0.07
Delay/Veh:	72.1	92.0	25.2	71.4	254	66.3	87.7	67.4	39.9	116.4	62.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	92.0	25.2	71.4	254	66.3	87.7	67.4	39.9	116.4	62.9	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2k95thQ:	19	60	7	7	92	54	16	45	27	23	41	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	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	940	140	250	1600	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	140	250	1600	0	0	0	0	180	0	80
Added Vol:	0	6	3	0	6	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	946	143	250	1606	0	0	0	0	184	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	946	143	250	1606	0	0	0	0	184	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	946	143	250	1606	0	0	0	0	184	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	946	143	250	1606	0	0	0	0	184	0	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

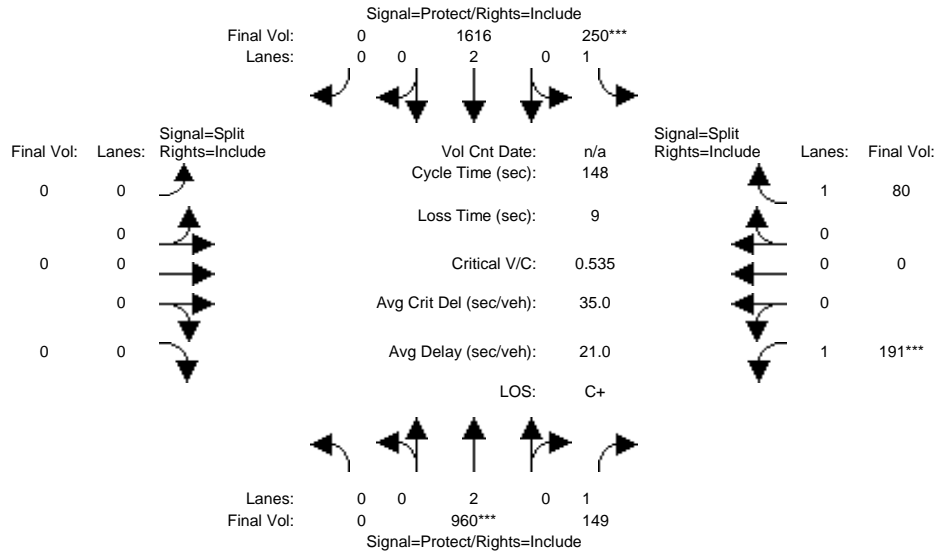
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.14	0.42	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.83	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.26
Delay/Veh:	0.0	17.5	14.3	80.2	7.8	0.0	0.0	0.0	0.0	62.2	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.3	80.2	7.8	0.0	0.0	0.0	0.0	62.2	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2k95thQ:	0	21	6	26	27	0	0	0	0	17	0	7

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	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	940	140	250	1600	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	140	250	1600	0	0	0	0	180	0	80
Added Vol:	0	20	9	0	16	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	960	149	250	1616	0	0	0	0	191	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	960	149	250	1616	0	0	0	0	191	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	960	149	250	1616	0	0	0	0	191	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	960	149	250	1616	0	0	0	0	191	0	80

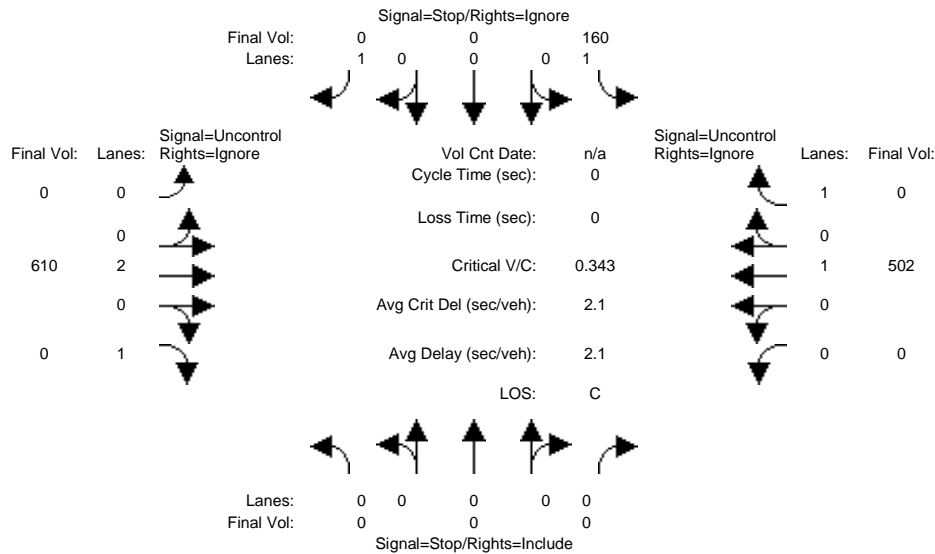
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.43	0.14	0.83	0.56	0.00	0.00	0.00	0.00	0.61	0.00	0.26
Delay/Veh:	0.0	17.6	14.3	80.2	7.8	0.0	0.0	0.0	0.0	63.0	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	14.3	80.2	7.8	0.0	0.0	0.0	0.0	63.0	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2k95thQ:	0	21	6	26	27	0	0	0	0	18	0	7

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2035 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps	Alpine Road
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R
	L - T - R	L - T - R

Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	610	210	0	502	561
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	610	0	0	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	610	0	0	502	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	807	xxxx	502	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	321	331	xxxxx	466	331	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

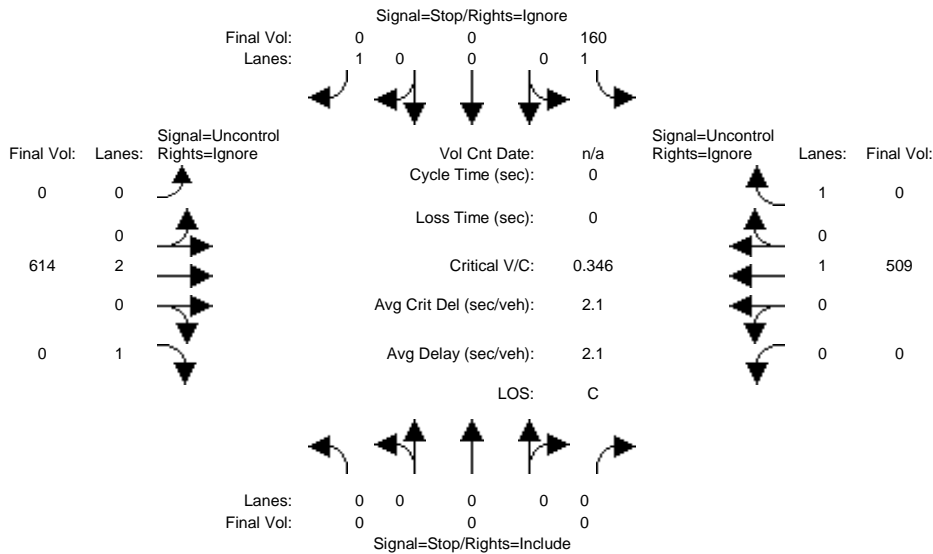
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.7			xxxxxx			xxxxxx		
ApproachLOS:		*		C				*			*	

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
SJ15-1585
Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name: I-280 SB Ramps Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	I-280 SB Ramps			Alpine Road			Alpine Road			Alpine Road		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	550
Added Vol:	0	0	0	0	0	0	0	4	0	0	9	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	614	210	0	509	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	614	0	0	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	614	0	0	509	0

Critical Gap Module:	I-280 SB Ramps			Alpine Road			Alpine Road			Alpine Road		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

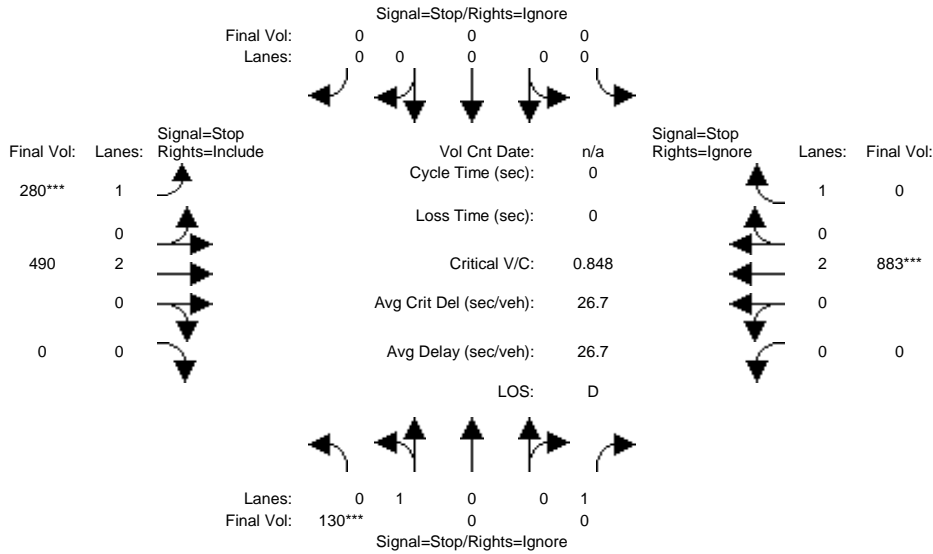
Capacity Module:	I-280 SB Ramps			Alpine Road			Alpine Road			Alpine Road		
Cnflct Vol:	xxxx	xxxx	xxxxx	816	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	349	xxxx	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	349	xxxx	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	318	328	xxxxx	462	328	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	I-280 SB Ramps			Alpine Road			Alpine Road			Alpine Road		
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.9			xxxxxx			xxxxxx		
ApproachLOS:		*		C			*			*		

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)

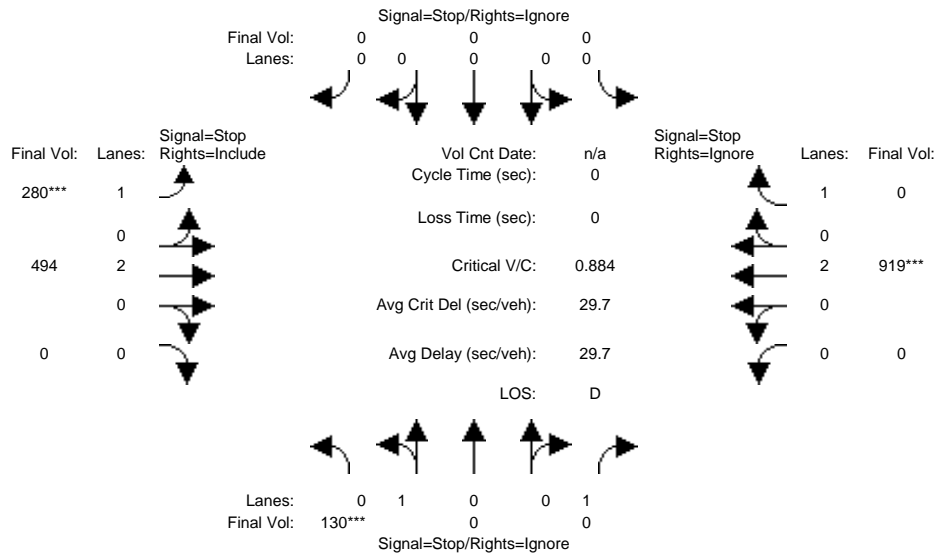


Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	870	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	870	430
Added Vol:	0	0	9	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	269	0	0	0	280	490	0	0	883	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	490	0	0	883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	490	0	0	883	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	490	0	0	883	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	410	0	471	0	0	0	470	1003	0	0	1042	566
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.49	xxxx	xxxx	0.85	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.4	16.1	0.0	0.0	36.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.4	16.1	0.0	0.0	36.4	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.7			xxxxxx			17.7				36.4	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	14.7			xxxxxx			17.7				36.4	
LOS by Appr:	B			*			C				E	
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.9	0.0	0.0	3.9	0.0

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 with Project PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	870	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	870	430
Added Vol:	0	0	31	0	0	0	0	4	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	291	0	0	0	280	494	0	0	919	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	494	0	0	919	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	494	0	0	919	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	494	0	0	919	0

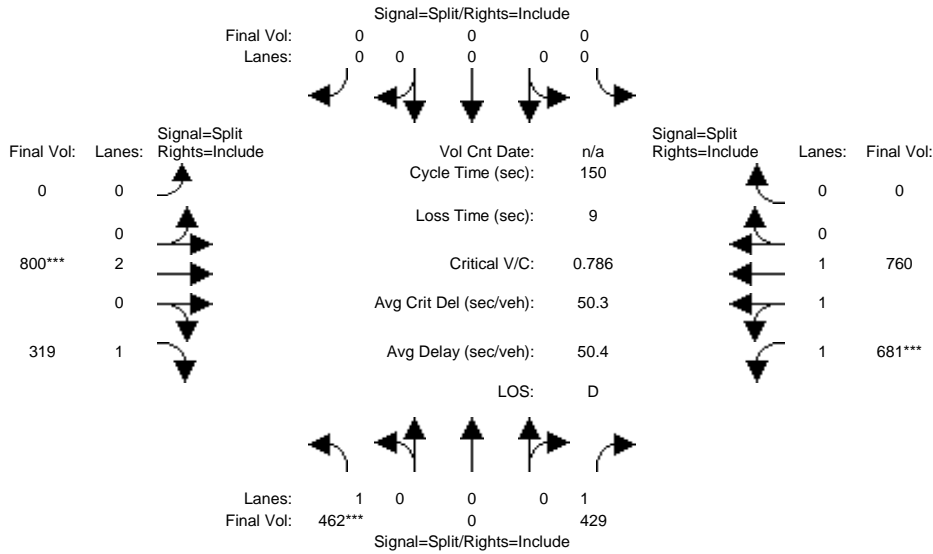
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	409	0	471	0	0	0	467	994	0	0	1039	564

Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.50	xxxx	xxxx	0.88	0.00
Crit Moves:	****						****			****		
Delay/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.8	16.4	0.0	0.0	41.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.8	16.4	0.0	0.0	41.6	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.8			xxxxxx			18.0			41.6		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	14.8			xxxxxx			18.0			41.6		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	0.0	4.6	0.0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	450	0	410	0	0	0	0	800	310	670	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	410	0	0	0	0	800	310	670	760	0
Added Vol:	12	0	19	0	0	0	0	0	9	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	0	429	0	0	0	0	800	319	681	760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	0	429	0	0	0	0	800	319	681	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	0	429	0	0	0	0	800	319	681	760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	462	0	429	0	0	0	0	800	319	681	760	0

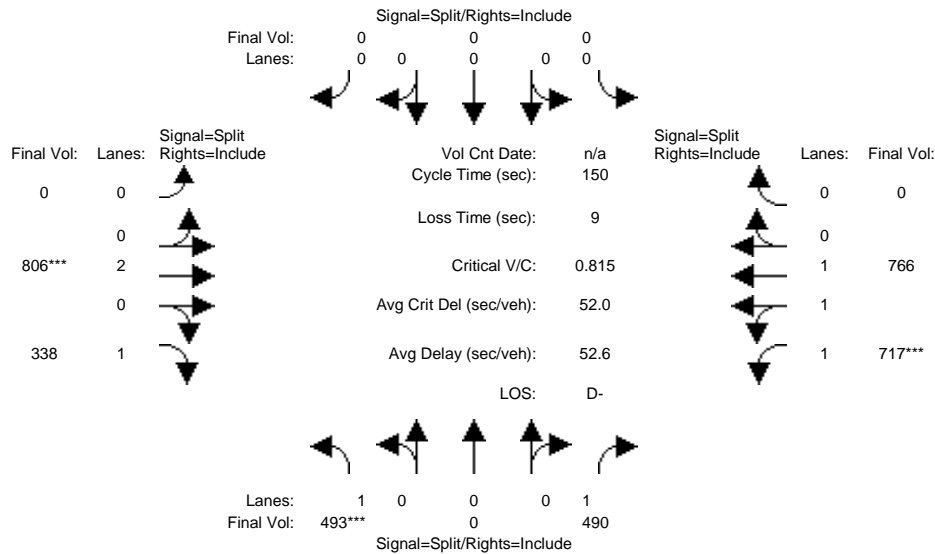
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.46	1.54	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2574	2872	0

Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.25	0.00	0.00	0.00	0.00	0.21	0.18	0.26	0.26	0.00
Crit Moves:	***							***		***		
Green Time:	50.4	0.0	50.4	0.0	0.0	0.0	0.0	40.2	40.2	50.5	50.5	0.0
Volume/Cap:	0.79	0.00	0.73	0.00	0.00	0.00	0.00	0.79	0.68	0.79	0.79	0.00
Delay/Veh:	51.9	0.0	48.5	0.0	0.0	0.0	0.0	55.1	53.2	47.2	47.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	0.0	48.5	0.0	0.0	0.0	0.0	55.1	53.2	47.2	47.2	0.0
LOS by Move:	D-	A	D	A	A	A	A	E+	D-	D	D	A
HCM2k95thQ:	34	0	31	0	0	0	0	32	26	35	35	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	450	0	410	0	0	0	0	800	310	670	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	410	0	0	0	0	800	310	670	760	0
Added Vol:	43	0	80	0	0	0	0	6	28	47	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	493	0	490	0	0	0	0	806	338	717	766	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	0	490	0	0	0	0	806	338	717	766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	0	490	0	0	0	0	806	338	717	766	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	493	0	490	0	0	0	0	806	338	717	766	0

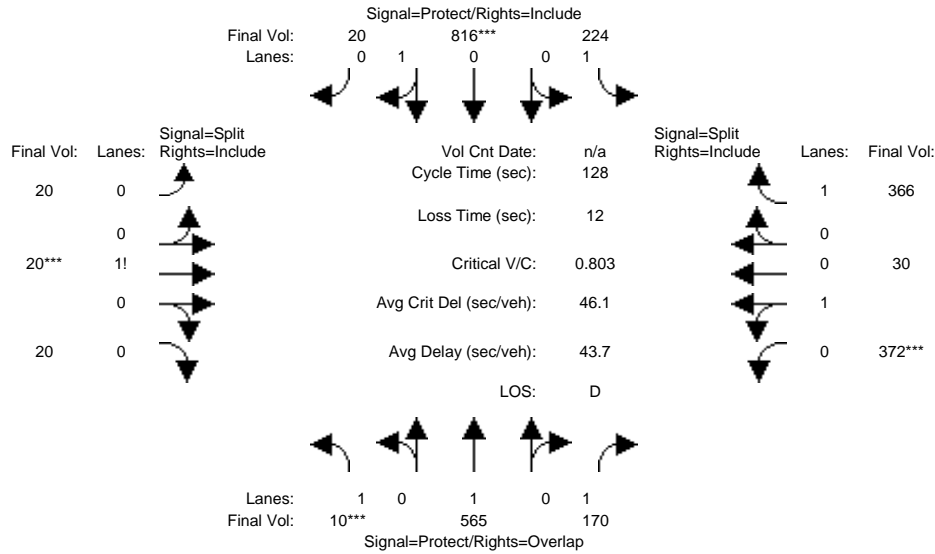
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.49	1.51	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2633	2813	0

Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.21	0.19	0.27	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	51.8	0.0	51.8	0.0	0.0	0.0	0.0	39.0	39.0	50.1	50.1	0.0
Volume/Cap:	0.82	0.00	0.81	0.00	0.00	0.00	0.00	0.82	0.74	0.82	0.82	0.00
Delay/Veh:	53.1	0.0	52.7	0.0	0.0	0.0	0.0	57.4	57.3	48.7	48.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.0	52.7	0.0	0.0	0.0	0.0	57.4	57.3	48.7	48.7	0.0
LOS by Move:	D-	A	D-	A	A	A	A	E+	E+	D	D	A
HCM2k95thQ:	37	0	36	0	0	0	0	33	29	36	36	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	560	170	210	810	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	560	170	210	810	20	20	20	20	370	30	340
Added Vol:	0	5	0	14	6	0	0	0	0	2	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	565	170	224	816	20	20	20	20	372	30	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:	10	565	170	224	816	20	20	20	20	372	30	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	565	170	224	816	20	20	20	20	372	30	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
Final Volume:	10	565	170	224	816	20	20	20	20	372	30	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	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1757	43	583	583	583	1666	134	1750

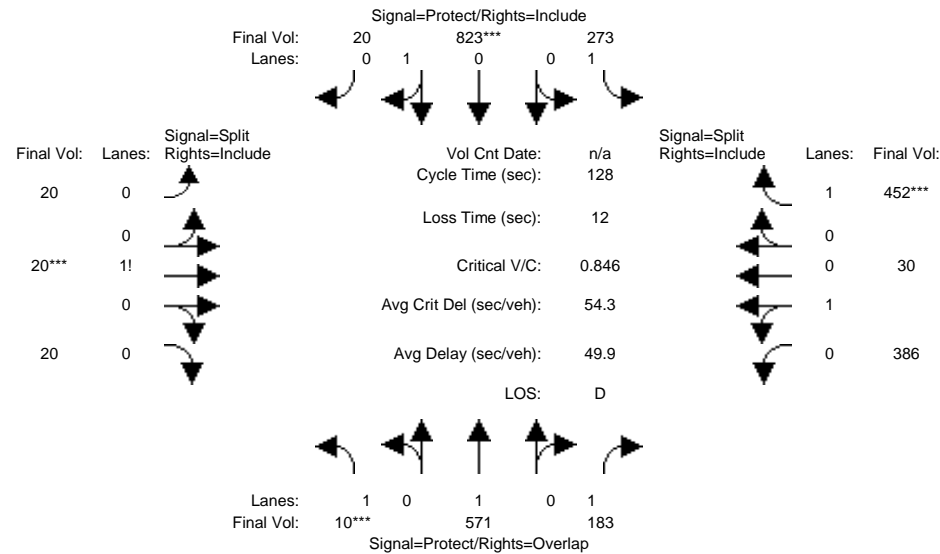
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.10	0.13	0.46	0.46	0.03	0.03	0.03	0.22	0.22	0.21
Crit Moves:	***				****			****		****		
Green Time:	8.0	52.8	85.3	22.7	67.5	67.5	8.0	8.0	8.0	32.5	32.5	32.5
Volume/Cap:	0.09	0.72	0.15	0.72	0.88	0.88	0.55	0.55	0.55	0.88	0.88	0.82
Delay/Veh:	56.9	34.7	8.0	57.7	36.2	36.2	64.0	64.0	64.0	63.6	63.6	57.0
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:	56.9	34.7	8.0	57.7	36.2	36.2	64.0	64.0	64.0	63.6	63.6	57.0
LOS by Move:	E+	C-	A	E+	D+	D+	E	E	E	E	E	E+
HCM2k95thQ:	1	31	5	17	52	52	7	7	7	32	32	29

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	560	170	210	810	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	560	170	210	810	20	20	20	20	370	30	340
Added Vol:	0	11	13	63	13	0	0	0	0	16	0	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	571	183	273	823	20	20	20	20	386	30	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	571	183	273	823	20	20	20	20	386	30	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	571	183	273	823	20	20	20	20	386	30	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	571	183	273	823	20	20	20	20	386	30	452

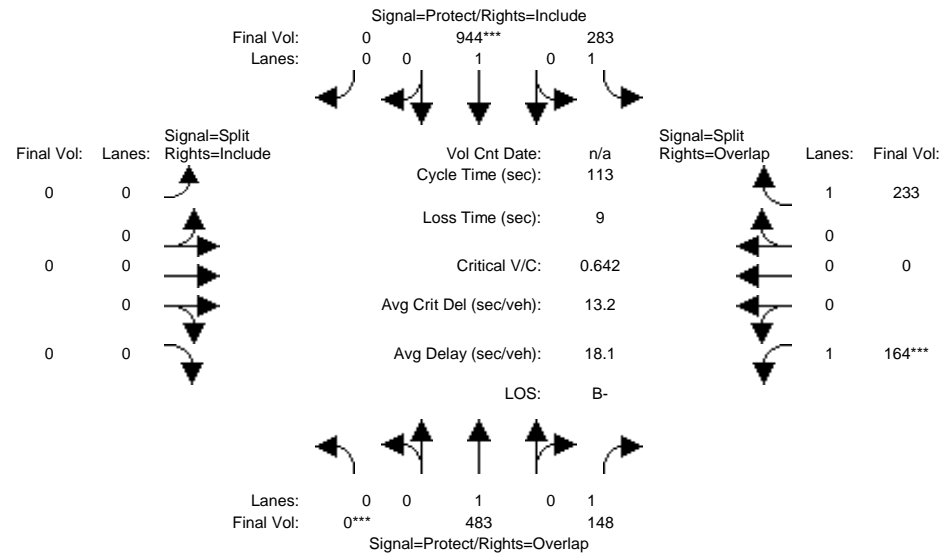
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1757	43	583	583	583	1670	130	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.30	0.10	0.16	0.47	0.47	0.03	0.03	0.03	0.23	0.23	0.26
Crit Moves:	***			****			****			****		
Green Time:	8.0	47.7	83.2	24.8	64.5	64.5	8.0	8.0	8.0	35.5	35.5	35.5
Volume/Cap:	0.09	0.81	0.16	0.81	0.93	0.93	0.55	0.55	0.55	0.83	0.83	0.93
Delay/Veh:	56.9	42.8	8.8	62.6	45.3	45.3	64.0	64.0	64.0	54.8	54.8	69.6
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:	56.9	42.8	8.8	62.6	45.3	45.3	64.0	64.0	64.0	54.8	54.8	69.6
LOS by Move:	E+	D	A	E	D	D	E	E	E	D-	D-	E
HCM2k95thQ:	1	34	6	21	57	57	7	7	7	32	32	38

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	480	140	280	940	0	0	0	0	150	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	280	940	0	0	0	0	150	0	230
Added Vol:	0	3	8	3	4	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	148	283	944	0	0	0	0	164	0	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	148	283	944	0	0	0	0	164	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	148	283	944	0	0	0	0	164	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	483	148	283	944	0	0	0	0	164	0	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

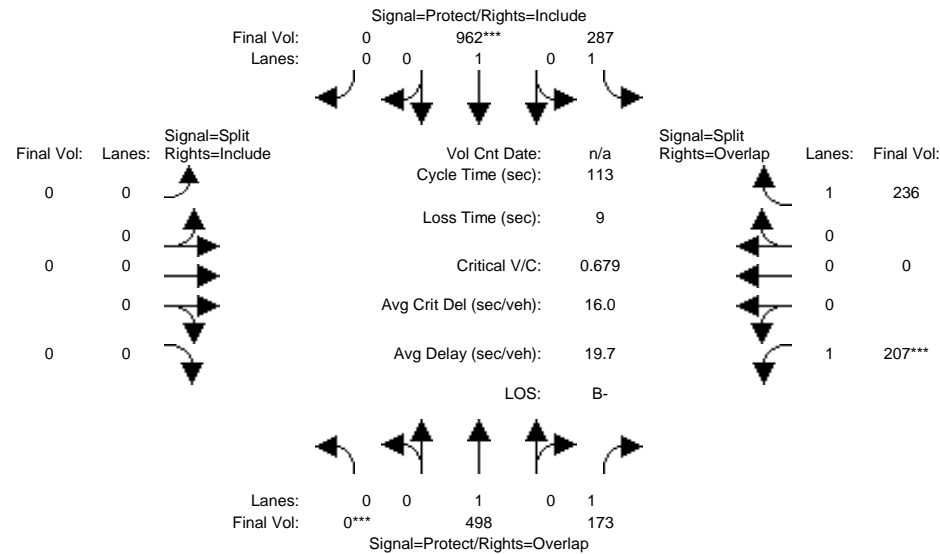
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.16	0.50	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.5	70.0	34.0	87.5	0.0	0.0	0.0	0.0	16.5	0.0	50.5
Volume/Cap:	0.00	0.54	0.14	0.54	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.30
Delay/Veh:	0.0	21.7	9.0	34.0	6.7	0.0	0.0	0.0	0.0	50.9	0.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	9.0	34.0	6.7	0.0	0.0	0.0	0.0	50.9	0.0	20.1
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D	A	C+
HCM2k95thQ:	0	20	4	16	25	0	0	0	0	13	0	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	480	140	280	940	0	0	0	0	150	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	280	940	0	0	0	0	150	0	230
Added Vol:	0	18	33	7	22	0	0	0	0	57	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	173	287	962	0	0	0	0	207	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	173	287	962	0	0	0	0	207	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	173	287	962	0	0	0	0	207	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	498	173	287	962	0	0	0	0	207	0	236

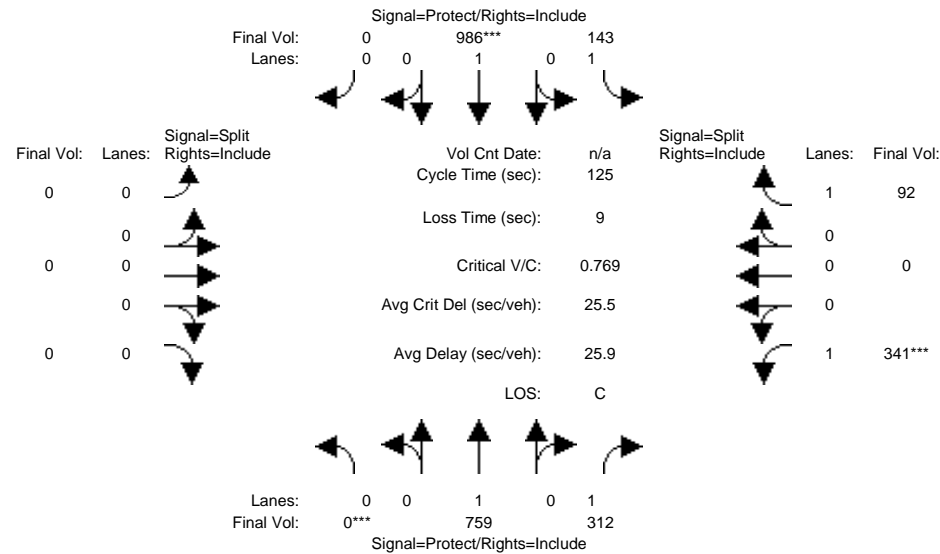
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.10	0.16	0.51	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	51.9	71.6	32.4	84.3	0.0	0.0	0.0	0.0	19.7	0.0	52.1
Volume/Cap:	0.00	0.57	0.16	0.57	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.29
Delay/Veh:	0.0	23.3	8.5	35.9	8.7	0.0	0.0	0.0	0.0	49.7	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	8.5	35.9	8.7	0.0	0.0	0.0	0.0	49.7	0.0	19.1
LOS by Move:	A	C	A	D+	A	A	A	A	A	D	A	B-
HCM2k95thQ:	0	22	5	16	28	0	0	0	0	16	0	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	750	260	140	970	0	0	0	0	290	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	260	140	970	0	0	0	0	290	0	90
Added Vol:	0	9	52	3	16	0	0	0	0	51	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	759	312	143	986	0	0	0	0	341	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	759	312	143	986	0	0	0	0	341	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	759	312	143	986	0	0	0	0	341	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	759	312	143	986	0	0	0	0	341	0	92

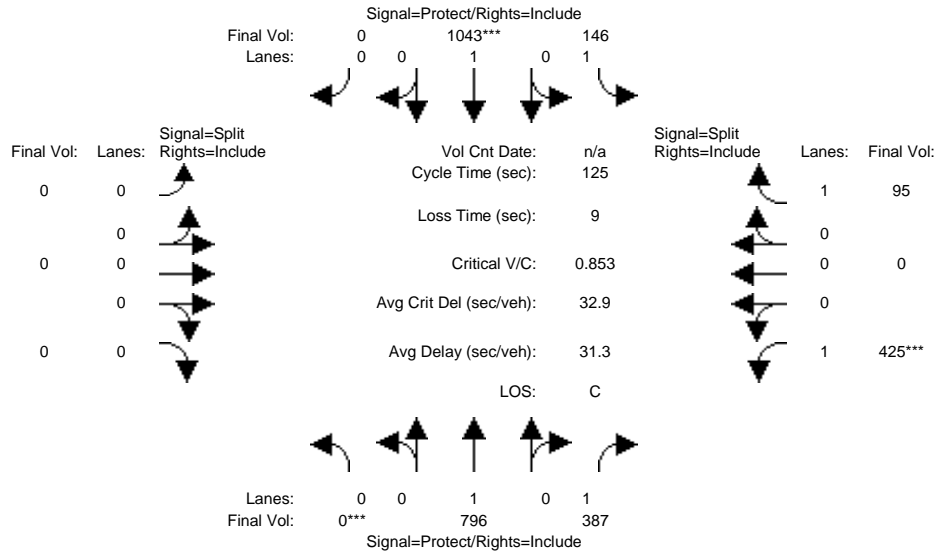
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.18	0.08	0.52	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	***				****					****		
Green Time:	0.0	70.0	70.0	14.3	84.3	0.0	0.0	0.0	0.0	31.7	0.0	31.7
Volume/Cap:	0.00	0.71	0.32	0.71	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.21
Delay/Veh:	0.0	22.4	14.9	64.8	16.7	0.0	0.0	0.0	0.0	51.3	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	22.4	14.9	64.8	16.7	0.0	0.0	0.0	0.0	51.3	0.0	37.0
LOS by Move:	A	C+	B	E	B	A	A	A	A	D-	A	D+
HCM2k95thQ:	0	35	13	11	42	0	0	0	0	26	0	6

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford 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:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	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	750	260	140	970	0	0	0	0	290	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	260	140	970	0	0	0	0	290	0	90
Added Vol:	0	46	127	6	73	0	0	0	0	135	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	796	387	146	1043	0	0	0	0	425	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	387	146	1043	0	0	0	0	425	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	387	146	1043	0	0	0	0	425	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	796	387	146	1043	0	0	0	0	425	0	95

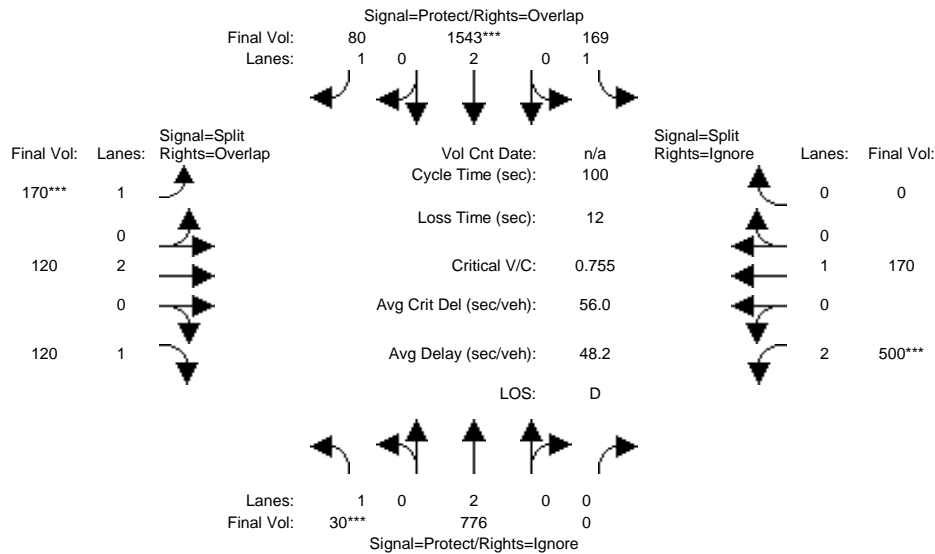
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.22	0.08	0.55	0.00	0.00	0.00	0.00	0.24	0.00	0.05
Crit Moves:	***				****					****		
Green Time:	0.0	67.1	67.1	13.4	80.4	0.0	0.0	0.0	0.0	35.6	0.0	35.6
Volume/Cap:	0.00	0.78	0.41	0.78	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.19
Delay/Veh:	0.0	27.1	17.5	73.2	23.6	0.0	0.0	0.0	0.0	55.6	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	17.5	73.2	23.6	0.0	0.0	0.0	0.0	55.6	0.0	34.0
LOS by Move:	A	C	B	E	C	A	A	A	A	E+	A	C-
HCM2k95thQ:	0	40	17	12	51	0	0	0	0	33	0	6

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	770	0	160	1530	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	770	0	160	1530	80	170	120	120	500	170	0
Added Vol:	0	6	0	9	13	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	776	0	169	1543	80	170	120	120	500	170	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	776	0	169	1543	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	776	0	169	1543	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	776	0	169	1543	80	170	120	120	500	170	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

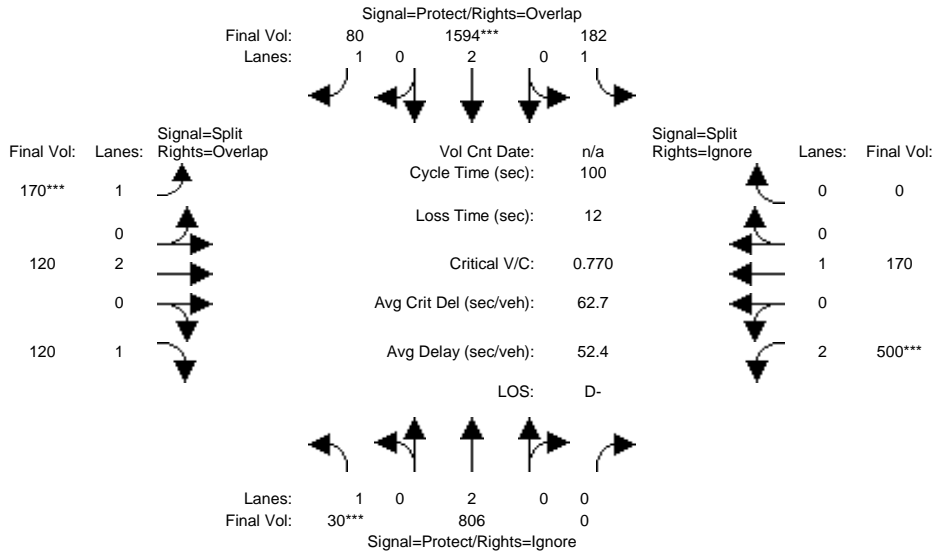
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.00	0.10	0.41	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	***			****			****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.62	0.00	0.50	1.01	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	47.5	34.7	0.0	44.1	60.1	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	34.7	0.0	44.1	60.1	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C-	A	D	E	B	E+	D	D+	D	D	A
HCM2k95thQ:	2	21	0	11	46	3	14	4	7	20	11	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	770	0	160	1530	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	770	0	160	1530	80	170	120	120	500	170	0
Added Vol:	0	36	0	22	64	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	806	0	182	1594	80	170	120	120	500	170	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	806	0	182	1594	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	806	0	182	1594	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	806	0	182	1594	80	170	120	120	500	170	0

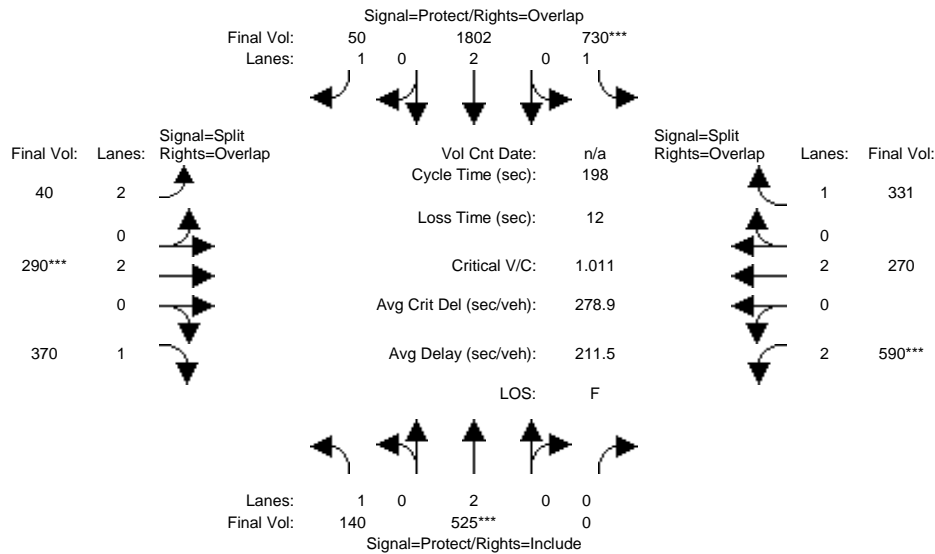
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.10	0.42	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	***			****			****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.65	0.00	0.54	1.04	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	47.5	35.3	0.0	45.0	69.6	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	35.3	0.0	45.0	69.6	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	D+	A	D	E	B	E+	D	D+	D	D	A
HCM2k95thQ:	2	22	0	11	50	3	14	4	7	20	11	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	140	520	0	730	1790	50	40	290	370	590	270	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	0	730	1790	50	40	290	370	590	270	330
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	525	0	730	1802	50	40	290	370	590	270	331
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	525	0	730	1802	50	40	290	370	590	270	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	525	0	730	1802	50	40	290	370	590	270	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	525	0	730	1802	50	40	290	370	590	270	331

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

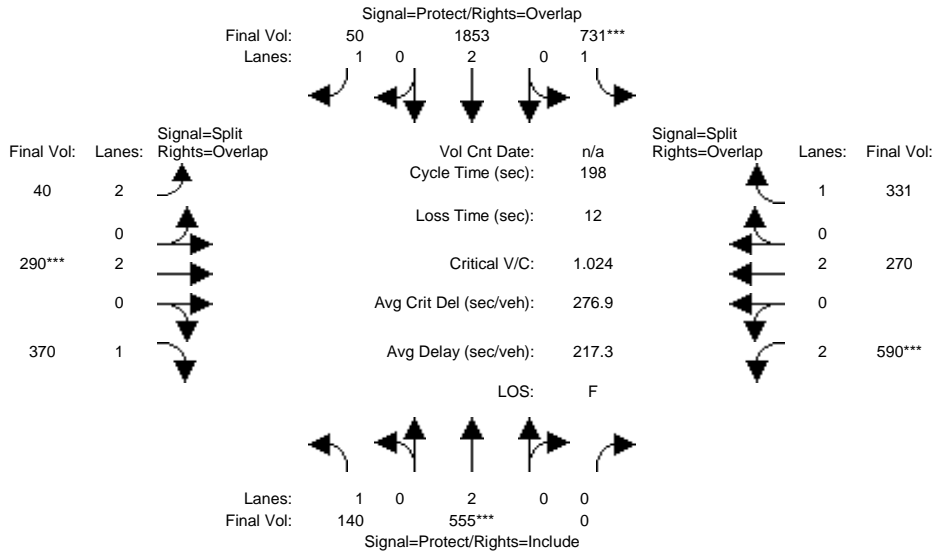
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.42	0.47	0.03	0.02	0.13	0.21	0.27	0.12	0.19
Crit Moves:	****			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.57	0.00	1.96	1.35	0.04	0.06	0.44	0.53	1.38	0.63	0.46
Delay/Veh:	109.7	71.3	0.0	522.8	232	13.7	53.6	61.0	49.3	268.8	80.9	46.1
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:	109.7	71.3	0.0	522.8	232	13.7	53.6	61.0	49.3	268.8	80.9	46.1
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2k95thQ:	18	25	0	143	124	2	2	15	33	54	14	28

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

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 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	140	520	30	730	1790	50	40	290	370	590	270	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	30	730	1790	50	40	290	370	590	270	330
Added Vol:	0	35	0	1	63	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	30	731	1853	50	40	290	370	590	270	331
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	555	0	731	1853	50	40	290	370	590	270	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	555	0	731	1853	50	40	290	370	590	270	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	555	0	731	1853	50	40	290	370	590	270	331

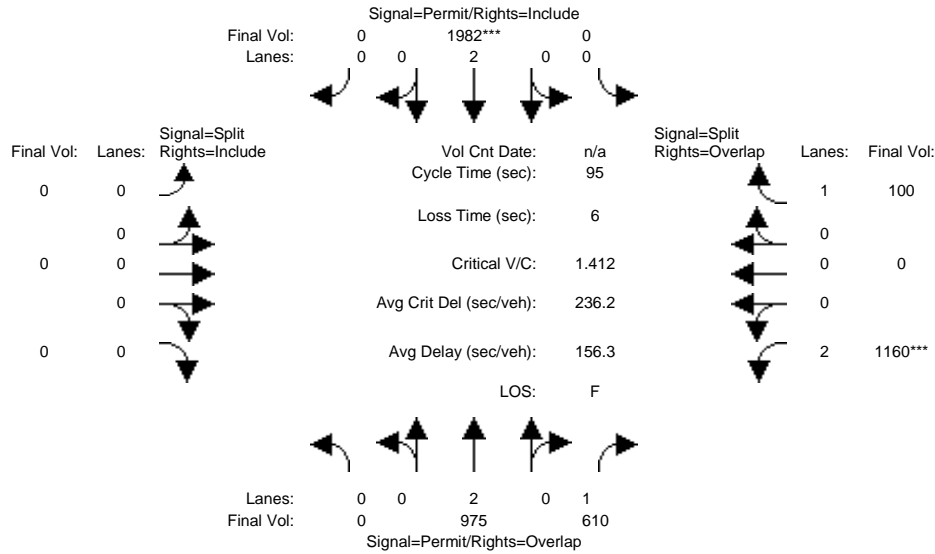
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.15	0.00	0.42	0.49	0.03	0.02	0.13	0.21	0.27	0.12	0.19
Crit Moves:	****			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.62	0.00	1.96	1.39	0.04	0.06	0.44	0.53	1.38	0.63	0.46
Delay/Veh:	109.7	72.7	0.0	524.0	249	13.7	53.6	61.0	49.3	268.8	80.9	46.1
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:	109.7	72.7	0.0	524.0	249	13.7	53.6	61.0	49.3	268.8	80.9	46.1
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2k95thQ:	18	28	0	143	131	2	2	15	33	54	14	27

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	970	610	0	1970	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	970	610	0	1970	0	0	0	0	1160	0	100
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	975	610	0	1982	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	975	610	0	1982	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	975	610	0	1982	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	975	610	0	1982	0	0	0	0	1160	0	100

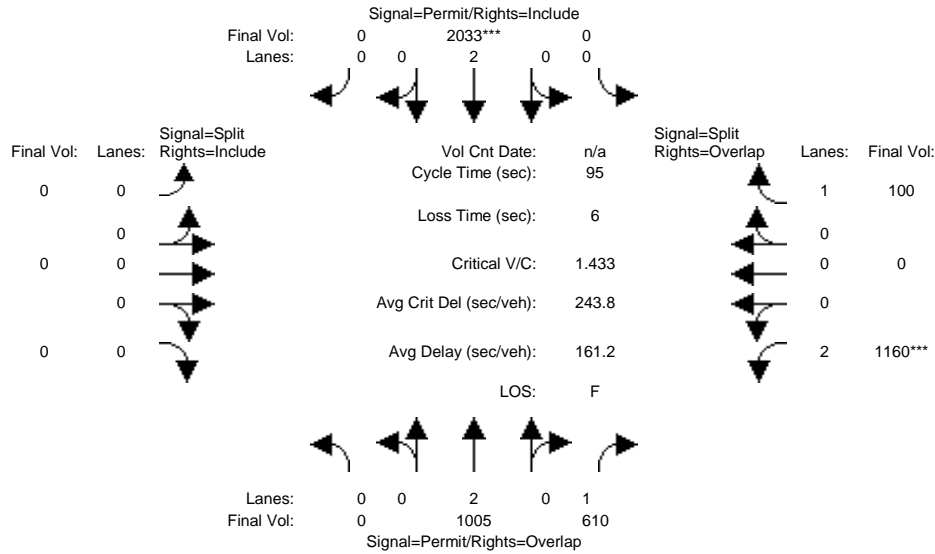
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.78	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.41	0.37	0.00	1.25	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.7	0.4	0.0	157	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.4	0.0	157	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2k95thQ:	0	14	4	0	82	0	0	0	0	87	0	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	970	610	0	1970	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	970	610	0	1970	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1005	610	0	2033	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1005	610	0	2033	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1005	610	0	2033	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1005	610	0	2033	0	0	0	0	1160	0	100

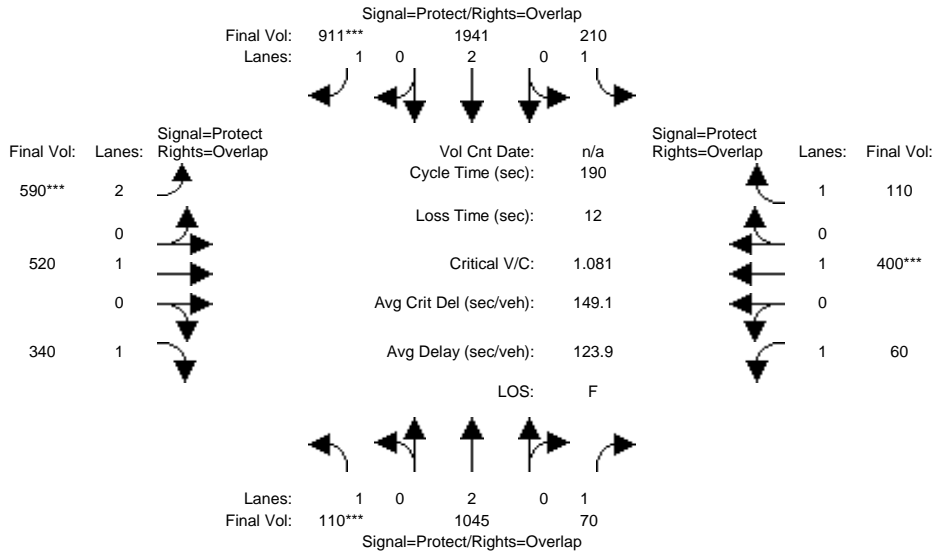
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.80	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.42	0.37	0.00	1.28	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.8	0.4	0.0	171	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.4	0.0	171	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2k95thQ:	0	14	4	0	87	0	0	0	0	87	0	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	1040	70	210	1930	910	590	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1040	70	210	1930	910	590	520	340	60	400	110
Added Vol:	0	5	0	0	11	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1045	70	210	1941	911	590	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1045	70	210	1941	911	590	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1045	70	210	1941	911	590	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1045	70	210	1941	911	590	520	340	60	400	110

Saturation 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

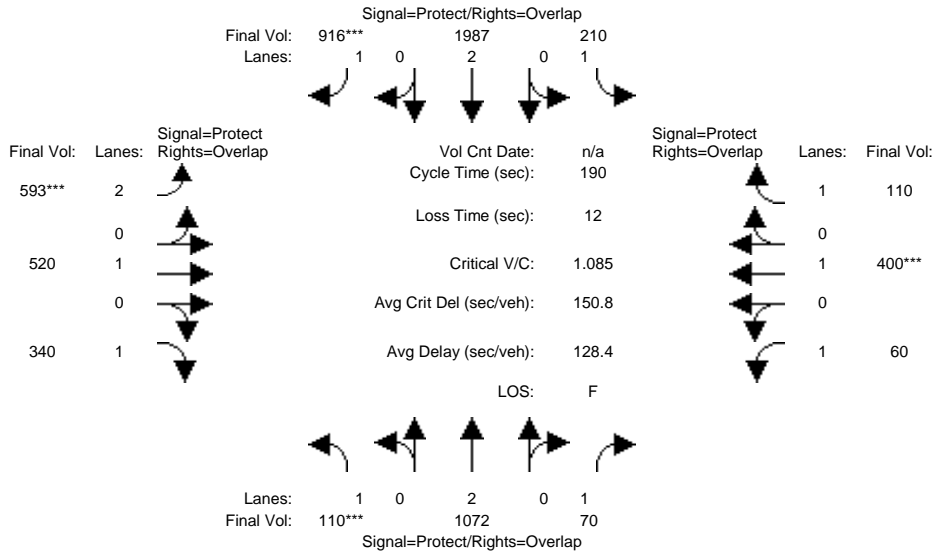
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.51	0.74	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	***					***	***				***	
Green Time:	18.6	70.0	82.8	30.6	82.0	116.4	34.5	65.5	84.1	12.7	43.8	74.3
Volume/Cap:	0.64	0.75	0.09	0.75	1.18	1.21	1.03	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.2	29.0	102.5	177	189.4	129.8	66.9	39.7	95.7	99.9	40.4
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:	96.5	54.2	29.0	102.5	177	189.4	129.8	66.9	39.7	95.7	99.9	40.4
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2k95thQ:	13	42	4	23	112	118	45	48	27	9	44	9

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	1040	70	210	1930	910	590	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1040	70	210	1930	910	590	520	340	60	400	110
Added Vol:	0	32	0	0	57	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1072	70	210	1987	916	593	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1072	70	210	1987	916	593	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1072	70	210	1987	916	593	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1072	70	210	1987	916	593	520	340	60	400	110

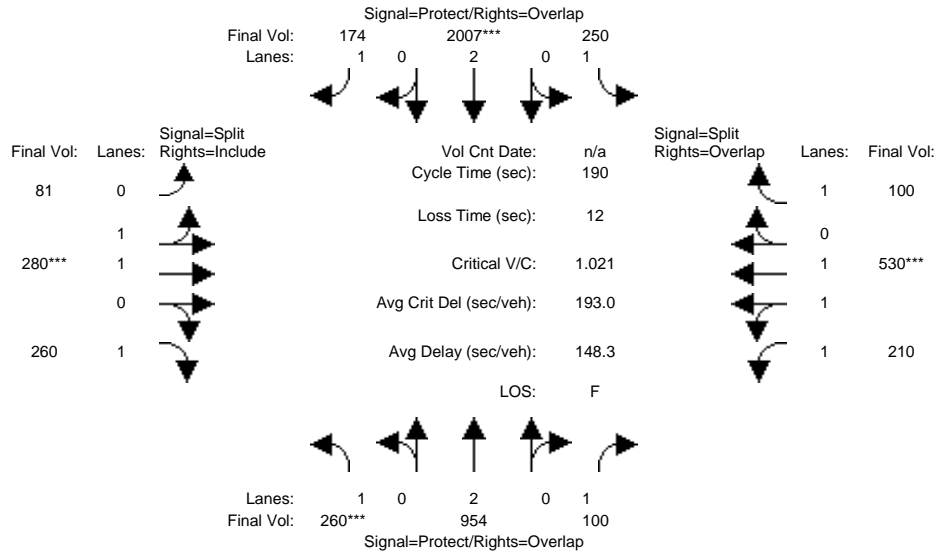
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.52	0.75	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	***					***	***				***	
Green Time:	18.6	70.6	83.3	30.0	82.0	116.4	34.5	65.5	84.1	12.7	43.8	73.8
Volume/Cap:	0.64	0.76	0.09	0.76	1.21	1.22	1.04	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.3	28.6	104.0	189	192.2	131.3	66.9	39.7	95.7	99.9	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:	96.5	54.3	28.6	104.0	189	192.2	131.3	66.9	39.7	95.7	99.9	40.8
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2k95thQ:	13	43	4	23	118	120	45	48	27	9	44	9

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	260	950	100	250	2000	170	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	950	100	250	2000	170	80	280	260	210	530	100
Added Vol:	0	4	0	0	7	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	954	100	250	2007	174	81	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	954	100	250	2007	174	81	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	954	100	250	2007	174	81	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	954	100	250	2007	174	81	280	260	210	530	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	1.54	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	830	2869	1750	1750	2850	1750

Capacity Analysis Module:

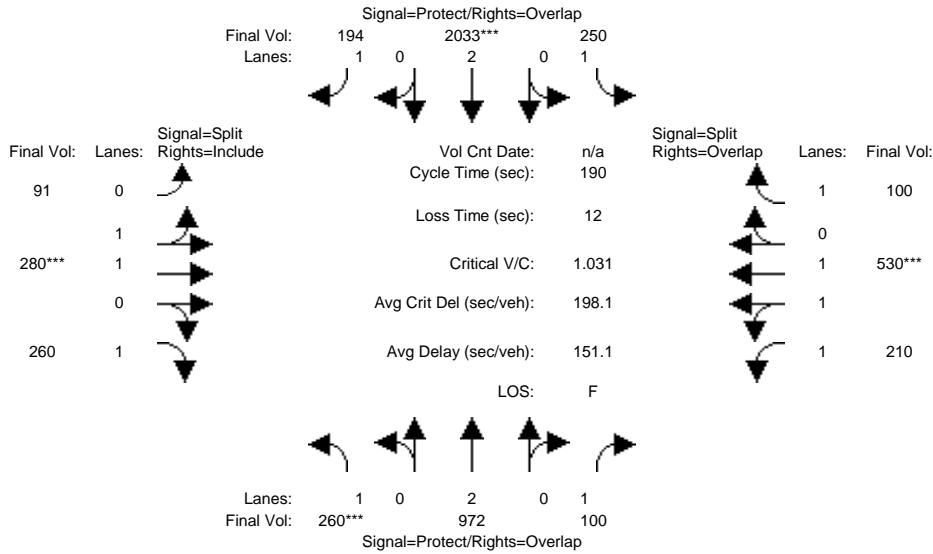
Vol/Sat:	0.15	0.25	0.06	0.14	0.53	0.10	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	***			***			***			***		
Green Time:	24.5	68.6	114.7	26.4	70.5	108.2	37.6	37.6	37.6	46.1	46.1	72.5
Volume/Cap:	1.15	0.70	0.09	1.03	1.42	0.17	0.49	0.49	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	56.6	16.9	152.2	258	20.9	72.5	72.5	85.1	66.1	74.9	41.1
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:	195.9	56.6	16.9	152.2	258	20.9	72.5	72.5	85.1	66.1	74.9	41.1
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2k95thQ:	41	41	5	30	141	10	19	19	30	22	29	8

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	950	100	250	2000	170	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	950	100	250	2000	170	80	280	260	210	530	100
Added Vol:	0	22	0	0	33	24	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	972	100	250	2033	194	91	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	972	100	250	2033	194	91	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	972	100	250	2033	194	91	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	972	100	250	2033	194	91	280	260	210	530	100

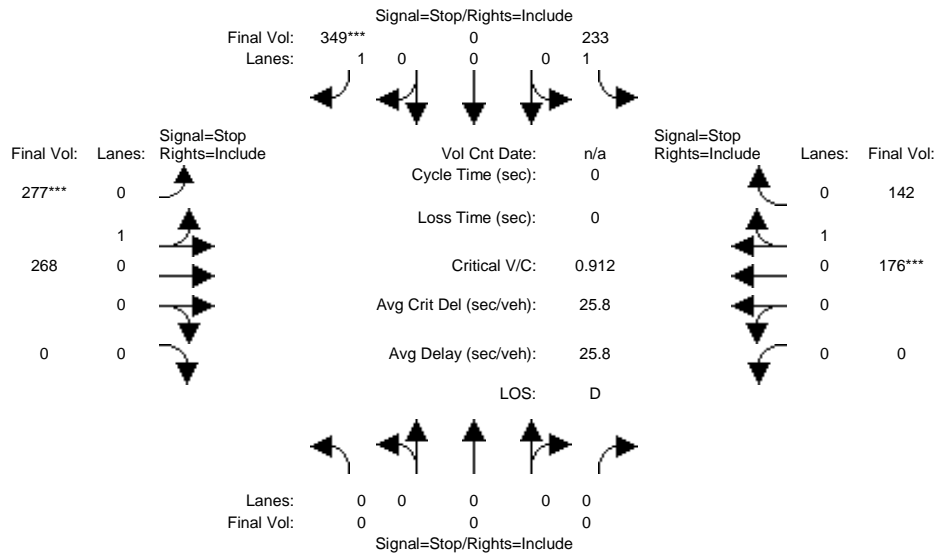
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	1.50	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	907	2792	1750	1750	2850	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.06	0.14	0.54	0.11	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****		****				****	
Green Time:	24.5	68.6	114.7	26.4	70.5	108.2	37.6	37.6	37.6	46.1	46.1	72.5
Volume/Cap:	1.15	0.71	0.09	1.03	1.44	0.19	0.51	0.51	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	57.1	16.9	152.2	266	21.2	72.8	72.8	85.1	66.1	74.9	41.1
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:	195.9	57.1	16.9	152.2	266	21.2	72.8	72.8	85.1	66.1	74.9	41.1
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2k95thQ:	41	42	5	30	145	11	19	19	30	22	29	8

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	3	0	29	27	18	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	349	277	268	0	0	176	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	349	277	268	0	0	176	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	349	277	268	0	0	176	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	349	277	268	0	0	176	142

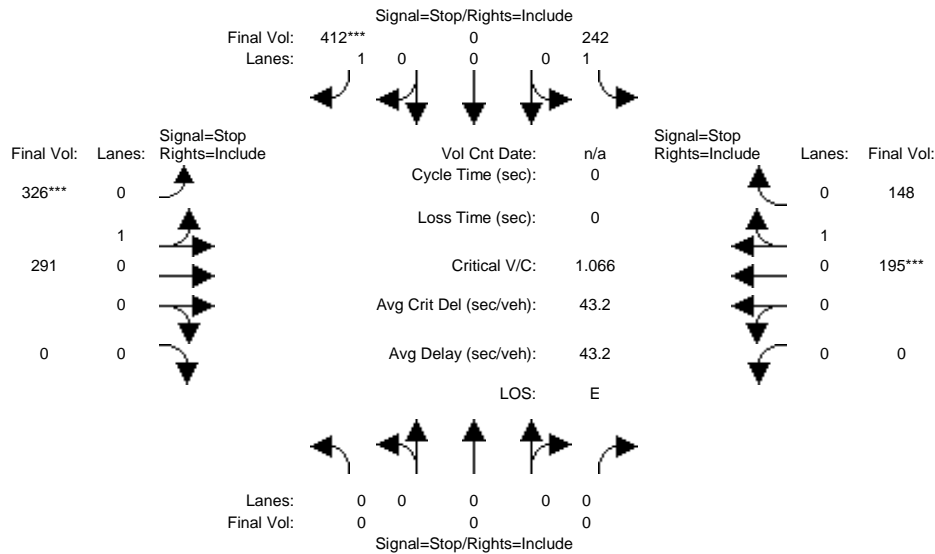
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	489	0	582	304	294	0	0	321	259

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.60	0.91	0.91	xxxx	xxxx	0.55	0.55
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
LOS by Move:	*	*	*	C	*	C	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.5			41.7			15.6		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			41.7			15.6		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	1.3	5.4	5.4	5.4	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2035 with Project PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	12	0	92	76	41	0	0	35	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	412	326	291	0	0	195	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:	0	0	0	242	0	412	326	291	0	0	195	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	0	412	326	291	0	0	195	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:	0	0	0	242	0	412	326	291	0	0	195	148

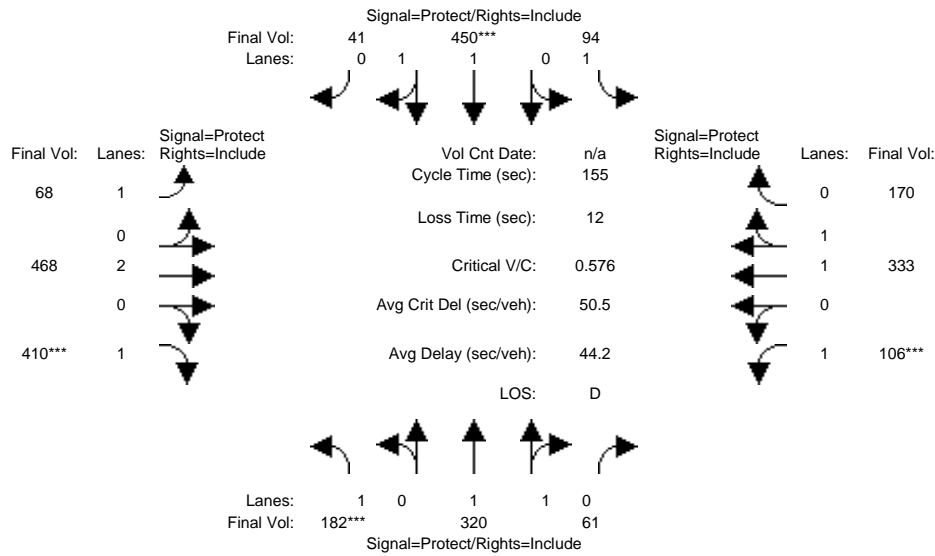
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.53	0.47	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	484	0	575	306	273	0	0	322	245

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.72	1.07	1.07	xxxx	xxxx	0.60	0.60
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	22.9	80.7	80.7	0.0	0.0	18.2	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	0.0	22.9	80.7	80.7	0.0	0.0	18.2	18.2
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx				20.8			80.7			18.2	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				20.8			80.7			18.2	
LOS by Appr:	*				C			F			C	
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	2.2	11.5	11.5	11.5	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	22	0	21	14	0	11	8	88	20	16	63	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	320	61	94	450	41	68	468	410	106	333	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	320	61	94	450	41	68	468	410	106	333	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	320	61	94	450	41	68	468	410	106	333	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	320	61	94	450	41	68	468	410	106	333	170

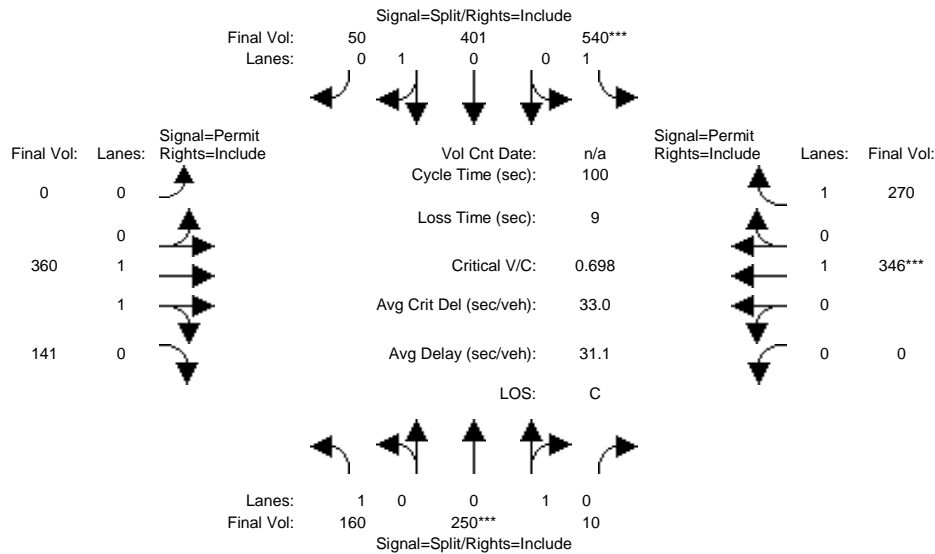
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.67	0.33	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	1750	3107	592	1750	3391	309	1750	3800	1750	1750	2449	1250

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.13	0.13	0.04	0.12	0.23	0.06	0.14	0.14
Crit Moves:	***			****			****		****	****		
Green Time:	28.0	41.9	41.9	21.8	35.7	35.7	19.8	63.0	63.0	16.3	59.5	59.5
Volume/Cap:	0.58	0.38	0.38	0.38	0.58	0.58	0.30	0.30	0.58	0.58	0.35	0.35
Delay/Veh:	60.7	46.3	46.3	61.4	53.9	53.9	62.1	31.2	36.8	70.5	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	46.3	46.3	61.4	53.9	53.9	62.1	31.2	36.8	70.5	34.2	34.2
LOS by Move:	E	D	D	E	D-	D-	E	C	D+	E	C-	C-
HCM2k95thQ:	15	13	13	8	19	19	6	14	28	10	16	16

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	0	0	0	0	1	0	0	20	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	250	10	540	401	50	0	360	141	0	346	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	250	10	540	401	50	0	360	141	0	346	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	250	10	540	401	50	0	360	141	0	346	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	250	10	540	401	50	0	360	141	0	346	270

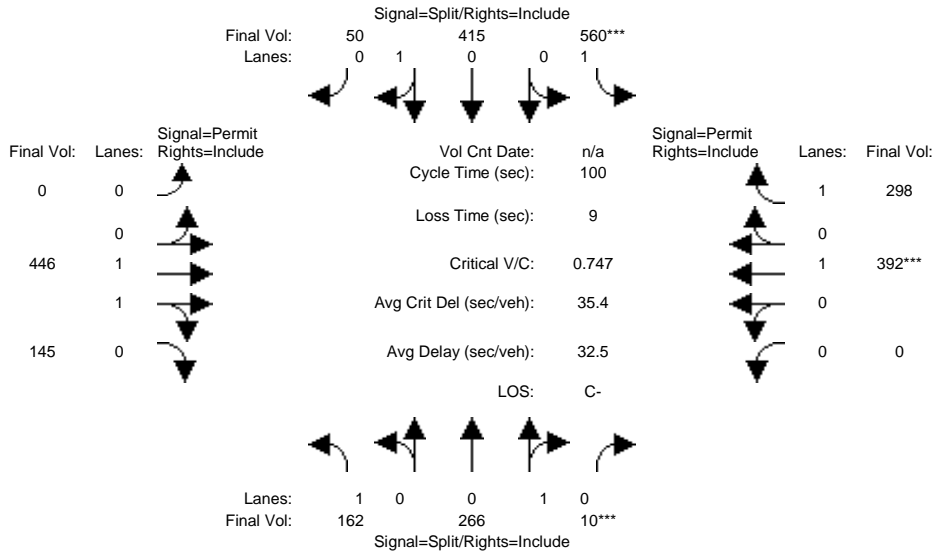
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.42	0.58	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1600	200	0	2658	1041	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.31	0.25	0.25	0.00	0.14	0.14	0.00	0.18	0.15
Crit Moves:	****			****						****		
Green Time:	20.7	20.7	20.7	44.2	44.2	44.2	0.0	26.1	26.1	0.0	26.1	26.1
Volume/Cap:	0.44	0.70	0.70	0.70	0.57	0.57	0.00	0.52	0.52	0.00	0.70	0.59
Delay/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
LOS by Move:	D+	D	D	C	C+	C+	A	C-	C-	A	D+	C-
HCM2k95thQ:	9	15	15	25	19	19	0	14	14	0	18	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	2	16	0	20	15	0	0	106	5	0	52	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	266	10	560	415	50	0	446	145	0	392	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	266	10	560	415	50	0	446	145	0	392	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	266	10	560	415	50	0	446	145	0	392	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	266	10	560	415	50	0	446	145	0	392	298

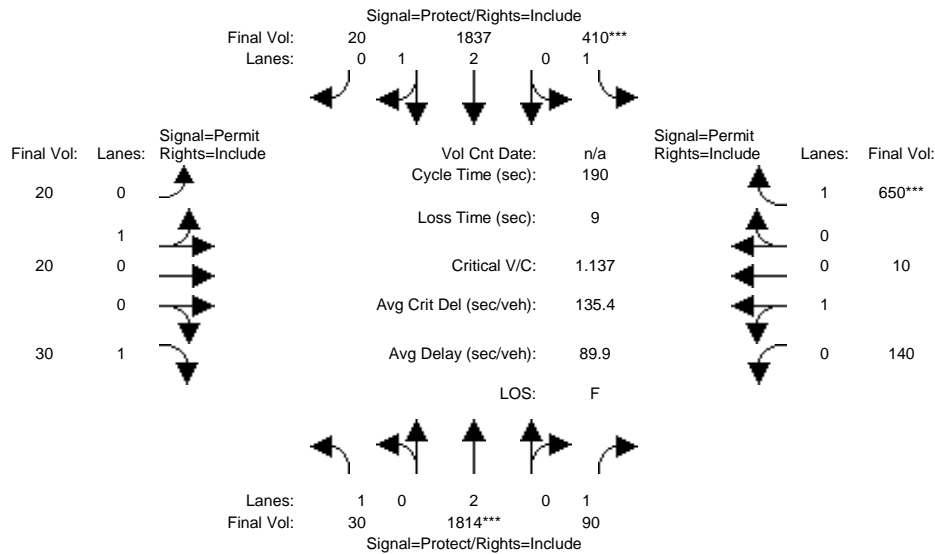
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.50	0.50	0.00	1.00	1.00
Final Sat.:	1750	1735	65	1750	1606	194	0	2792	908	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.32	0.26	0.26	0.00	0.16	0.16	0.00	0.21	0.17
Crit Moves:			****	****						****		
Green Time:	20.5	20.5	20.5	42.8	42.8	42.8	0.0	27.6	27.6	0.0	27.6	27.6
Volume/Cap:	0.45	0.75	0.75	0.75	0.60	0.60	0.00	0.58	0.58	0.00	0.75	0.62
Delay/Veh:	35.7	45.4	45.4	28.2	23.4	23.4	0.0	32.0	32.0	0.0	38.8	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	45.4	45.4	28.2	23.4	23.4	0.0	32.0	32.0	0.0	38.8	34.0
LOS by Move:	D+	D	D	C	C	C	A	C-	C-	A	D+	C-
HCM2k95thQ:	9	16	16	27	21	21	0	16	16	0	20	16

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	14	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1814	90	410	1837	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1814	90	410	1837	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1814	90	410	1837	20	20	20	30	140	10	650

Saturation 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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5540	60	900	900	1750	1680	120	1750

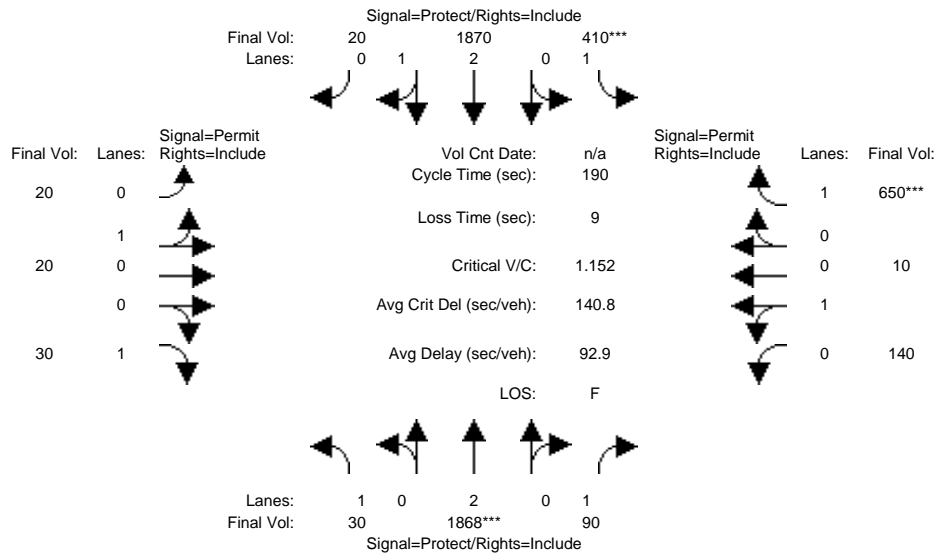
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.23	0.33	0.33	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:	****		****				****					
Green Time:	11.9	79.8	79.8	39.2	107	107.0	62.1	62.1	62.1	62.1	62.1	62.1
Volume/Cap:	0.27	1.14	0.12	1.14	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.14
Delay/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
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:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2k95thQ:	3	96	6	56	39	39	3	3	3	12	12	82

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	68	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1868	90	410	1870	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1868	90	410	1870	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650

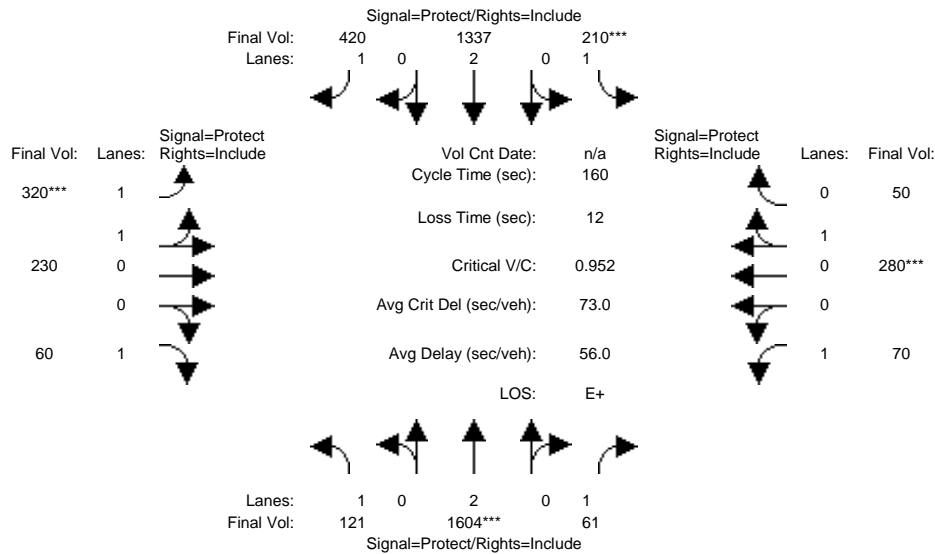
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5541	59	900	900	1750	1680	120	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.49	0.05	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:	****			****								****
Green Time:	11.8	81.1	81.1	38.6	108	107.9	61.3	61.3	61.3	61.3	61.3	61.3
Volume/Cap:	0.28	1.15	0.12	1.15	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.15
Delay/Veh:	86.4	130	33.0	171.4	27.0	27.0	44.7	44.7	44.4	47.8	47.8	151.6
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:	86.4	130	33.0	171.4	27.0	27.0	44.7	44.7	44.4	47.8	47.8	151.6
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2k95thQ:	3	100	6	56	39	39	3	3	3	13	13	83

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	1	14	1	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1604	61	210	1337	420	320	230	60	70	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1604	61	210	1337	420	320	230	60	70	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	1604	61	210	1337	420	320	230	60	70	280	50

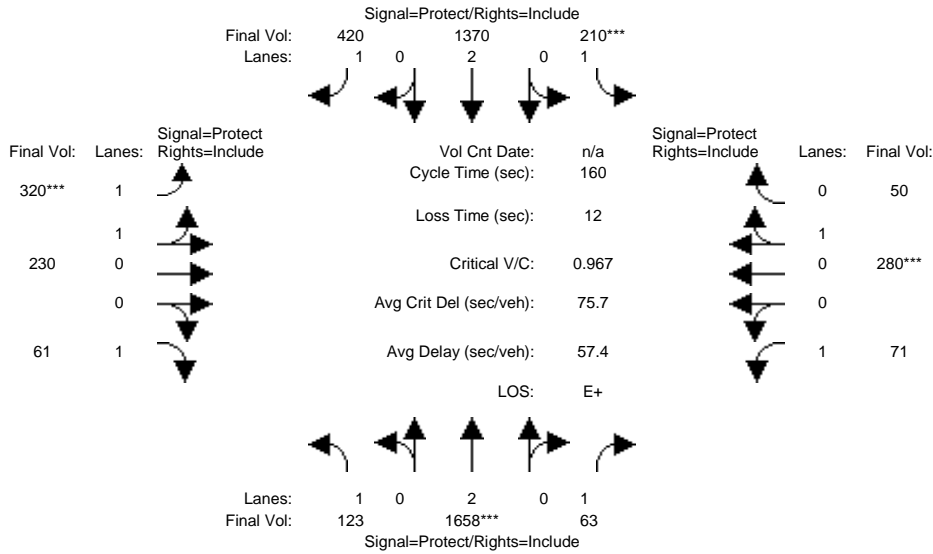
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.42	0.03	0.12	0.35	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	15.0	71.0	71.0	20.2	76.2	76.2	26.0	44.3	44.3	12.5	30.8	30.8
Volume/Cap:	0.74	0.95	0.08	0.95	0.74	0.50	0.95	0.56	0.12	0.51	0.95	0.95
Delay/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
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:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2k95thQ:	12	62	4	22	43	26	31	22	5	8	35	35

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	3	68	3	0	40	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1658	63	210	1370	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1658	63	210	1370	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50

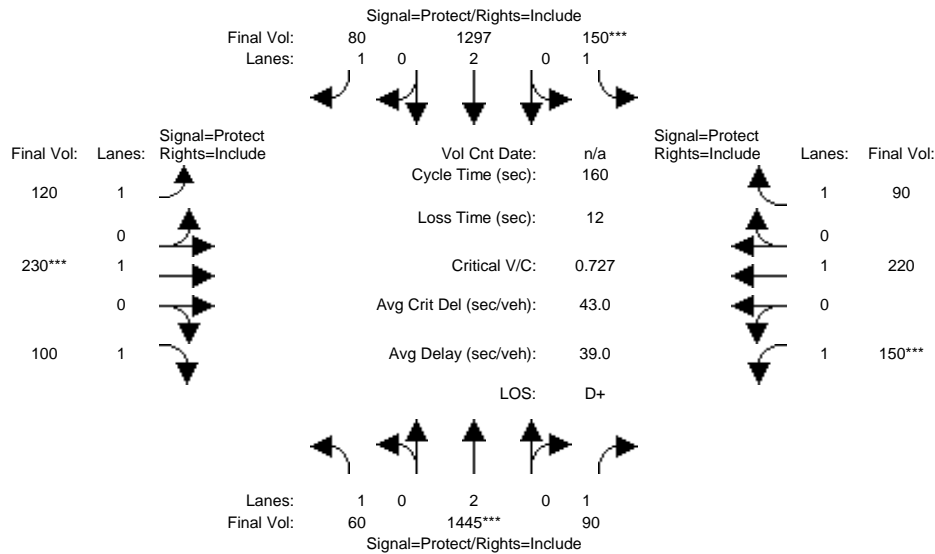
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273

Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.04	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	15.0	72.2	72.2	19.9	77.0	77.0	25.6	43.6	43.6	12.3	30.3	30.3
Volume/Cap:	0.75	0.97	0.08	0.97	0.75	0.50	0.97	0.57	0.13	0.53	0.97	0.97
Delay/Veh:	87.9	57.4	25.0	121.3	35.4	28.8	96.2	50.9	44.0	74.9	104	104.2
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:	87.9	57.4	25.0	121.3	35.4	28.8	96.2	50.9	44.0	74.9	104	104.2
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2k95thQ:	12	65	4	23	44	26	32	23	5	8	36	36

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	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	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1445	90	150	1297	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1445	90	150	1297	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1445	90	150	1297	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1445	90	150	1297	80	120	230	100	150	220	90

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

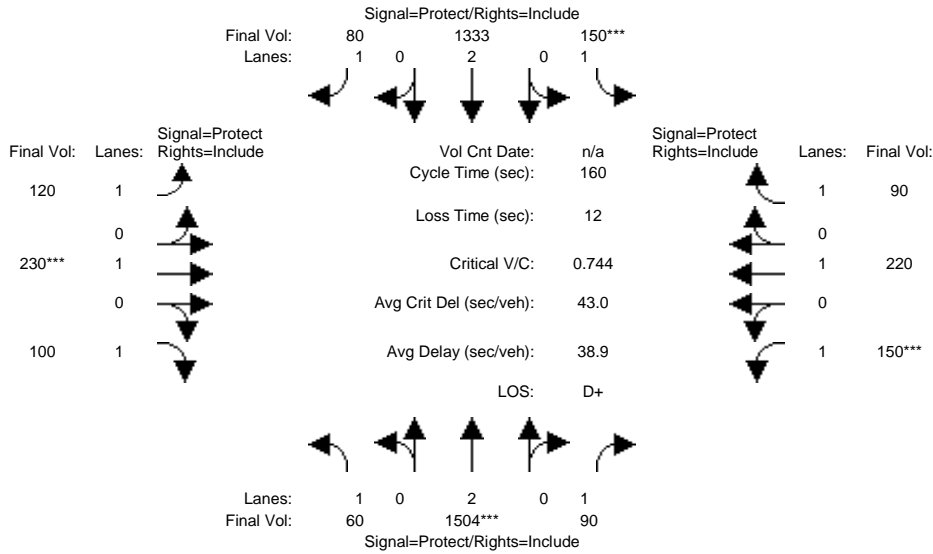
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.38	0.05	0.09	0.34	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	11.6	83.7	83.7	18.9	90.9	90.9	16.9	26.6	26.6	18.9	28.6	28.6
Volume/Cap:	0.47	0.73	0.10	0.73	0.60	0.08	0.65	0.73	0.34	0.73	0.65	0.29
Delay/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
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:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
LOS by Move:	E	C	B-	F	C	B	E-	E	E+	F	E	E+
HCM2k95thQ:	6	43	5	14	34	4	14	22	9	17	20	8

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	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	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	74	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1504	90	150	1333	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1504	90	150	1333	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1504	90	150	1333	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	1504	90	150	1333	80	120	230	100	150	220	90

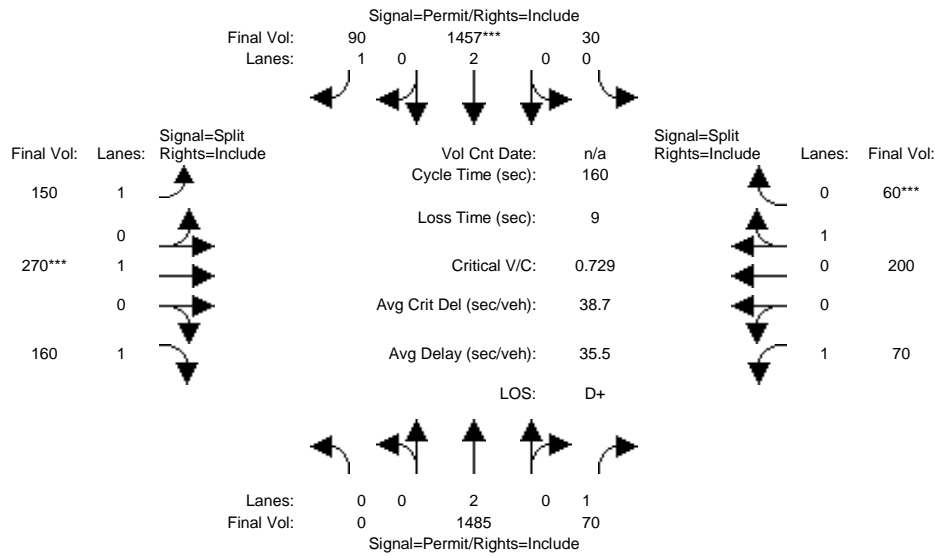
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.09	0.35	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	11.5	85.1	85.1	18.4	92.1	92.1	16.5	26.0	26.0	18.4	27.9	27.9
Volume/Cap:	0.48	0.74	0.10	0.74	0.61	0.08	0.66	0.74	0.35	0.74	0.66	0.29
Delay/Veh:	74.2	30.5	18.5	82.4	22.7	15.2	78.0	73.2	60.2	82.4	66.6	58.0
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:	74.2	30.5	18.5	82.4	22.7	15.2	78.0	73.2	60.2	82.4	66.6	58.0
LOS by Move:	E	C	B-	F	C+	B	E-	E	E	F	E	E+
HCM2k95thQ:	6	45	4	14	34	4	14	22	9	17	20	8

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1485	70	30	1457	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1485	70	30	1457	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1485	70	30	1457	90	150	270	160	70	200	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	75	3625	1750	1750	1900	1750	1750	1385	415

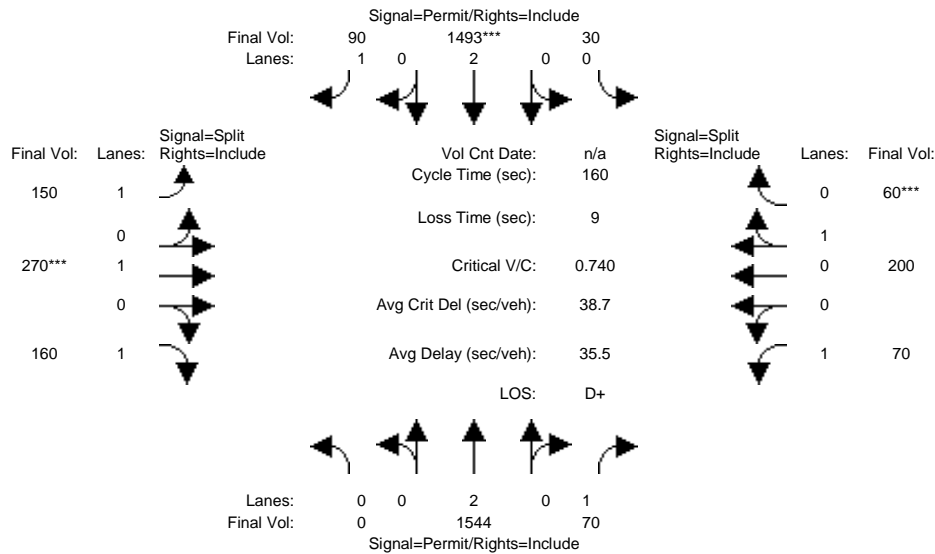
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.40	0.40	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	88.1	88.1	88.1	88.1	88.1	31.2	31.2	31.2	31.7	31.7	31.7
Volume/Cap:	0.00	0.71	0.07	0.73	0.73	0.09	0.44	0.73	0.47	0.20	0.73	0.73
Delay/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2k95thQ:	0	41	3	45	45	4	13	23	14	6	24	24

Note: Queue reported is the number of cars per lane.

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Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	74	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1544	70	30	1493	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1544	70	30	1493	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1544	70	30	1493	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1544	70	30	1493	90	150	270	160	70	200	60

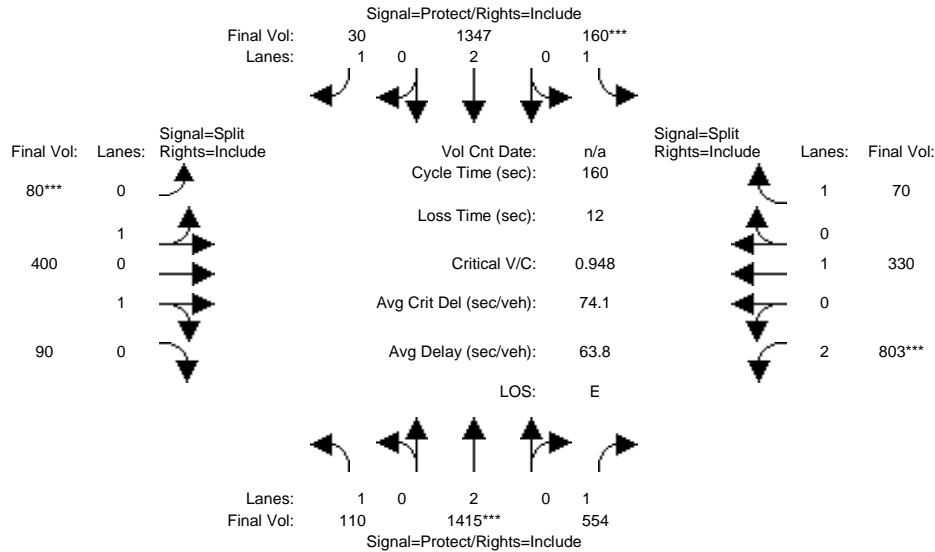
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	73	3627	1750	1750	1900	1750	1750	1385	415

Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.04	0.41	0.41	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	89.0	89.0	89.0	89.0	89.0	30.7	30.7	30.7	31.2	31.2	31.2
Volume/Cap:	0.00	0.73	0.07	0.74	0.74	0.09	0.45	0.74	0.48	0.20	0.74	0.74
Delay/Veh:	0.0	27.8	16.4	28.2	28.2	16.6	58.1	68.7	58.5	54.3	68.7	68.7
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	27.8	16.4	28.2	28.2	16.6	58.1	68.7	58.5	54.3	68.7	68.7
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2k95thQ:	0	43	3	46	46	4	13	23	14	6	25	25

Note: Queue reported is the number of cars per lane.

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	110	1400	550	160	1340	30	80	400	90	800	330	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:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	15	4	0	7	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1415	554	160	1347	30	80	400	90	803	330	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:	110	1415	554	160	1347	30	80	400	90	803	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1415	554	160	1347	30	80	400	90	803	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1415	554	160	1347	30	80	400	90	803	330	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	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.32	0.09	0.35	0.02	0.16	0.16	0.16	0.25	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.8	62.8	62.8	15.4	66.5	66.5	26.7	26.7	26.7	43.0	43.0	43.0
Volume/Cap:	0.85	0.95	0.81	0.95	0.85	0.04	0.95	0.95	0.95	0.95	0.65	0.15
Delay/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
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:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
LOS by Move:	F	E	D	F	D	C	F	F	F	E-	D-	D
HCM2k95thQ:	12	57	43	17	48	2	32	32	32	43	25	5

Note: Queue reported is the number of cars per lane.

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	El Camino Real NB			El Camino Real SB			Ravenswood Ave EB			Ravenswood Ave WB		
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	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:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	74	15	0	43	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1474	565	160	1383	30	80	400	90	812	330	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:	110	1474	565	160	1383	30	80	400	90	812	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1474	565	160	1383	30	80	400	90	812	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1474	565	160	1383	30	80	400	90	812	330	70

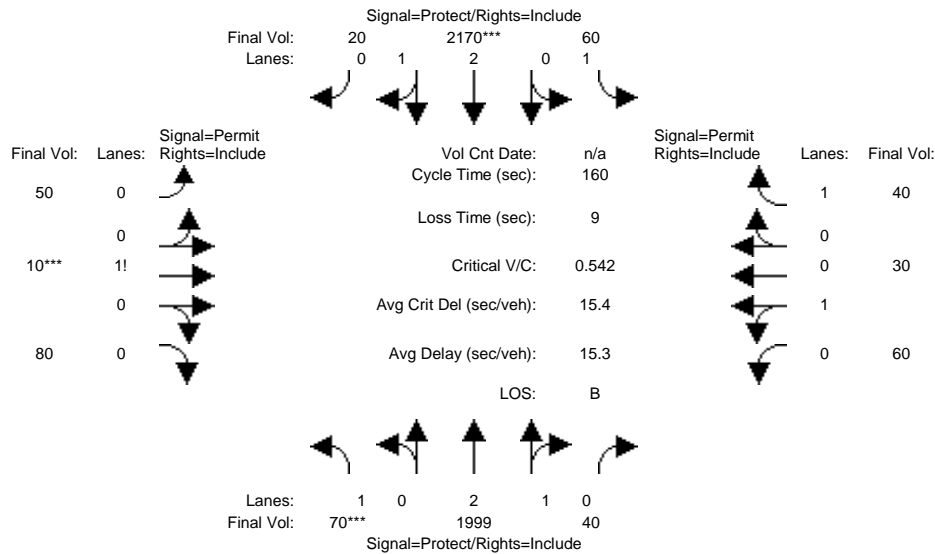
Saturation Flow Module:	El Camino Real NB			El Camino Real SB			Ravenswood Ave EB			Ravenswood Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750

Capacity Analysis Module:	El Camino Real NB			El Camino Real SB			Ravenswood Ave EB			Ravenswood Ave WB		
Vol/Sat:	0.06	0.39	0.32	0.09	0.36	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.7	64.1	64.1	15.1	67.6	67.6	26.2	26.2	26.2	42.6	42.6	42.6
Volume/Cap:	0.86	0.97	0.81	0.97	0.86	0.04	0.97	0.97	0.97	0.97	0.65	0.15
Delay/Veh:	114.6	63.0	49.2	132.5	47.0	27.2	95.6	95.6	95.6	81.5	55.2	45.0
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:	114.6	63.0	49.2	132.5	47.0	27.2	95.6	95.6	95.6	81.5	55.2	45.0
LOS by Move:	F	E	D	F	D	C	F	F	F	F	E+	D
HCM2k95thQ:	12	61	44	18	49	2	32	32	32	44	25	5

Note: Queue reported is the number of cars per lane.

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1999	40	60	2170	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1999	40	60	2170	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1999	40	60	2170	20	50	10	80	60	30	40

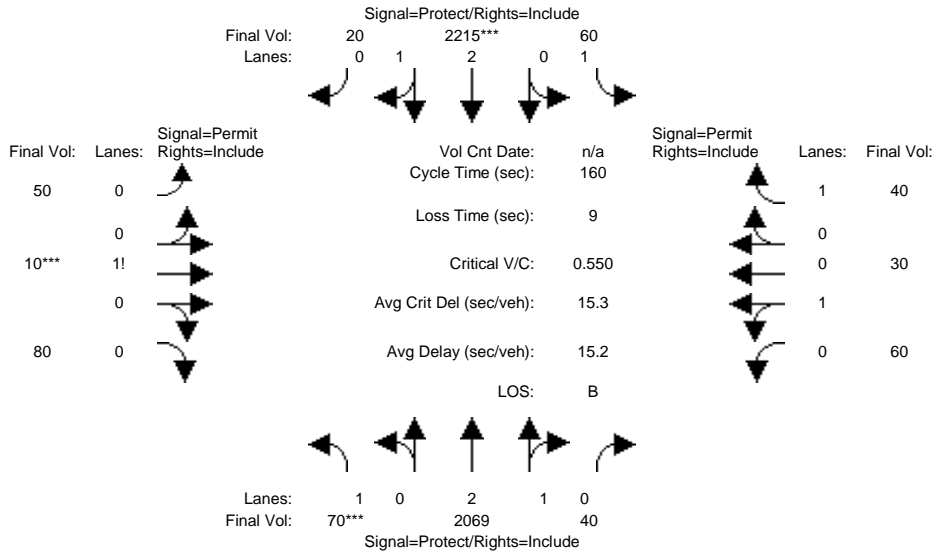
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5490	110	1750	5549	51	625	125	1000	1200	600	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.03	0.39	0.39	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****			****			****					
Green Time:	11.8	114	113.7	13.7	116	115.5	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.54	0.51	0.51	0.40	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.15
Delay/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
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:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E+
HCM2k95thQ:	7	27	27	6	27	27	14	14	14	8	8	4

Note: Queue reported is the number of cars per lane.

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Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East 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	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2069	40	60	2215	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2069	40	60	2215	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2069	40	60	2215	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	2069	40	60	2215	20	50	10	80	60	30	40

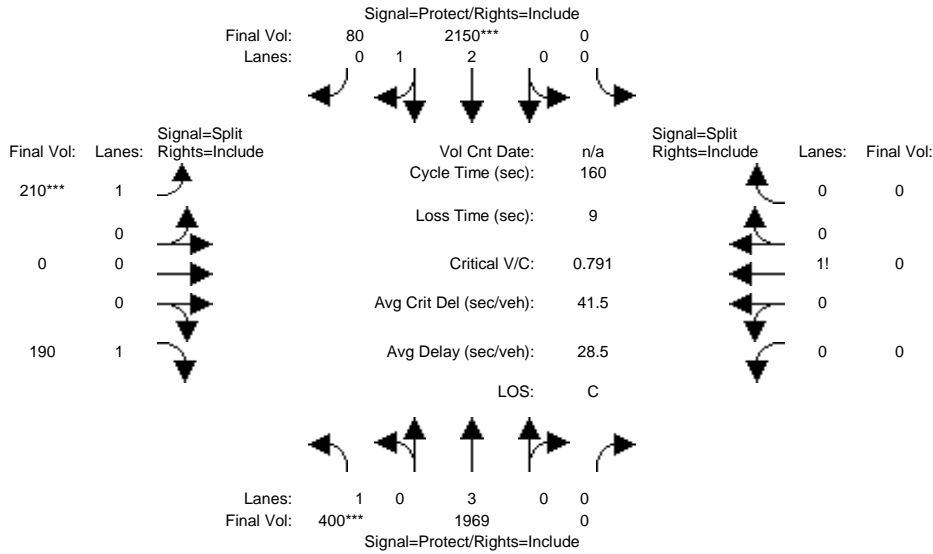
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5494	106	1750	5550	50	625	125	1000	1200	600	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.40	0.40	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	11.6	114	114.4	13.3	116	116.1	23.3	23.3	23.3	23.3	23.3	23.3
Volume/Cap:	0.55	0.53	0.53	0.41	0.55	0.55	0.55	0.55	0.55	0.34	0.34	0.16
Delay/Veh:	76.7	10.5	10.5	71.5	10.2	10.2	66.1	66.1	66.1	62.3	62.3	60.1
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:	76.7	10.5	10.5	71.5	10.2	10.2	66.1	66.1	66.1	62.3	62.3	60.1
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E
HCM2k95thQ:	7	27	27	6	28	28	14	14	14	9	9	4

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1969	0	0	2150	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1969	0	0	2150	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	1969	0	0	2150	80	210	0	190	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5399	201	1750	0	1750	0	1750	0

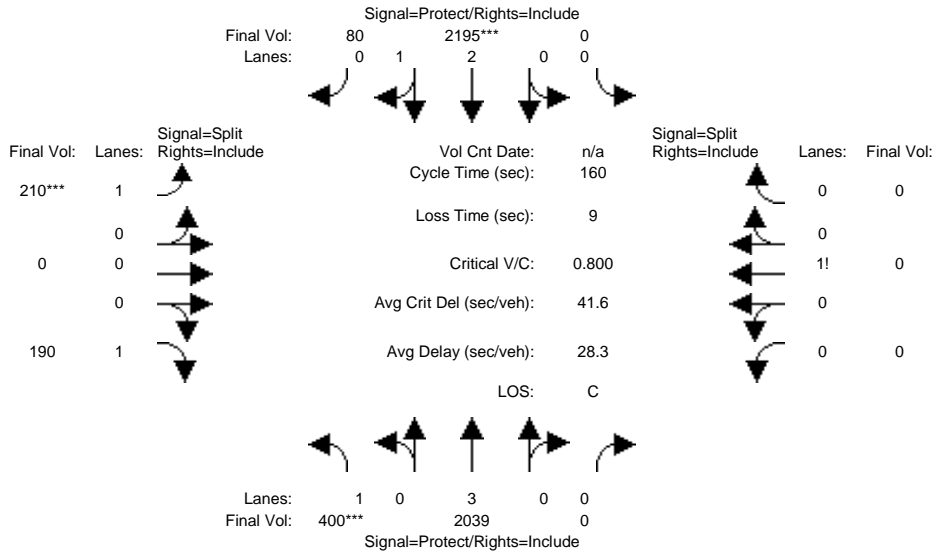
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.35	0.00	0.00	0.40	0.40	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	46.2	127	0.0	0.0	80.5	80.5	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	0.79	0.44	0.00	0.00	0.79	0.79	0.79	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2k95thQ:	34	19	0	0	49	49	23	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East 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	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2039	0	0	2195	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2039	0	0	2195	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2039	0	0	2195	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	2039	0	0	2195	80	210	0	190	0	0	0

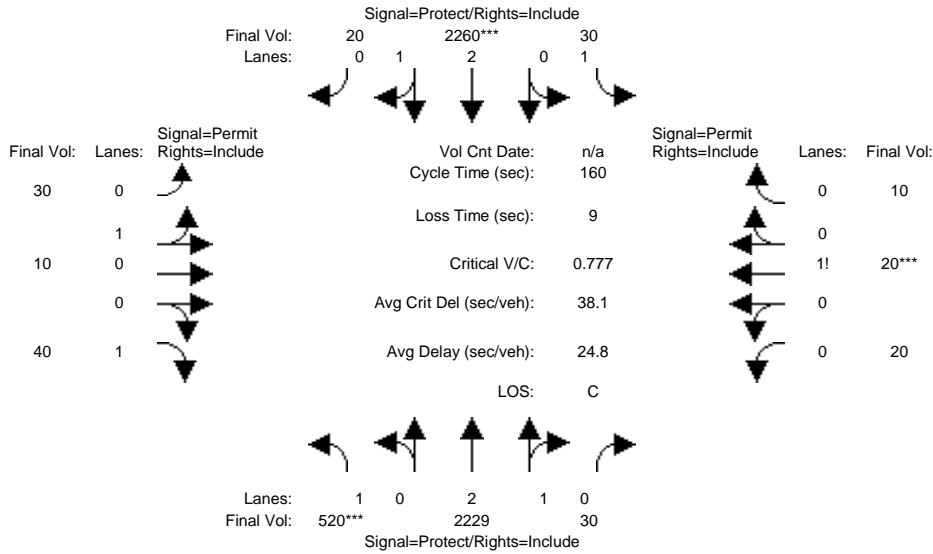
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5403	197	1750	0	1750	0	1750	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.36	0.00	0.00	0.41	0.41	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	45.7	127	0.0	0.0	81.3	81.3	24.0	0.0	24.0	0.0	0.0	0.0
Volume/Cap:	0.80	0.45	0.00	0.00	0.80	0.80	0.80	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	61.8	5.4	0.0	0.0	34.3	34.3	81.5	0.0	74.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	5.4	0.0	0.0	34.3	34.3	81.5	0.0	74.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2k95thQ:	34	19	0	0	50	50	23	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2229	30	30	2260	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2229	30	30	2260	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	2229	30	30	2260	20	30	10	40	20	20	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5551	49	1350	450	1750	700	700	350

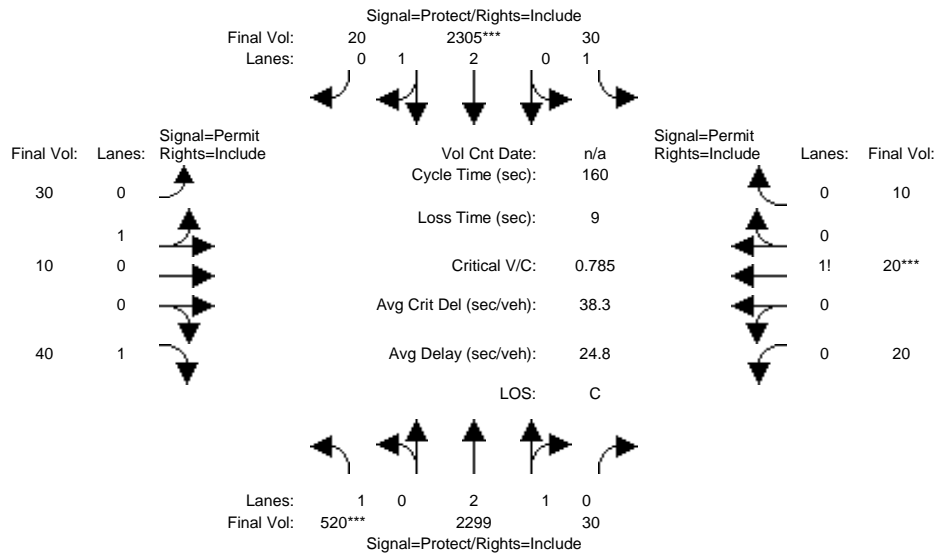
Capacity Analysis Module:												
Vol/Sat:	0.30	0.40	0.40	0.02	0.41	0.41	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	59.5	127	127.2	13.8	81.5	81.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.51	0.51	0.20	0.80	0.80	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2k95thQ:	40	22	22	3	49	49	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2299	30	30	2305	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2299	30	30	2305	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2299	30	30	2305	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	2299	30	30	2305	20	30	10	40	20	20	10

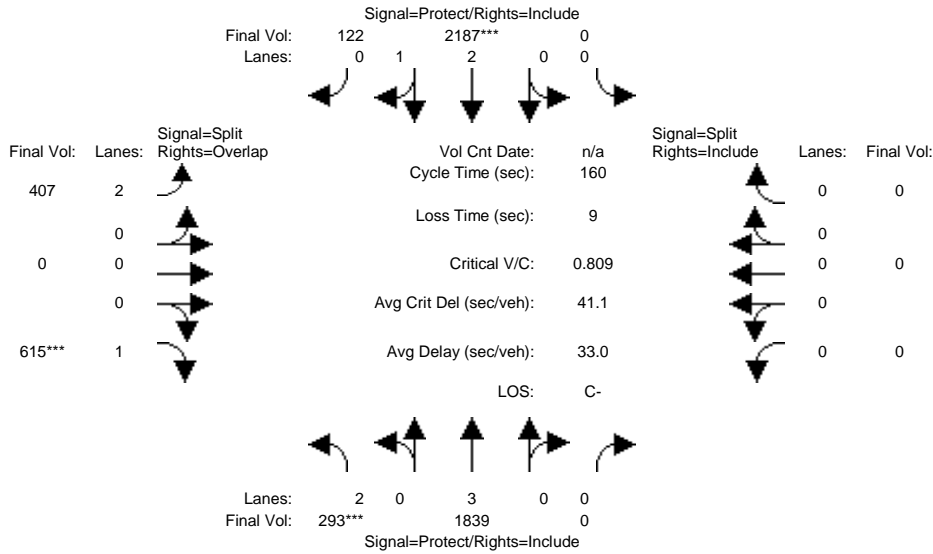
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5528	72	1750	5552	48	1350	450	1750	700	700	350

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.30	0.42	0.42	0.02	0.42	0.42	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	***			****						****		
Green Time:	58.8	128	127.6	13.4	82.2	82.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.52	0.52	0.20	0.81	0.81	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	53.0	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2k95thQ:	40	23	23	3	50	50	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1830	0	0	2180	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1830	0	0	2180	120	400	0	610	0	0	0
Added Vol:	3	9	0	0	7	2	7	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1839	0	0	2187	122	407	0	615	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1839	0	0	2187	122	407	0	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1839	0	0	2187	122	407	0	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1839	0	0	2187	122	407	0	615	0	0	0

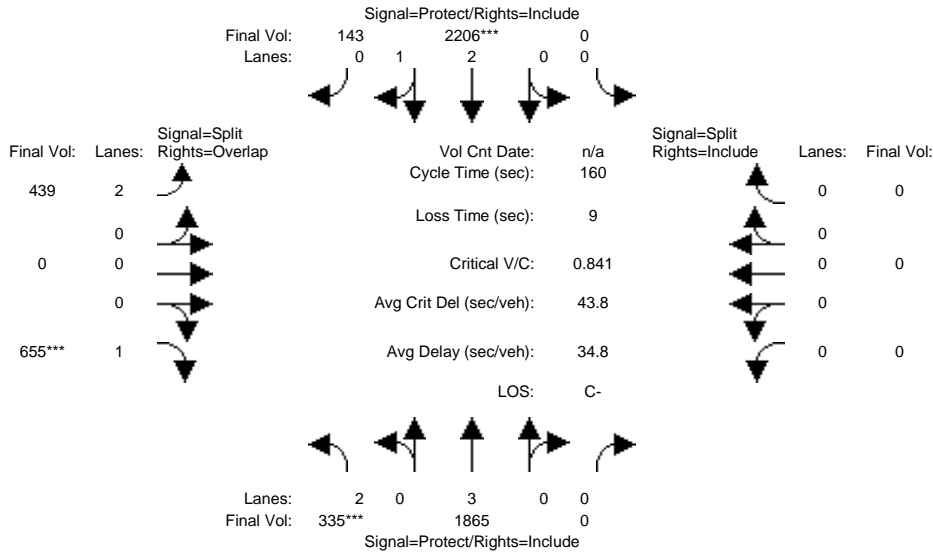
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.84	0.16	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5304	296	3150	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.00	0.41	0.41	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	18.4	99.9	0.0	0.0	81.5	81.5	51.1	0.0	69.5	0.0	0.0	0.0
Volume/Cap:	0.81	0.52	0.00	0.00	0.81	0.81	0.40	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	81.9	16.8	0.0	0.0	34.6	34.6	42.8	0.0	46.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	16.8	0.0	0.0	34.6	34.6	42.8	0.0	46.0	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	C-	D	A	D	A	A	A
HCM2k95thQ:	16	27	0	0	50	50	17	0	47	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	290	1830	0	0	2180	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1830	0	0	2180	120	400	0	610	0	0	0
Added Vol:	45	35	0	0	26	23	39	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1865	0	0	2206	143	439	0	655	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1865	0	0	2206	143	439	0	655	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1865	0	0	2206	143	439	0	655	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	1865	0	0	2206	143	439	0	655	0	0	0

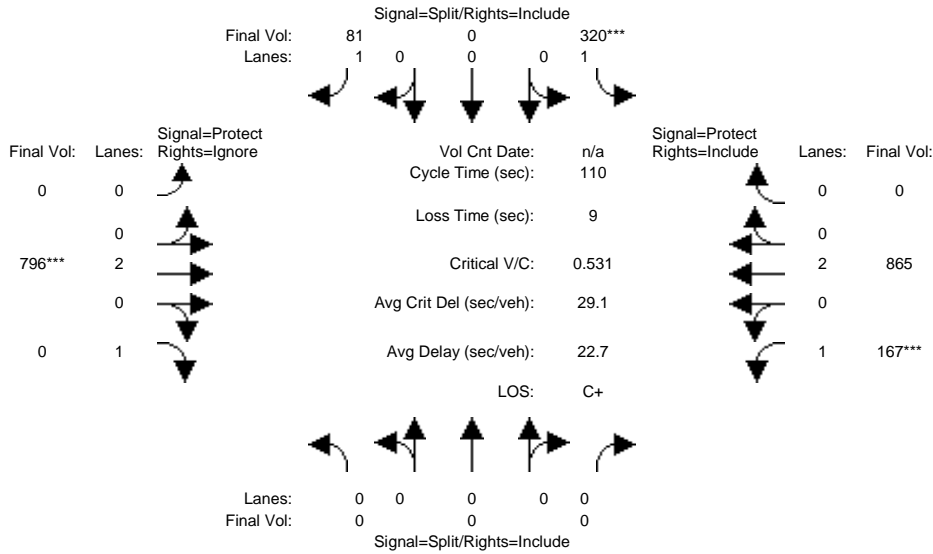
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.81	0.19	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5259	341	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.33	0.00	0.00	0.42	0.42	0.14	0.00	0.37	0.00	0.00	0.00
Crit Moves:	***			****					****			
Green Time:	20.2	100	0.0	0.0	79.8	79.8	51.0	0.0	71.2	0.0	0.0	0.0
Volume/Cap:	0.84	0.52	0.00	0.00	0.84	0.84	0.44	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	83.1	16.8	0.0	0.0	37.1	37.1	43.5	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	16.8	0.0	0.0	37.1	37.1	43.5	0.0	47.6	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	D+	D	A	D	A	A	A
HCM2k95thQ:	18	28	0	0	52	52	18	0	51	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	0	0	1	0	16	4	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	81	0	796	274	167	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	81	0	796	0	167	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	81	0	796	0	167	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	320	0	81	0	796	0	167	865	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0

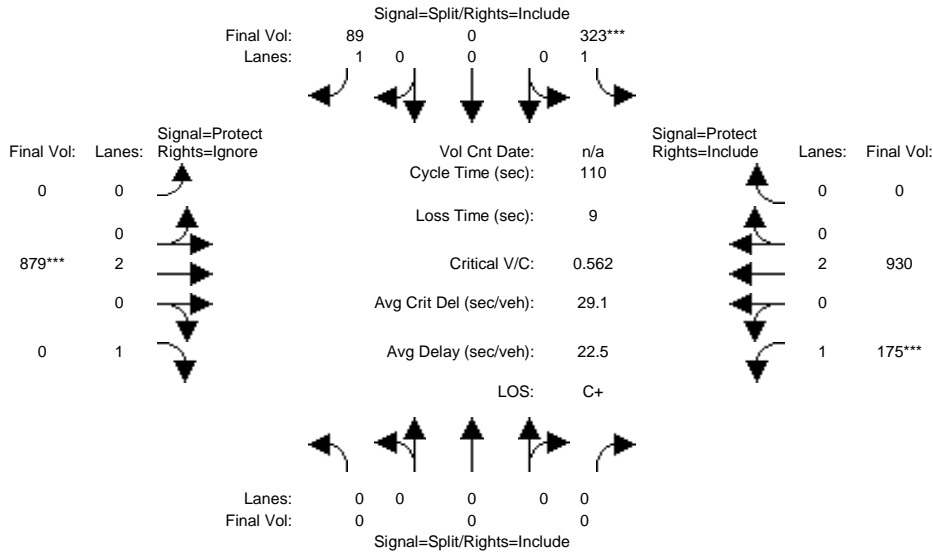
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.21	0.00	0.10	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	43.4	0.0	19.8	63.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.13	0.00	0.53	0.00	0.53	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	18	0	4	0	18	0	10	15	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	3	0	9	0	99	28	15	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	0	89	0	879	298	175	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	0	89	0	879	0	175	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	89	0	879	0	175	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	0	89	0	879	0	175	930	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0

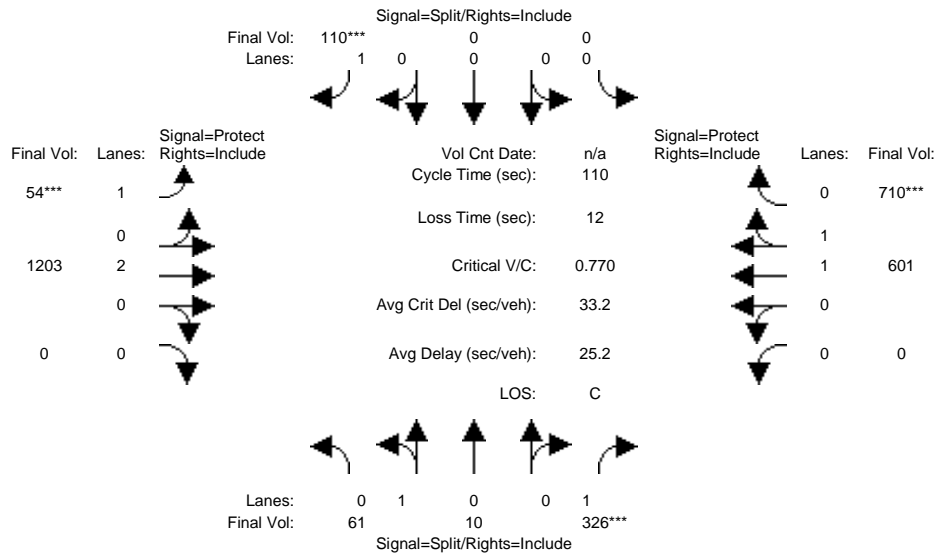
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.23	0.00	0.10	0.24	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	45.3	0.0	19.6	64.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.15	0.00	0.56	0.00	0.56	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	26.3	0.0	25.2	0.0	43.6	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	26.3	0.0	25.2	0.0	43.6	12.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	19	0	5	0	20	0	11	15	0

Note: Queue reported is the number of cars per lane.

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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	1	0	6	0	0	0	4	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	10	326	0	0	110	54	1203	0	0	601	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	10	326	0	0	110	54	1203	0	0	601	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	10	326	0	0	110	54	1203	0	0	601	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	10	326	0	0	110	54	1203	0	0	601	710

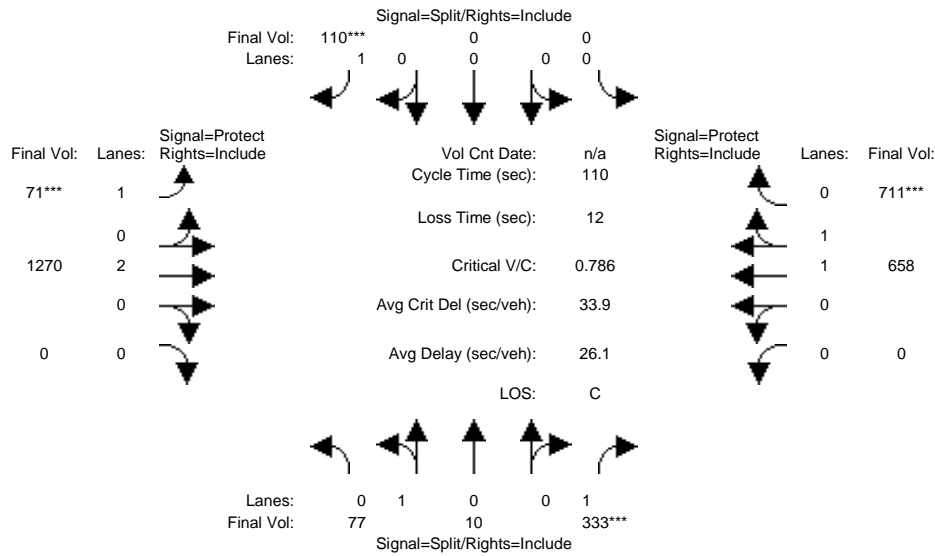
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1546	254	1750	0	0	1750	1750	3800	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.19	0.00	0.00	0.06	0.03	0.32	0.00	0.00	0.32	0.41
Crit Moves:			****			****	****					****
Green Time:	25.5	25.5	25.5	0.0	0.0	10.0	7.0	62.5	0.0	0.0	55.5	55.5
Volume/Cap:	0.17	0.17	0.80	0.00	0.00	0.69	0.48	0.56	0.00	0.00	0.63	0.80
Delay/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
LOS by Move:	C-	C-	D	A	A	E	D-	B	A	A	C+	C
HCM2k95thQ:	4	4	24	0	0	10	4	22	0	0	26	37

Note: Queue reported is the number of cars per lane.

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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
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Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	17	0	13	0	0	0	21	80	0	0	68	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	10	333	0	0	110	71	1270	0	0	658	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	10	333	0	0	110	71	1270	0	0	658	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	10	333	0	0	110	71	1270	0	0	658	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	10	333	0	0	110	71	1270	0	0	658	711

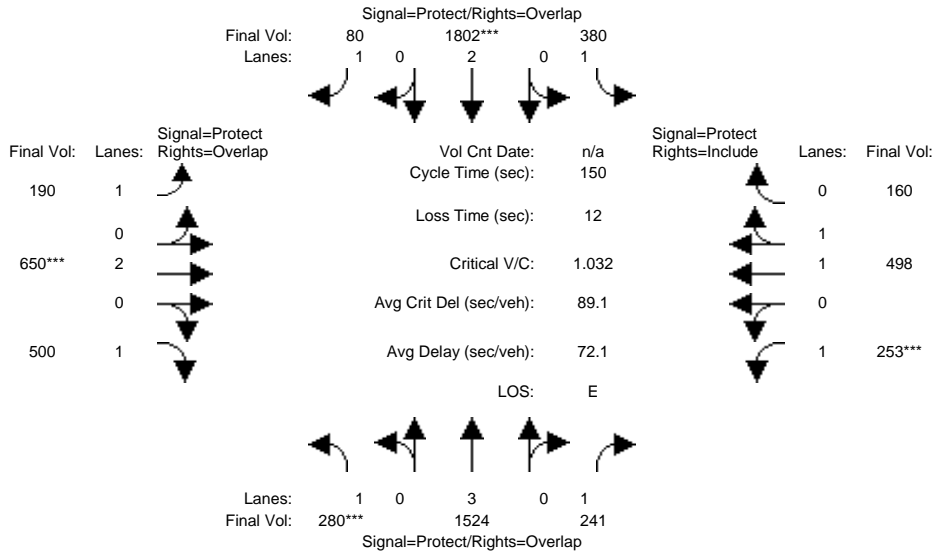
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1593	207	1750	0	0	1750	1750	3800	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.19	0.00	0.00	0.06	0.04	0.33	0.00	0.00	0.35	0.41
Crit Moves:			****			****	****					****
Green Time:	25.8	25.8	25.8	0.0	0.0	10.0	7.0	62.2	0.0	0.0	55.2	55.2
Volume/Cap:	0.21	0.21	0.81	0.00	0.00	0.69	0.64	0.59	0.00	0.00	0.69	0.81
Delay/Veh:	34.1	34.1	51.2	0.0	0.0	60.8	61.9	16.1	0.0	0.0	22.0	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:	34.1	34.1	51.2	0.0	0.0	60.8	61.9	16.1	0.0	0.0	22.0	26.1
LOS by Move:	C-	C-	D-	A	A	E	E	B	A	A	C+	C
HCM2k95thQ:	5	5	24	0	0	10	5	24	0	0	29	38

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	280	1510	230	380	1780	80	190	630	500	240	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1780	80	190	630	500	240	490	160
Added Vol:	0	14	11	0	22	0	0	20	0	13	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1524	241	380	1802	80	190	650	500	253	498	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1524	241	380	1802	80	190	650	500	253	498	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1524	241	380	1802	80	190	650	500	253	498	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1524	241	380	1802	80	190	650	500	253	498	160

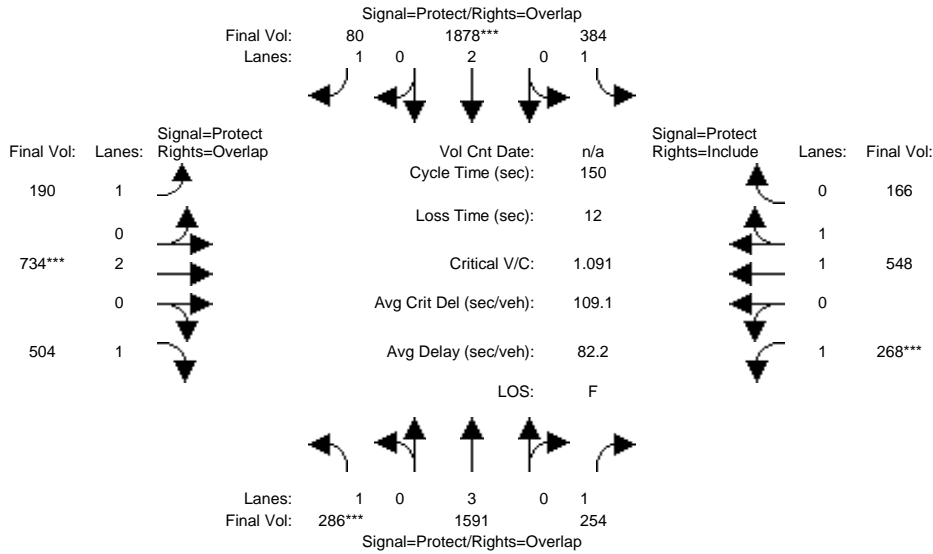
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899

Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.14	0.22	0.47	0.05	0.11	0.17	0.29	0.14	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	23.2	50.8	71.9	41.3	68.9	86.3	17.4	24.9	48.1	21.0	28.5	28.5
Volume/Cap:	1.03	0.79	0.29	0.79	1.03	0.08	0.94	1.03	0.89	1.03	0.94	0.94
Delay/Veh:	126.7	47.0	23.8	58.8	70.9	14.2	111.3	107	64.7	130.7	79.9	79.9
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:	126.7	47.0	23.8	58.8	70.9	14.2	111.3	107	64.7	130.7	79.9	79.9
LOS by Move:	F	D	C	E+	E	B	F	F	E	F	E-	E-
HCM2k95thQ:	29	35	13	29	72	3	20	32	42	27	29	29

Note: Queue reported is the number of cars per lane.

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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	280	1510	230	380	1780	80	190	630	500	240	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1780	80	190	630	500	240	490	160
Added Vol:	6	81	24	4	98	0	0	104	4	28	58	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1591	254	384	1878	80	190	734	504	268	548	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1591	254	384	1878	80	190	734	504	268	548	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1591	254	384	1878	80	190	734	504	268	548	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	1591	254	384	1878	80	190	734	504	268	548	166

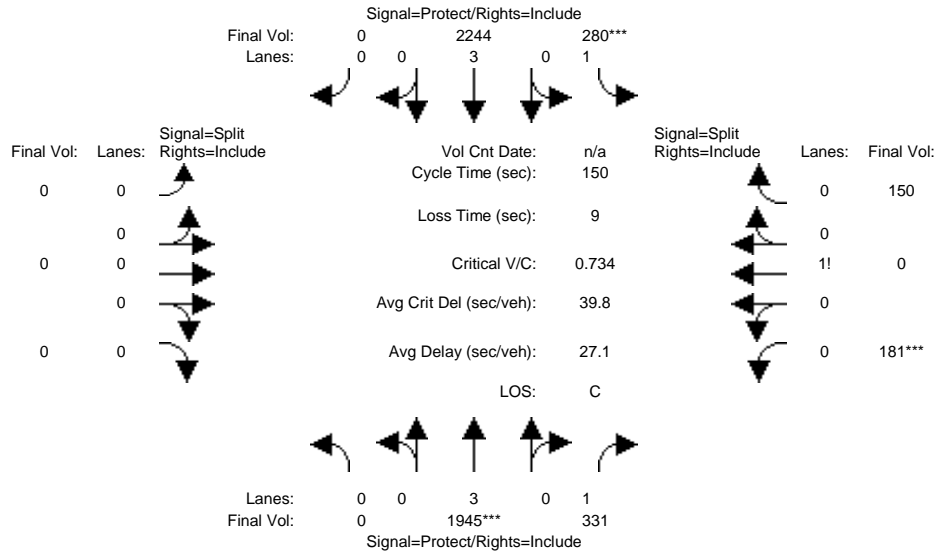
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2839	860

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.28	0.15	0.22	0.49	0.05	0.11	0.19	0.29	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	22.5	50.6	71.7	39.8	67.9	85.1	17.1	26.6	49.0	21.1	30.5	30.5
Volume/Cap:	1.09	0.83	0.30	0.83	1.09	0.08	0.95	1.09	0.88	1.09	0.95	0.95
Delay/Veh:	145.9	48.8	24.1	63.6	92.1	14.8	115.4	124	62.6	148.4	80.5	80.5
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:	145.9	48.8	24.1	63.6	92.1	14.8	115.4	124	62.6	148.4	80.5	80.5
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	F
HCM2k95thQ:	31	37	14	30	80	3	20	37	42	30	31	31

Note: Queue reported is the number of cars per lane.

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1920	330	280	2210	0	0	0	0	180	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	330	280	2210	0	0	0	0	180	0	150
Added Vol:	0	25	1	0	34	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	331	280	2244	0	0	0	0	181	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	331	280	2244	0	0	0	0	181	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	331	280	2244	0	0	0	0	181	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1945	331	280	2244	0	0	0	0	181	0	150

Saturation 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	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.55	0.00	0.45
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	957	0	793

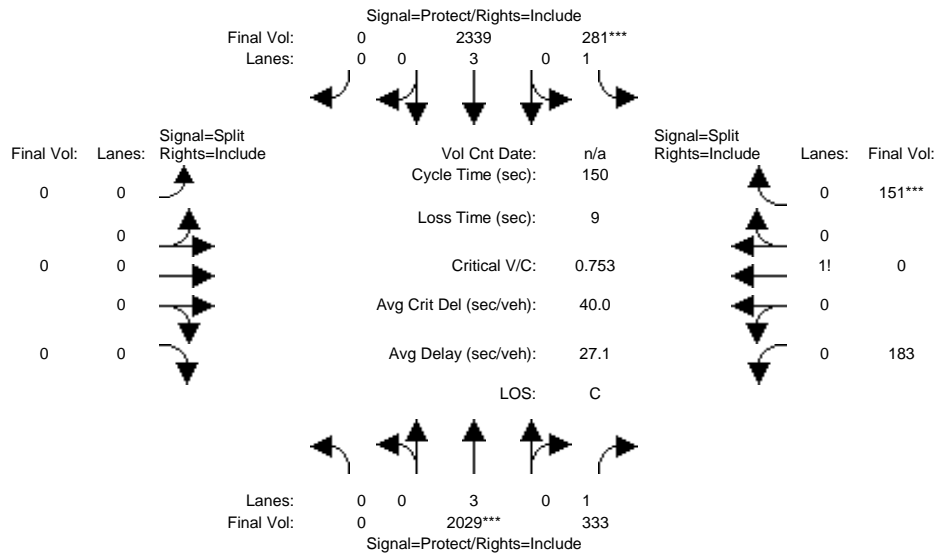
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.19	0.16	0.39	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:	****			****						****		
Green Time:	0.0	69.7	69.7	32.7	102	0.0	0.0	0.0	0.0	38.6	0.0	38.6
Volume/Cap:	0.00	0.73	0.41	0.73	0.58	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	33.7	26.8	61.9	12.7	0.0	0.0	0.0	0.0	57.2	0.0	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.7	26.8	61.9	12.7	0.0	0.0	0.0	0.0	57.2	0.0	57.2
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	39	19	22	29	0	0	0	0	25	0	25

Note: Queue reported is the number of cars per lane.

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Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1920	330	280	2210	0	0	0	0	180	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	330	280	2210	0	0	0	0	180	0	150
Added Vol:	0	109	3	1	129	0	0	0	0	3	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2029	333	281	2339	0	0	0	0	183	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2029	333	281	2339	0	0	0	0	183	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2029	333	281	2339	0	0	0	0	183	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2029	333	281	2339	0	0	0	0	183	0	151

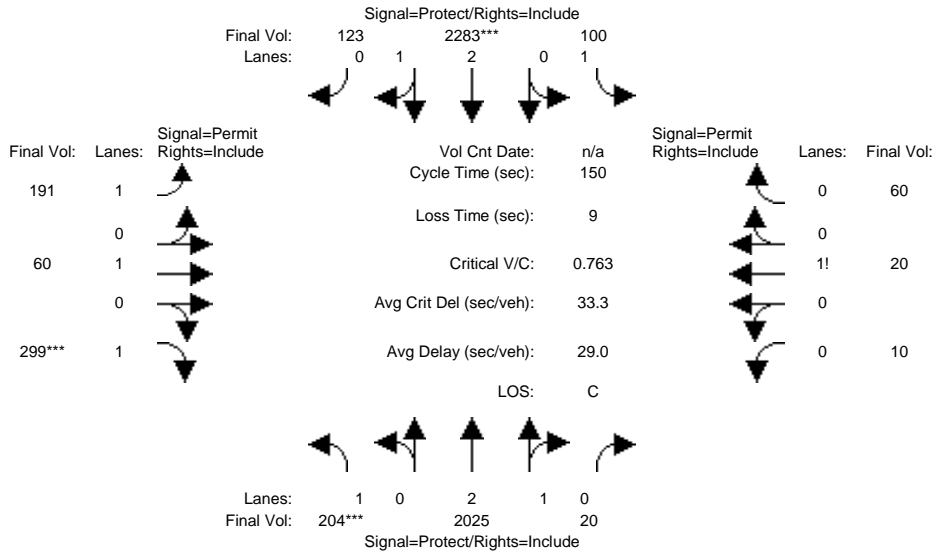
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.55	0.00	0.45
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	959	0	791

Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.19	0.16	0.41	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****								****
Green Time:	0.0	71.0	71.0	32.0	103	0.0	0.0	0.0	0.0	38.0	0.0	38.0
Volume/Cap:	0.00	0.75	0.40	0.75	0.60	0.00	0.00	0.00	0.00	0.75	0.00	0.75
Delay/Veh:	0.0	33.6	26.0	63.7	12.8	0.0	0.0	0.0	0.0	58.8	0.0	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.6	26.0	63.7	12.8	0.0	0.0	0.0	0.0	58.8	0.0	58.8
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	41	19	22	30	0	0	0	0	25	0	25

Note: Queue reported is the number of cars per lane.

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Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	170	2010	20	100	2260	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	2010	20	100	2260	110	180	60	260	10	20	60
Added Vol:	34	15	0	0	23	13	11	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2025	20	100	2283	123	191	60	299	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2025	20	100	2283	123	191	60	299	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2025	20	100	2283	123	191	60	299	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	2025	20	100	2283	123	191	60	299	10	20	60

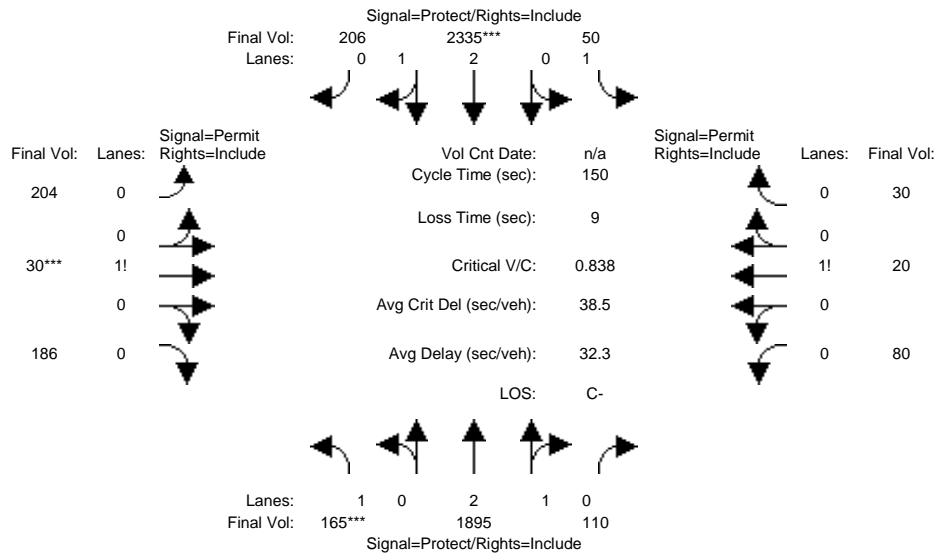
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5545	55	1750	5313	286	1750	1900	1750	194	389	1167

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.37	0.37	0.06	0.43	0.43	0.11	0.03	0.17	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	22.9	92.9	92.9	14.5	84.5	84.5	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.76	0.59	0.59	0.59	0.76	0.76	0.49	0.14	0.76	0.23	0.23	0.23
Delay/Veh:	73.1	17.4	17.4	70.3	26.2	26.2	51.7	46.8	63.1	47.9	47.9	47.9
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:	73.1	17.4	17.4	70.3	26.2	26.2	51.7	46.8	63.1	47.9	47.9	47.9
LOS by Move:	E	B	B	E	C	C	D-	D	E	D	D	D
HCM2k95thQ:	18	32	32	9	46	46	16	4	27	7	7	7

Note: Queue reported is the number of cars per lane.

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1860	110	50	2290	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1860	110	50	2290	190	190	30	180	80	20	30
Added Vol:	5	35	0	0	45	16	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1895	110	50	2335	206	204	30	186	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1895	110	50	2335	206	204	30	186	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1895	110	50	2335	206	204	30	186	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	1895	110	50	2335	206	204	30	186	80	20	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.75	0.25	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5292	307	1750	5145	454	850	125	775	1077	269	404

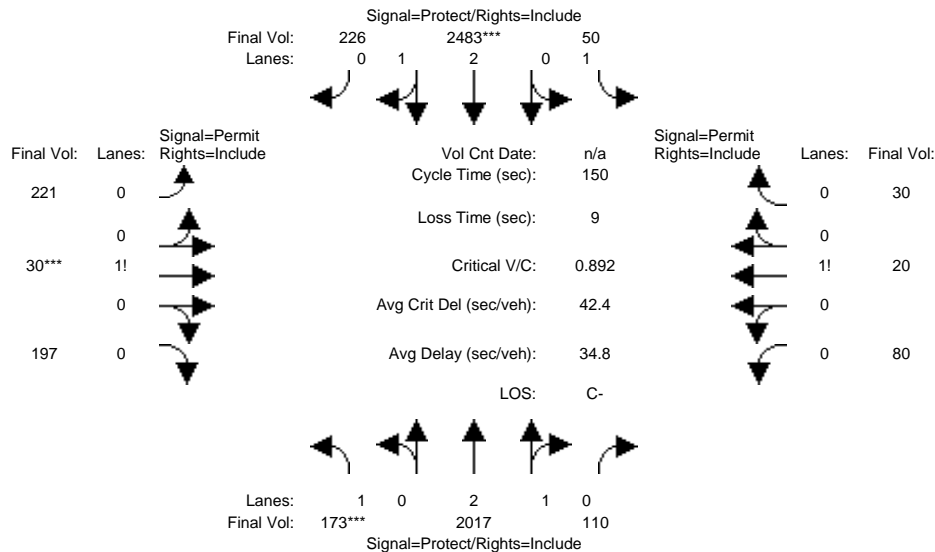
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.45	0.45	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:	***			****			****					
Green Time:	16.9	86.8	86.8	11.3	81.2	81.2	42.9	42.9	42.9	42.9	42.9	42.9
Volume/Cap:	0.84	0.62	0.62	0.38	0.84	0.84	0.84	0.84	0.84	0.26	0.26	0.26
Delay/Veh:	91.2	21.1	21.1	67.8	31.1	31.1	62.2	62.2	62.2	41.5	41.5	41.5
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:	91.2	21.1	21.1	67.8	31.1	31.1	62.2	62.2	62.2	41.5	41.5	41.5
LOS by Move:	F	C+	C+	E	C	C	E	E	E	D	D	D
HCM2k95thQ:	16	34	34	5	52	52	36	36	36	10	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	160	1860	110	50	2290	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1860	110	50	2290	190	190	30	180	80	20	30
Added Vol:	13	157	0	0	193	36	31	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2017	110	50	2483	226	221	30	197	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2017	110	50	2483	226	221	30	197	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2017	110	50	2483	226	221	30	197	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	2017	110	50	2483	226	221	30	197	80	20	30

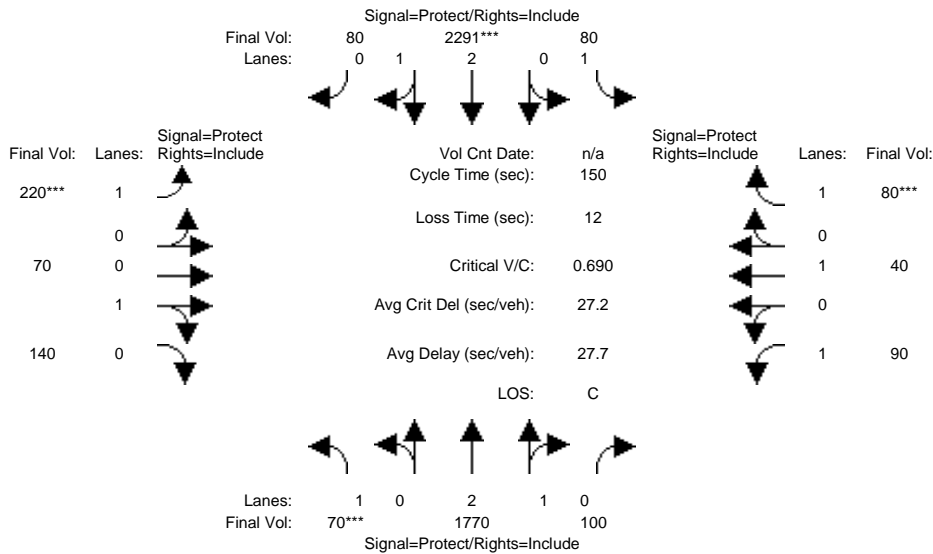
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.84	0.16	1.00	2.74	0.26	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5310	290	1750	5132	467	863	117	770	1077	269	404

Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.03	0.48	0.48	0.26	0.26	0.26	0.07	0.07	0.07
Crit Moves:	***			****			****					
Green Time:	16.6	87.2	87.2	10.7	81.3	81.3	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.89	0.65	0.65	0.40	0.89	0.89	0.89	0.89	0.89	0.26	0.26	0.26
Delay/Veh:	102.2	21.7	21.7	68.7	34.2	34.2	69.2	69.2	69.2	41.5	41.5	41.5
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:	102.2	21.7	21.7	68.7	34.2	34.2	69.2	69.2	69.2	41.5	41.5	41.5
LOS by Move:	F	C+	C+	E	C-	C-	E	E	E	D	D	D
HCM2k95thQ:	17	36	36	5	58	58	40	40	40	10	10	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
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 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	70	1730	100	80	2240	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1730	100	80	2240	80	220	70	140	90	40	80
Added Vol:	0	40	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1770	100	80	2291	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1770	100	80	2291	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1770	100	80	2291	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1770	100	80	2291	80	220	70	140	90	40	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5300	299	1750	5411	189	1750	600	1200	1750	1900	1750

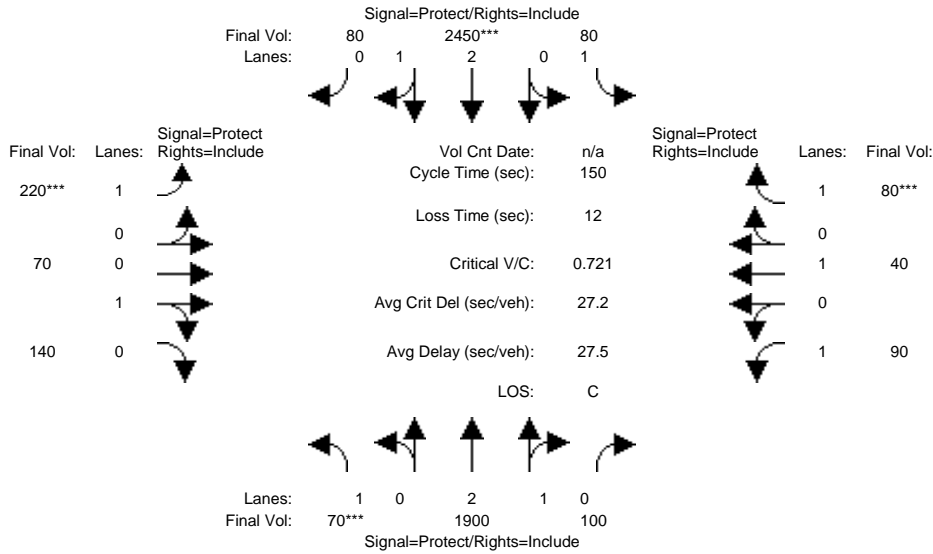
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.05	0.42	0.42	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	***			****			****					****
Green Time:	8.7	88.3	88.3	12.3	92.0	92.0	27.3	25.9	25.9	11.4	10.0	10.0
Volume/Cap:	0.69	0.57	0.57	0.56	0.69	0.69	0.69	0.68	0.68	0.68	0.32	0.69
Delay/Veh:	87.7	19.3	19.3	70.9	20.1	20.1	63.7	63.9	63.9	80.5	68.2	84.1
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:	87.7	19.3	19.3	70.9	20.1	20.1	63.7	63.9	63.9	80.5	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2k95thQ:	6	29	29	7	39	39	20	19	19	11	4	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	70	1730	100	80	2240	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1730	100	80	2240	80	220	70	140	90	40	80
Added Vol:	0	170	0	0	210	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1900	100	80	2450	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1900	100	80	2450	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1900	100	80	2450	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1900	100	80	2450	80	220	70	140	90	40	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.84	0.16	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5320	280	1750	5423	177	1750	600	1200	1750	1900	1750

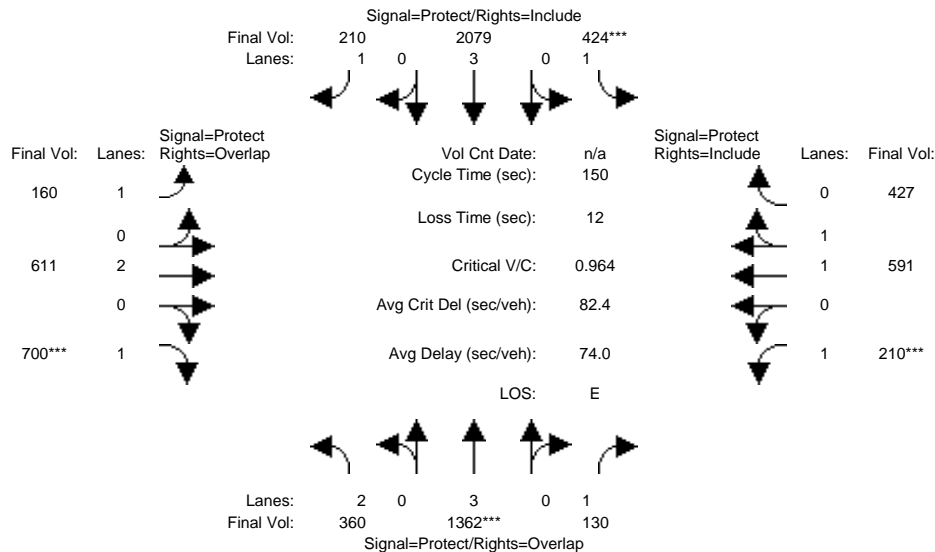
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.05	0.45	0.45	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	***			****			****			****		
Green Time:	8.3	90.2	90.2	11.8	93.7	93.7	26.1	25.0	25.0	11.0	10.0	10.0
Volume/Cap:	0.72	0.59	0.59	0.58	0.72	0.72	0.72	0.70	0.70	0.70	0.32	0.69
Delay/Veh:	93.2	18.9	18.9	72.9	20.1	20.1	66.9	66.1	66.1	83.6	68.2	84.1
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:	93.2	18.9	18.9	72.9	20.1	20.1	66.9	66.1	66.1	83.6	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2k95thQ:	6	30	30	7	42	42	21	20	20	11	4	10

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	360	1330	130	390	2030	210	160	610	700	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	1330	130	390	2030	210	160	610	700	210	590	400
Added Vol:	0	32	0	34	49	0	0	1	0	0	1	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1362	130	424	2079	210	160	611	700	210	591	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	1362	130	424	2079	210	160	611	700	210	591	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1362	130	424	2079	210	160	611	700	210	591	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	1362	130	424	2079	210	160	611	700	210	591	427

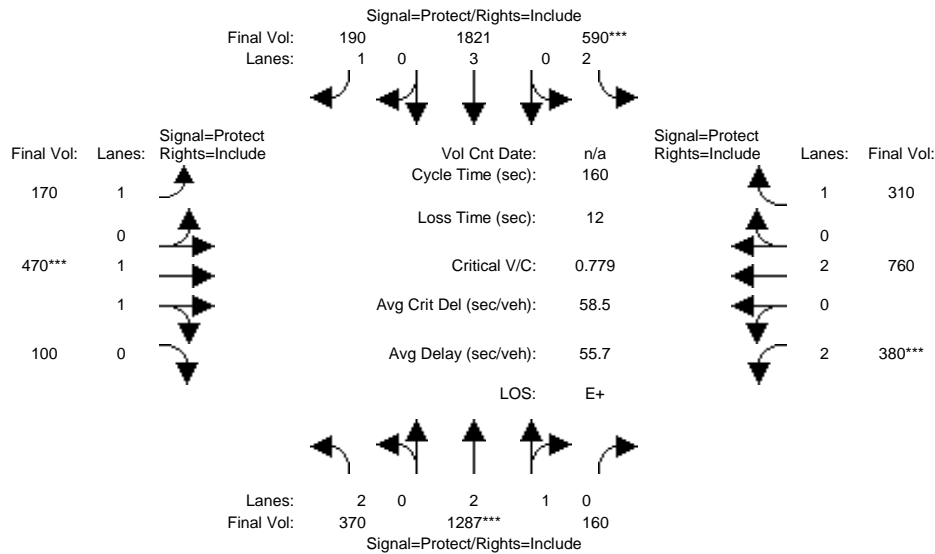
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.14	0.86
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2147	1551

Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.07	0.24	0.36	0.12	0.09	0.16	0.40	0.12	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	17.9	37.2	55.8	37.7	57.0	57.0	15.7	44.5	62.3	18.7	47.4	47.4
Volume/Cap:	0.96	0.96	0.20	0.96	0.96	0.32	0.87	0.54	0.96	0.96	0.87	0.87
Delay/Veh:	101.6	71.9	32.1	89.1	56.7	33.0	99.6	44.8	67.2	115.9	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.6	71.9	32.1	124.7	79.4	46.2	99.6	44.8	67.2	115.9	55.8	55.8
LOS by Move:	F	E	C-	F	E-	D	F	D	E	F	E+	E+
HCM2k95thQ:	20	37	8	42	57	14	16	21	59	19	35	35

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	1280	160	590	1810	190	170	470	100	380	760	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1280	160	590	1810	190	170	470	100	380	760	310
Added Vol:	0	7	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1287	160	590	1821	190	170	470	100	380	760	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1287	160	590	1821	190	170	470	100	380	760	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1287	160	590	1821	190	170	470	100	380	760	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1287	160	590	1821	190	170	470	100	380	760	310

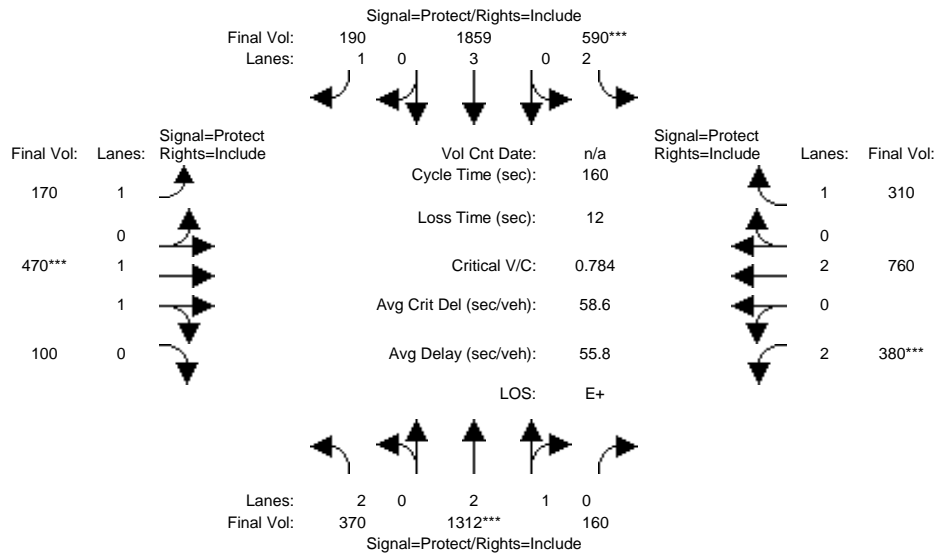
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	3.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	3150	4980	619	3150	5700	1750	1750	3050	649	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.19	0.32	0.11	0.10	0.15	0.15	0.12	0.20	0.18
Crit Moves:	****			****			****			****		
Green Time:	24.6	53.1	53.1	38.5	67.0	67.0	18.4	31.7	31.7	24.8	38.0	38.0
Volume/Cap:	0.76	0.78	0.78	0.78	0.76	0.26	0.84	0.78	0.78	0.78	0.84	0.75
Delay/Veh:	72.0	50.3	50.3	62.0	41.3	30.5	95.4	66.2	66.2	72.8	65.4	63.8
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:	72.0	50.3	50.3	62.0	41.3	30.5	95.4	66.2	66.2	72.8	65.4	63.8
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E
HCM2k95thQ:	22	38	38	27	39	12	18	25	25	22	34	29

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	370	1280	160	590	1810	190	170	470	100	380	760	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1280	160	590	1810	190	170	470	100	380	760	310
Added Vol:	0	32	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1312	160	590	1859	190	170	470	100	380	760	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1312	160	590	1859	190	170	470	100	380	760	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1312	160	590	1859	190	170	470	100	380	760	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1312	160	590	1859	190	170	470	100	380	760	310

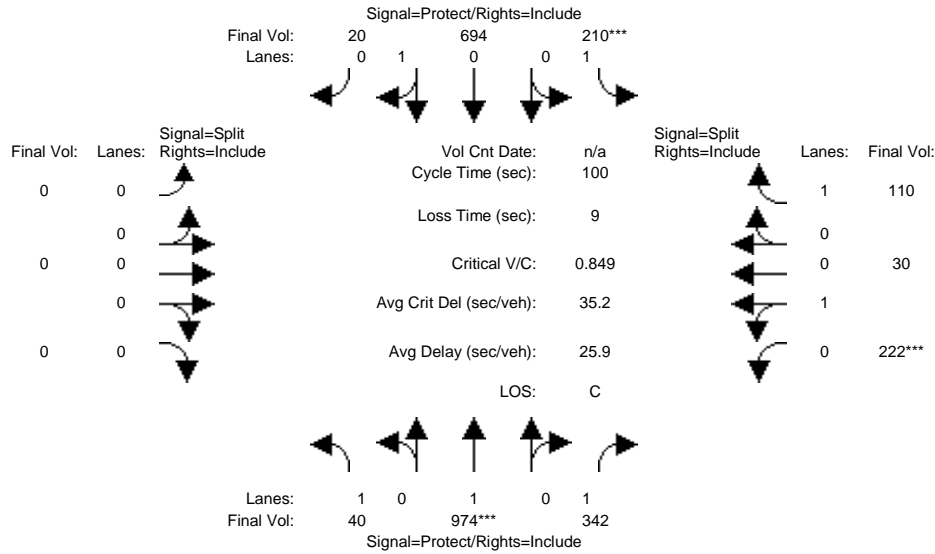
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	3.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	3150	4991	609	3150	5700	1750	1750	3050	649	3150	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.26	0.26	0.19	0.33	0.11	0.10	0.15	0.15	0.12	0.20	0.18
Crit Moves:	****			****			****			****		
Green Time:	24.3	53.7	53.7	38.2	67.6	67.6	18.3	31.5	31.5	24.6	37.8	37.8
Volume/Cap:	0.77	0.78	0.78	0.78	0.77	0.26	0.85	0.78	0.78	0.78	0.85	0.75
Delay/Veh:	72.8	50.2	50.2	62.4	41.2	30.1	96.5	66.6	66.6	73.3	66.0	64.3
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:	72.8	50.2	50.2	62.4	41.2	30.1	96.5	66.6	66.6	73.3	66.0	64.3
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E
HCM2k95thQ:	22	38	38	27	40	12	18	25	25	22	34	29

Note: Queue reported is the number of cars per lane.

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	4	2	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	974	342	210	694	20	0	0	0	222	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	974	342	210	694	20	0	0	0	222	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	974	342	210	694	20	0	0	0	222	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	974	342	210	694	20	0	0	0	222	30	110

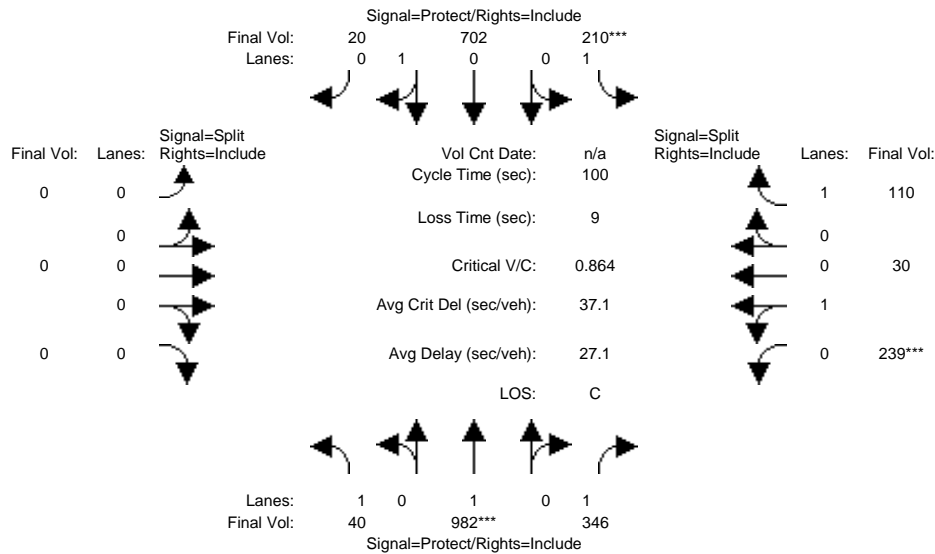
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1586	214	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.14	0.14	0.06
Crit Moves:	****			****						****		
Green Time:	11.2	60.4	60.4	14.1	63.3	63.3	0.0	0.0	0.0	16.5	16.5	16.5
Volume/Cap:	0.20	0.85	0.32	0.85	0.63	0.63	0.00	0.00	0.00	0.85	0.85	0.38
Delay/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
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:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
LOS by Move:	D	C+	A	E	B	B	A	A	A	E	E	D+
HCM2k95thQ:	3	44	11	18	25	25	0	0	0	14	14	6

Note: Queue reported is the number of cars per lane.

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Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	12	6	0	12	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	982	346	210	702	20	0	0	0	239	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	982	346	210	702	20	0	0	0	239	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	982	346	210	702	20	0	0	0	239	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	982	346	210	702	20	0	0	0	239	30	110

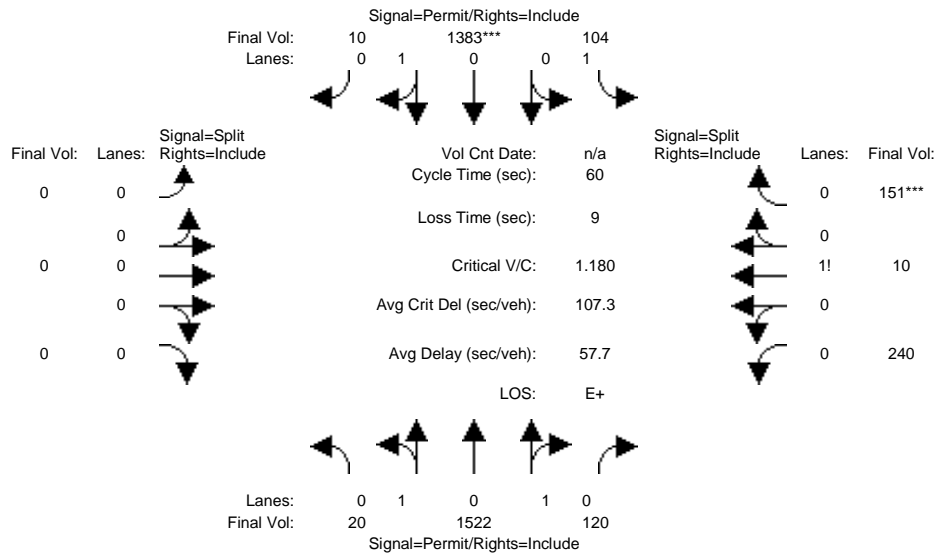
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1599	201	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.15	0.15	0.06
Crit Moves:	****			****						****		
Green Time:	11.0	59.8	59.8	13.9	62.8	62.8	0.0	0.0	0.0	17.3	17.3	17.3
Volume/Cap:	0.21	0.86	0.33	0.86	0.64	0.64	0.00	0.00	0.00	0.86	0.86	0.36
Delay/Veh:	41.1	23.8	10.3	68.0	12.8	12.8	0.0	0.0	0.0	61.5	61.5	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	23.8	10.3	68.0	12.8	12.8	0.0	0.0	0.0	61.5	61.5	37.2
LOS by Move:	D	C	B+	E	B	B	A	A	A	E	E	D+
HCM2k95thQ:	3	45	11	18	26	26	0	0	0	15	15	6

Note: Queue reported is the number of cars per lane.

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	2	0	4	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1522	120	104	1383	10	0	0	0	240	10	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1522	120	104	1383	10	0	0	0	240	10	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1522	120	104	1383	10	0	0	0	240	10	151

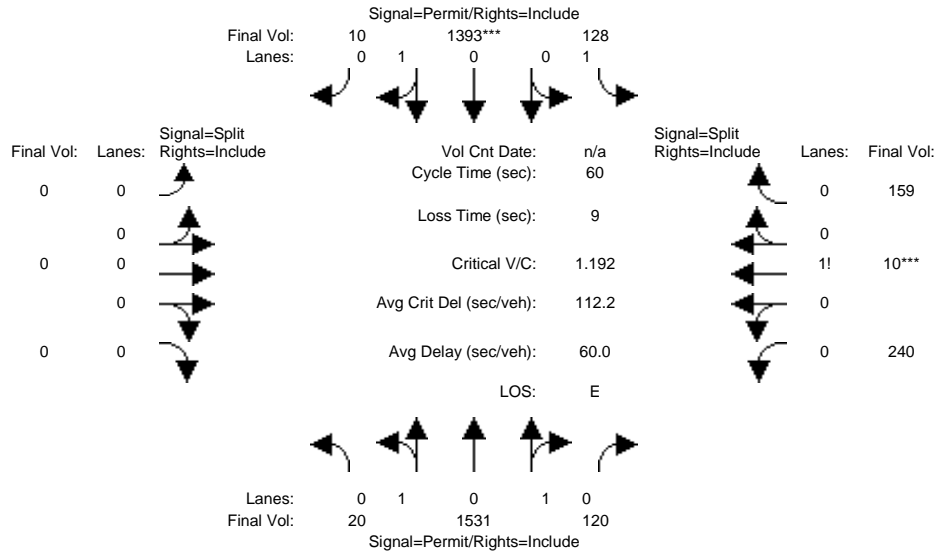
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	43	3297	260	1750	1787	13	0	0	0	1047	44	659

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.06	0.77	0.77	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****							****
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	0.0	0.0	0.0	11.7	11.7	11.7
Volume/Cap:	0.70	0.70	0.70	0.09	1.18	1.18	0.00	0.00	0.00	1.18	1.18	1.18
Delay/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
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:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2k95thQ:	21	21	21	2	88	88	0	0	0	30	30	30

Note: Queue reported is the number of cars per lane.

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	11	0	28	13	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1531	120	128	1393	10	0	0	0	240	10	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1531	120	128	1393	10	0	0	0	240	10	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159

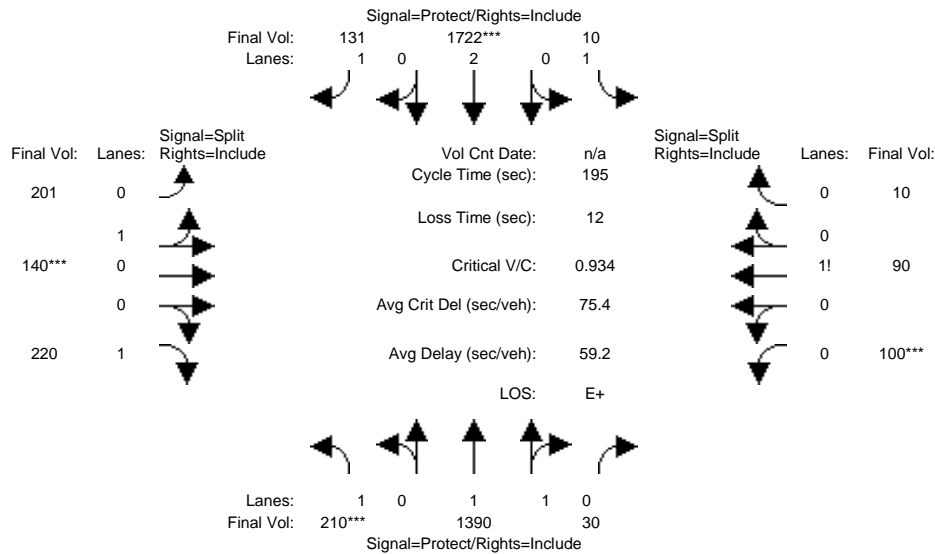
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.59	0.02	0.39
Final Sat.:	43	3298	259	1750	1787	13	0	0	0	1027	43	680

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.07	0.78	0.78	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****						****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	0.0	0.0	0.0	11.8	11.8	11.8
Volume/Cap:	0.71	0.71	0.71	0.11	1.19	1.19	0.00	0.00	0.00	1.19	1.19	1.19
Delay/Veh:	7.7	7.7	7.7	3.9	105	105.4	0.0	0.0	0.0	135.7	136	135.7
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:	7.7	7.7	7.7	3.9	105	105.4	0.0	0.0	0.0	135.7	136	135.7
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2k95thQ:	21	21	21	2	91	91	0	0	0	31	31	31

Note: Queue reported is the number of cars per lane.

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	0	0	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1390	30	10	1722	131	201	140	220	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1390	30	10	1722	131	201	140	220	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	1390	30	10	1722	131	201	140	220	100	90	10

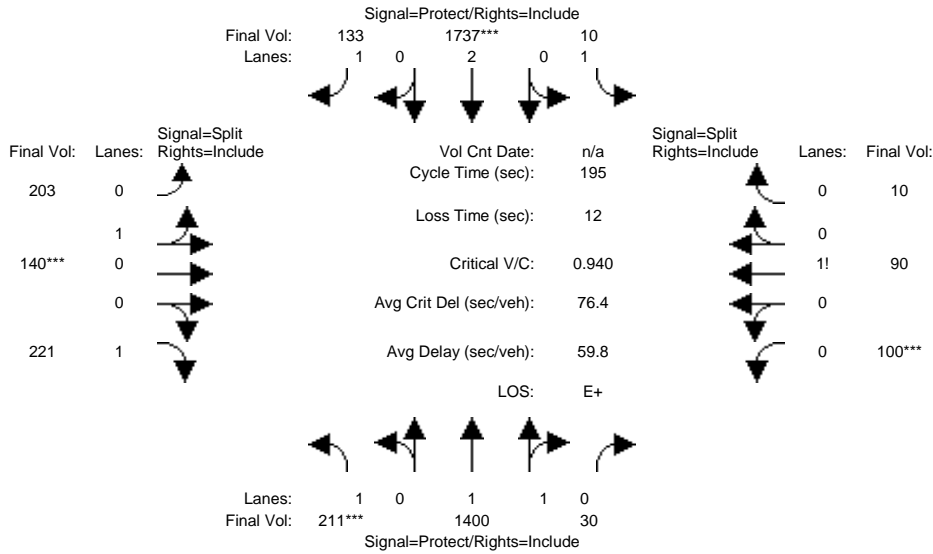
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1061	739	1750	875	788	88

Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.45	0.07	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	25.0	109	109.4	10.2	94.6	94.6	39.5	39.5	39.5	23.9	23.9	23.9
Volume/Cap:	0.93	0.68	0.68	0.11	0.93	0.15	0.93	0.93	0.62	0.93	0.93	0.93
Delay/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
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:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2k95thQ:	26	49	49	1	79	9	38	38	23	28	28	28

Note: Queue reported is the number of cars per lane.

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Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East 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:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	1	10	0	0	17	3	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1400	30	10	1737	133	203	140	221	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1400	30	10	1737	133	203	140	221	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1400	30	10	1737	133	203	140	221	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1400	30	10	1737	133	203	140	221	100	90	10

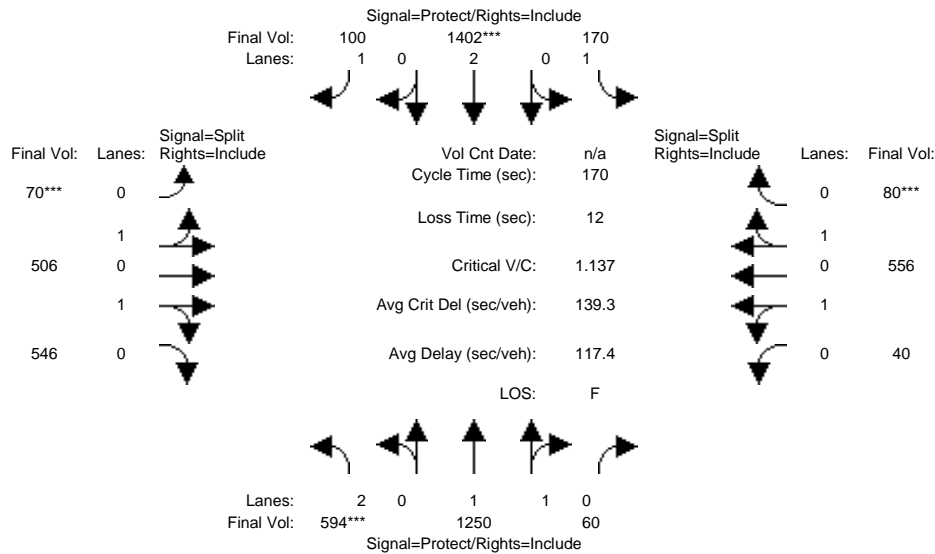
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1065	735	1750	875	788	88

Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.39	0.01	0.46	0.08	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	25.0	110	109.6	10.2	94.8	94.8	39.5	39.5	39.5	23.7	23.7	23.7
Volume/Cap:	0.94	0.69	0.69	0.11	0.94	0.16	0.94	0.94	0.62	0.94	0.94	0.94
Delay/Veh:	127.9	31.5	31.5	88.6	57.5	28.0	108.7	109	74.4	130.0	130	130.0
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:	127.9	31.5	31.5	88.6	57.5	28.0	108.7	109	74.4	130.0	130	130.0
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2k95thQ:	27	49	49	1	80	9	39	39	23	28	28	28

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	590	1250	60	170	1400	100	70	500	540	40	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	170	1400	100	70	500	540	40	550	80
Added Vol:	4	0	0	0	2	0	0	6	6	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	1250	60	170	1402	100	70	506	546	40	556	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	1250	60	170	1402	100	70	506	546	40	556	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1250	60	170	1402	100	70	506	546	40	556	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	594	1250	60	170	1402	100	70	506	546	40	556	80

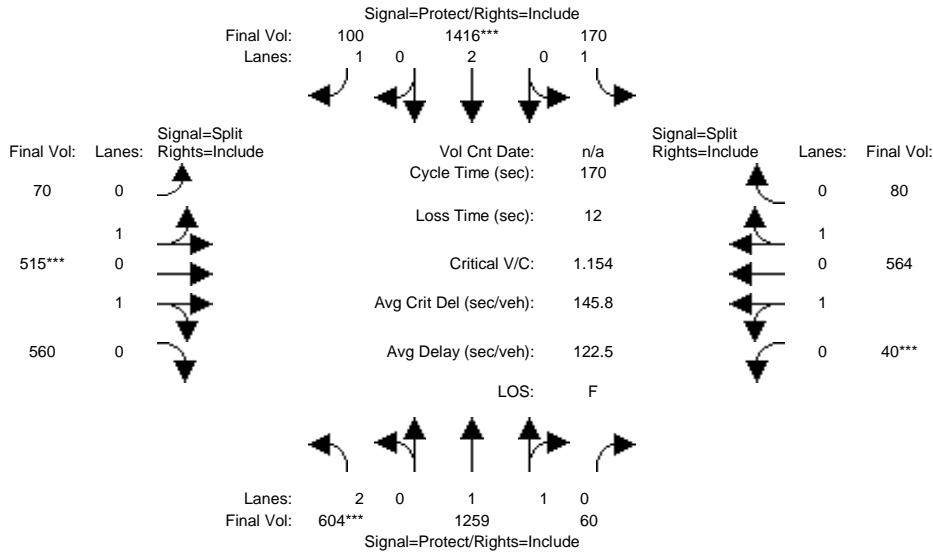
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.90	0.98	0.12	1.64	0.24
Final Sat.:	3150	3530	169	1750	3800	1750	225	1624	1752	213	2961	426

Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.10	0.37	0.06	0.31	0.31	0.31	0.19	0.19	0.19
Crit Moves:	***			****			****					****
Green Time:	28.2	65.4	65.4	17.9	55.2	55.2	46.6	46.6	46.6	28.1	28.1	28.1
Volume/Cap:	1.14	0.92	0.92	0.92	1.14	0.18	1.14	1.14	1.14	1.14	1.14	1.14
Delay/Veh:	153.9	59.8	59.8	119.4	130	41.3	136.0	136	136.0	151.9	152	151.9
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:	153.9	59.8	59.8	119.4	130	41.3	136.0	136	136.0	151.9	152	151.9
LOS by Move:	F	E+	E+	F	F	D	F	F	F	F	F	F
HCM2k95thQ:	38	50	50	23	76	8	63	63	63	39	39	39

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	590	1250	60	170	1400	100	70	500	540	40	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	170	1400	100	70	500	540	40	550	80
Added Vol:	14	9	0	0	16	0	0	15	20	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1259	60	170	1416	100	70	515	560	40	564	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1259	60	170	1416	100	70	515	560	40	564	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1259	60	170	1416	100	70	515	560	40	564	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	604	1259	60	170	1416	100	70	515	560	40	564	80

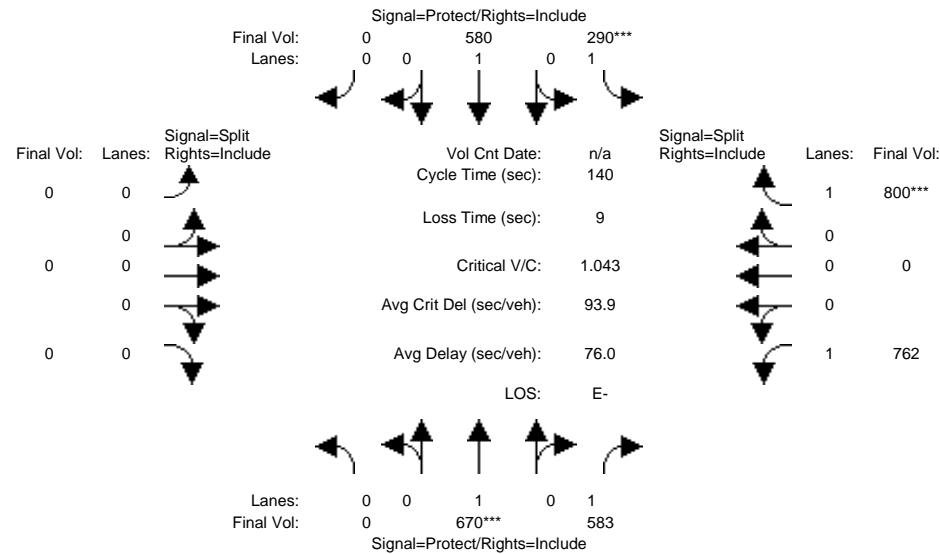
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.90	0.98	0.12	1.65	0.23
Final Sat.:	3150	3532	168	1750	3800	1750	220	1619	1761	211	2968	421

Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.10	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	28.2	65.3	65.3	17.8	54.9	54.9	46.9	46.9	46.9	28.0	28.0	28.0
Volume/Cap:	1.15	0.93	0.93	0.93	1.15	0.18	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	160.1	60.8	60.8	121.5	136	41.5	142.5	142	142.5	158.3	158	158.3
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:	160.1	60.8	60.8	121.5	136	41.5	142.5	142	142.5	158.3	158	158.3
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2k95thQ:	39	50	50	23	77	8	65	65	65	40	40	40

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	583	290	580	0	0	0	0	762	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	583	290	580	0	0	0	0	762	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	583	290	580	0	0	0	0	762	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	670	583	290	580	0	0	0	0	762	0	800

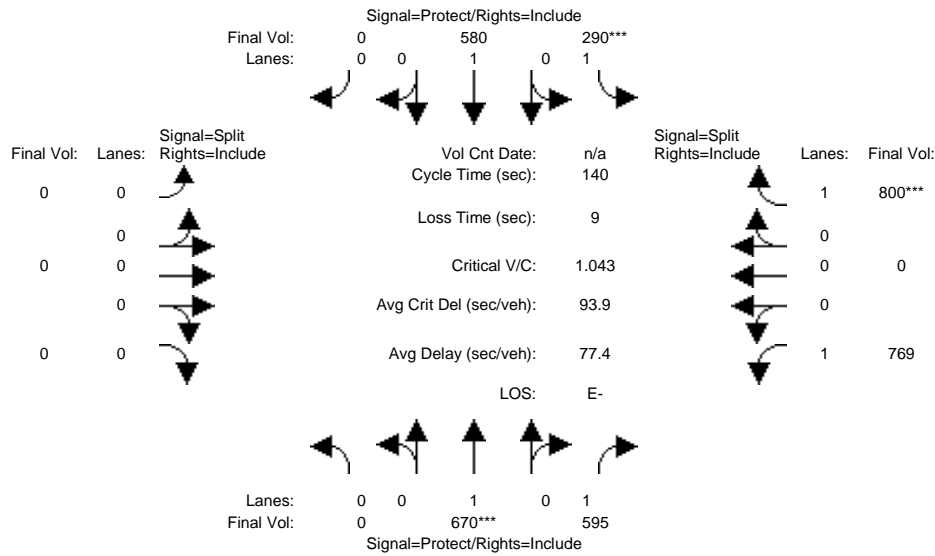
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:	****		****								****	
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	0.98	1.04	0.61	0.00	0.00	0.00	0.00	0.99	0.00	1.04
Delay/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
LOS by Move:	A	F	E-	F	C	A	A	A	A	E	A	F
HCM2k95thQ:	0	55	49	33	31	0	0	0	0	64	0	71

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	769	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	595	290	580	0	0	0	0	769	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	769	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	670	595	290	580	0	0	0	0	769	0	800

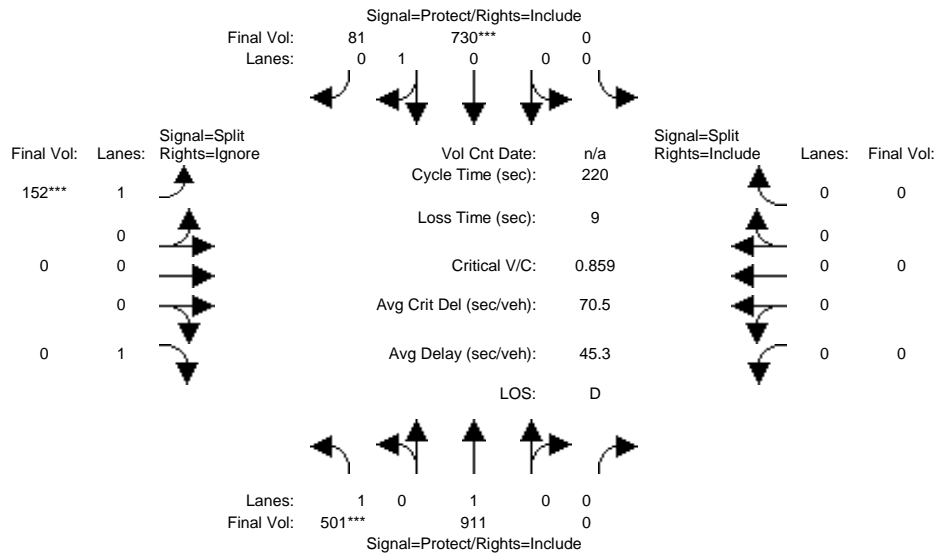
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:	****		****								****	
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.3	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.3	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	E	A	F
HCM2k95thQ:	0	55	51	33	31	0	0	0	0	65	0	71

Note: Queue reported is the number of cars per lane.

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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	1	1	0	0	0	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	911	0	0	730	81	152	0	821	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	501	911	0	0	730	81	152	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	911	0	0	730	81	152	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	501	911	0	0	730	81	152	0	0	0	0	0

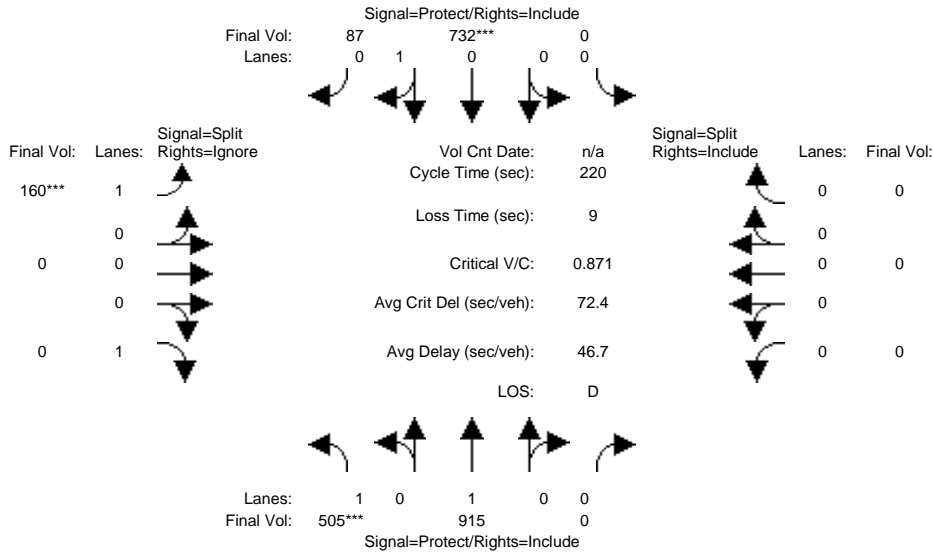
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1620	180	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.45	0.45	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	73.3	189	0.0	0.0	115	115.4	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.86	0.56	0.00	0.00	0.86	0.86	0.86	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2k95thQ:	53	28	0	0	76	76	19	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	5	5	0	0	2	7	10	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	915	0	0	732	87	160	0	825	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	505	915	0	0	732	87	160	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	915	0	0	732	87	160	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	505	915	0	0	732	87	160	0	0	0	0	0

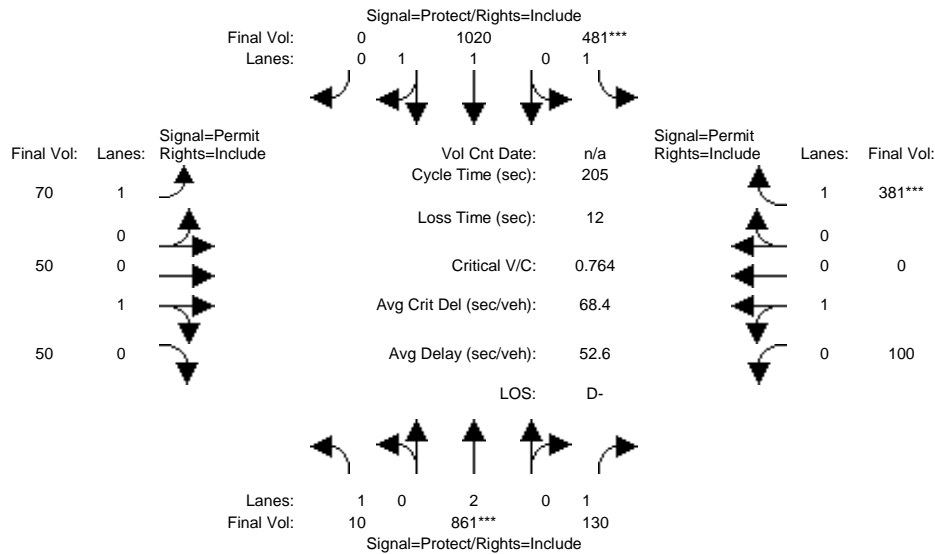
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1609	191	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.46	0.46	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	72.9	188	0.0	0.0	115	115.0	23.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.87	0.56	0.00	0.00	0.87	0.87	0.87	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	82.6	5.0	0.0	0.0	54.9	54.9	130.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	5.0	0.0	0.0	54.9	54.9	130.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2k95thQ:	54	29	0	0	78	78	20	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	861	130	481	1020	0	70	50	50	100	0	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	861	130	481	1020	0	70	50	50	100	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	861	130	481	1020	0	70	50	50	100	0	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	861	130	481	1020	0	70	50	50	100	0	381

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750

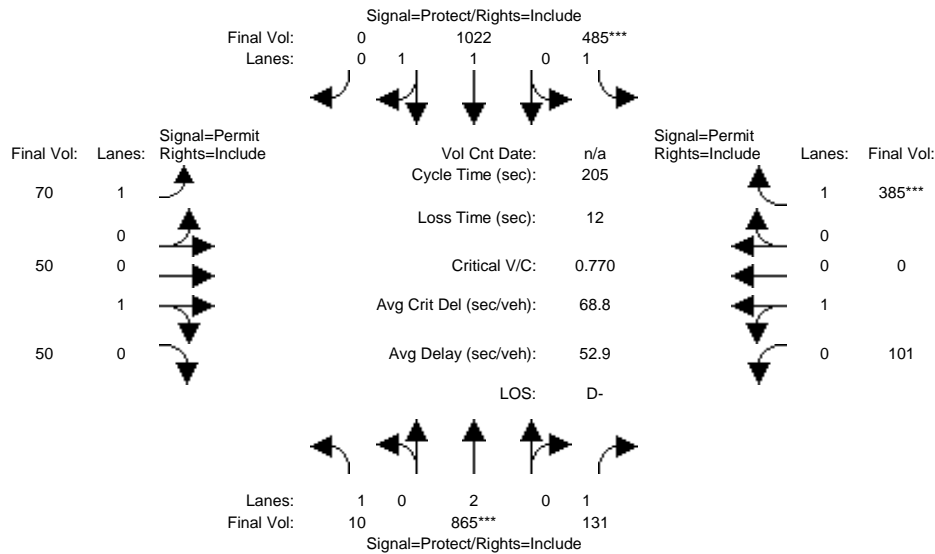
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.27	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:	****		****				****					
Green Time:	14.8	60.8	60.8	73.8	120	0.0	58.4	58.4	58.4	58.4	0.0	58.4
Volume/Cap:	0.08	0.76	0.25	0.76	0.47	0.00	0.14	0.19	0.19	0.19	0.00	0.76
Delay/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2k95thQ:	1	39	12	45	30	0	7	9	9	9	0	40

Note: Queue reported is the number of cars per lane.

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Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	5	1	5	2	0	0	0	0	1	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	865	131	485	1022	0	70	50	50	101	0	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	865	131	485	1022	0	70	50	50	101	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	865	131	485	1022	0	70	50	50	101	0	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	865	131	485	1022	0	70	50	50	101	0	385

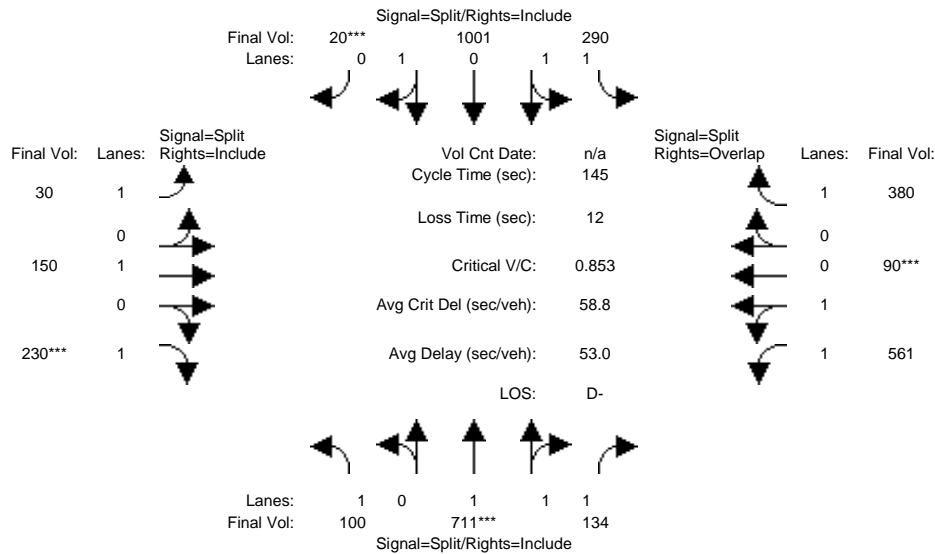
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.28	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:	****		****								****	
Green Time:	14.8	60.6	60.6	73.8	120	0.0	58.6	58.6	58.6	58.6	0.0	58.6
Volume/Cap:	0.08	0.77	0.25	0.77	0.47	0.00	0.14	0.19	0.19	0.20	0.00	0.77
Delay/Veh:	89.0	69.1	55.2	63.9	24.7	0.0	54.6	55.5	55.5	55.6	0.0	74.2
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:	89.0	69.1	55.2	63.9	24.7	0.0	54.6	55.5	55.5	55.6	0.0	74.2
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2k95thQ:	1	39	12	45	30	0	7	9	9	9	0	41

Note: Queue reported is the number of cars per lane.

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	1	4	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	711	134	290	1001	20	30	150	230	561	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	711	134	290	1001	20	30	150	230	561	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	711	134	290	1001	20	30	150	230	561	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	711	134	290	1001	20	30	150	230	561	90	380

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3719	1800	1750	3627	72	1750	1900	1750	3059	491	1750

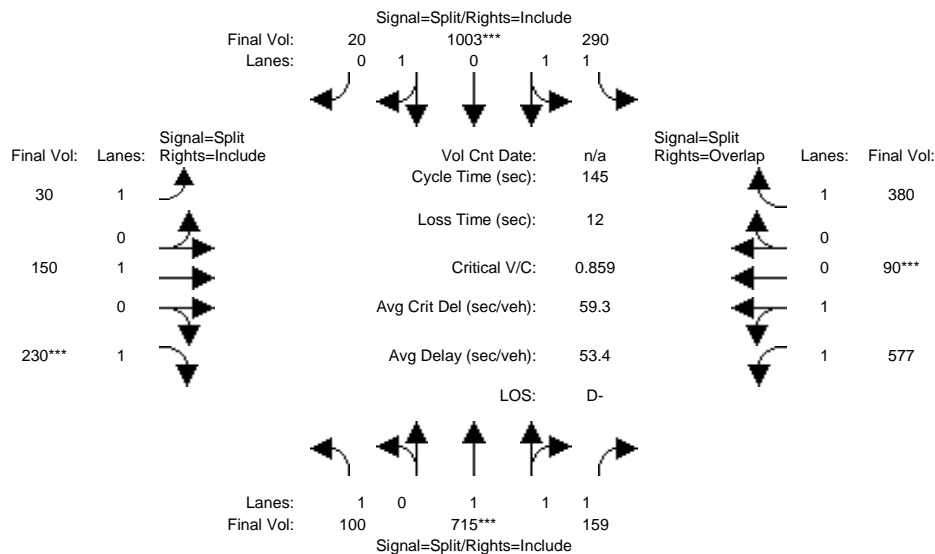
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.17	0.28	0.28	0.02	0.08	0.13	0.18	0.18	0.22
Crit Moves:	****			****			****			****		
Green Time:	32.5	32.5	32.5	46.9	46.9	46.9	22.4	22.4	22.4	31.2	31.2	78.1
Volume/Cap:	0.25	0.85	0.33	0.51	0.85	0.85	0.11	0.51	0.85	0.85	0.85	0.40
Delay/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
LOS by Move:	D	E	D	D	D	D	D-	E+	F	E	E	B-
HCM2k95thQ:	7	26	9	20	38	38	3	13	24	27	27	19

Note: Queue reported is the number of cars per lane.

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Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	5	29	0	3	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	715	159	290	1003	20	30	150	230	577	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	715	159	290	1003	20	30	150	230	577	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	715	159	290	1003	20	30	150	230	577	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	715	159	290	1003	20	30	150	230	577	90	380

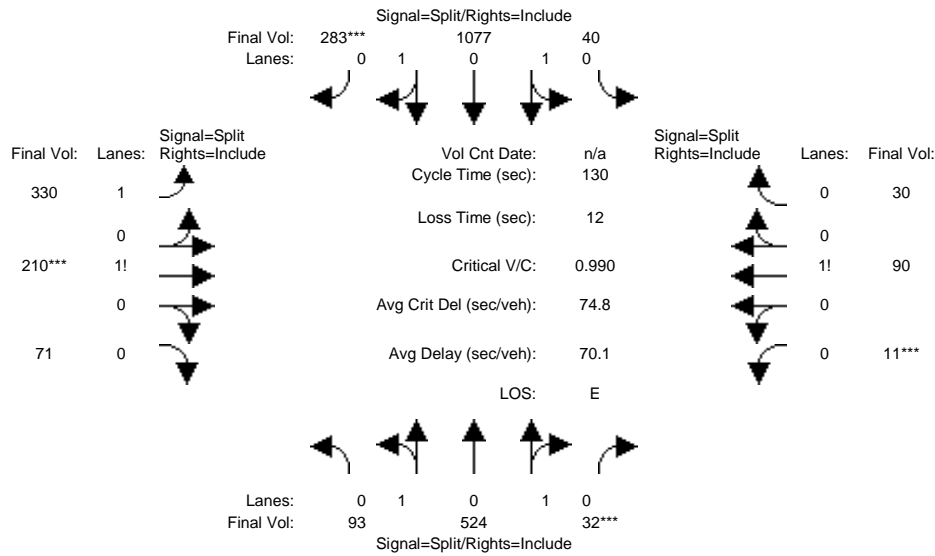
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3722	1800	1750	3628	72	1750	1900	1750	3071	479	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.09	0.17	0.28	0.28	0.02	0.08	0.13	0.19	0.19	0.22
Crit Moves:	****			****			****			****		
Green Time:	32.4	32.4	32.4	46.7	46.7	46.7	22.2	22.2	22.2	31.7	31.7	78.4
Volume/Cap:	0.26	0.86	0.40	0.51	0.86	0.86	0.11	0.52	0.86	0.86	0.86	0.40
Delay/Veh:	46.7	61.6	48.1	40.1	51.2	51.2	53.1	58.1	83.1	64.0	64.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	61.6	48.1	40.1	51.2	51.2	53.1	58.1	83.1	64.0	64.0	19.8
LOS by Move:	D	E	D	D	D-	D-	D-	E+	F	E	E	B-
HCM2k95thQ:	7	26	11	20	38	38	3	13	24	27	27	19

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
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Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	3	34	2	0	7	13	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	524	32	40	1077	283	330	210	71	11	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	524	32	40	1077	283	330	210	71	11	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	524	32	40	1077	283	330	210	71	11	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	524	32	40	1077	283	330	210	71	11	90	30

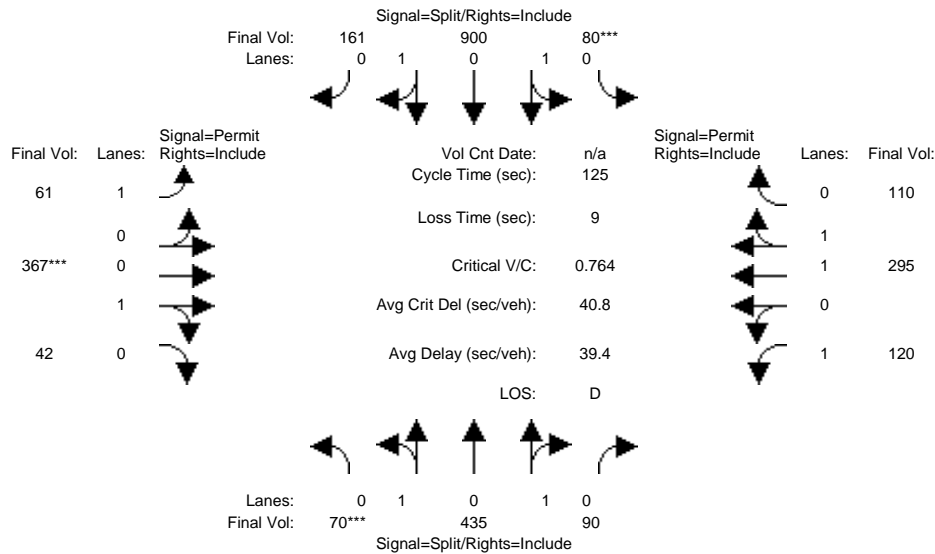
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.29	1.61	0.10	0.06	1.54	0.40	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	516	2907	178	103	2769	728	2397	824	279	147	1202	401

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.39	0.39	0.39	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	23.6	23.6	23.6	51.0	51.0	51.0	33.4	33.4	33.4	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.54	0.99	0.99	0.97	0.97	0.97
Delay/Veh:	86.1	86.1	86.1	61.3	61.3	61.3	42.1	82.3	82.3	128.9	129	128.9
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:	86.1	86.1	86.1	61.3	61.3	61.3	42.1	82.3	82.3	128.9	129	128.9
LOS by Move:	F	F	F	E	E	E	D	F	F	F	F	F
HCM2k95thQ:	27	27	27	50	50	50	16	38	38	17	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	0	5	0	0	0	1	1	7	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	435	90	80	900	161	61	367	42	120	295	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	435	90	80	900	161	61	367	42	120	295	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	435	90	80	900	161	61	367	42	120	295	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	435	90	80	900	161	61	367	42	120	295	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.46	0.30	0.14	1.58	0.28	1.00	0.90	0.10	1.00	1.44	0.56
Final Sat.:	424	2632	545	252	2840	508	1750	1615	185	1750	2694	1005

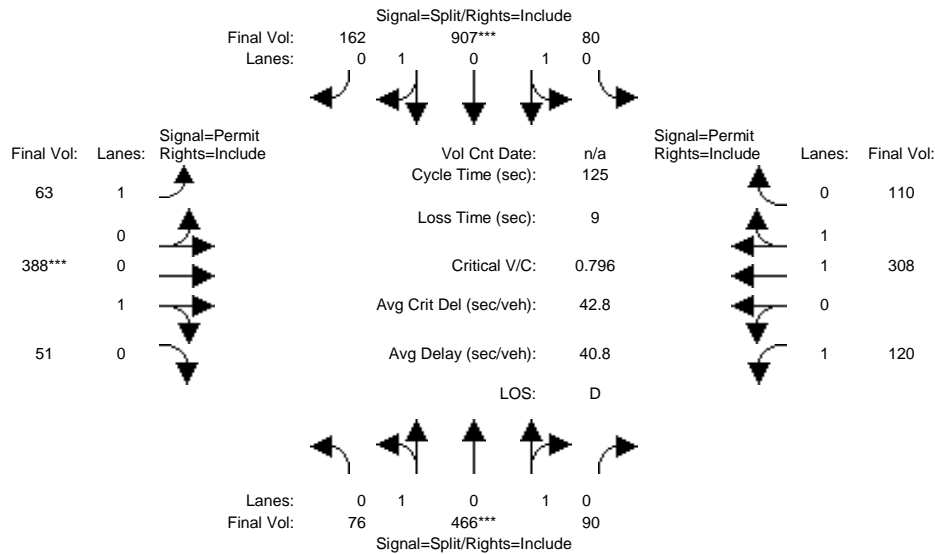
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.32	0.32	0.32	0.03	0.23	0.23	0.07	0.11	0.11
Crit Moves:	***			***			***					
Green Time:	27.0	27.0	27.0	51.8	51.8	51.8	37.2	37.2	37.2	37.2	37.2	37.2
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.76	0.76	0.23	0.37	0.37
Delay/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
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:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
LOS by Move:	D	D	D	C-	C-	C-	C-	D	D	C-	C-	C-
HCM2k95thQ:	21	21	21	31	31	31	4	27	27	7	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	6	36	0	0	7	2	3	28	11	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	466	90	80	907	162	63	388	51	120	308	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	466	90	80	907	162	63	388	51	120	308	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	466	90	80	907	162	63	388	51	120	308	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	466	90	80	907	162	63	388	51	120	308	110

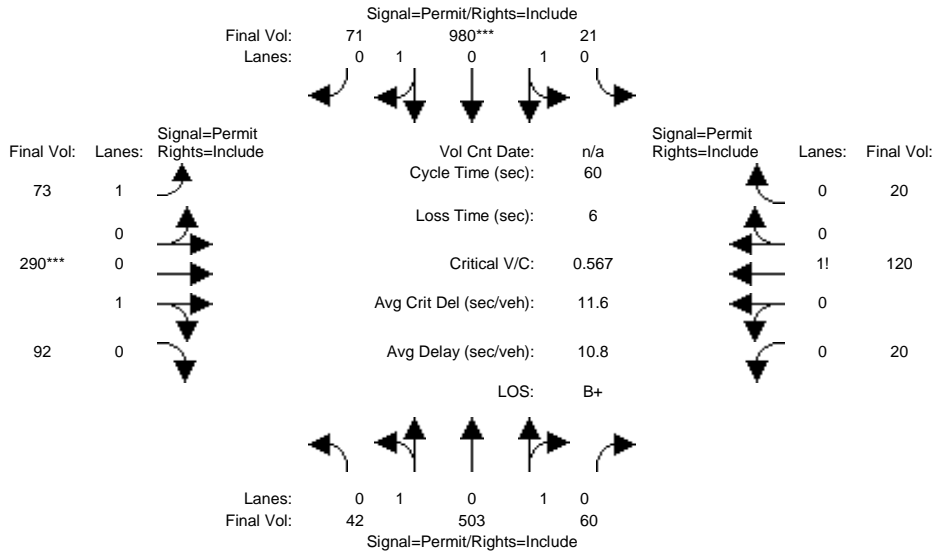
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.48	0.28	0.14	1.58	0.28	1.00	0.88	0.12	1.00	1.46	0.54
Final Sat.:	433	2654	513	251	2842	508	1750	1591	209	1750	2726	973

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.04	0.24	0.24	0.07	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	27.6	27.6	27.6	50.1	50.1	50.1	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.80	0.80	0.22	0.37	0.37
Delay/Veh:	51.7	51.7	51.7	36.1	36.1	36.1	31.3	47.7	47.7	32.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	51.7	36.1	36.1	36.1	31.3	47.7	47.7	32.5	34.1	34.1
LOS by Move:	D-	D-	D-	D+	D+	D+	C	D	D	C-	C-	C-
HCM2k95thQ:	23	23	23	32	32	32	4	29	29	7	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	2	3	0	1	0	1	3	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	503	60	21	980	71	73	290	92	20	120	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:	42	503	60	21	980	71	73	290	92	20	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	503	60	21	980	71	73	290	92	20	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	503	60	21	980	71	73	290	92	20	120	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.66	0.20	0.04	1.83	0.13	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	250	2993	357	71	3291	238	1750	1366	434	219	1313	219

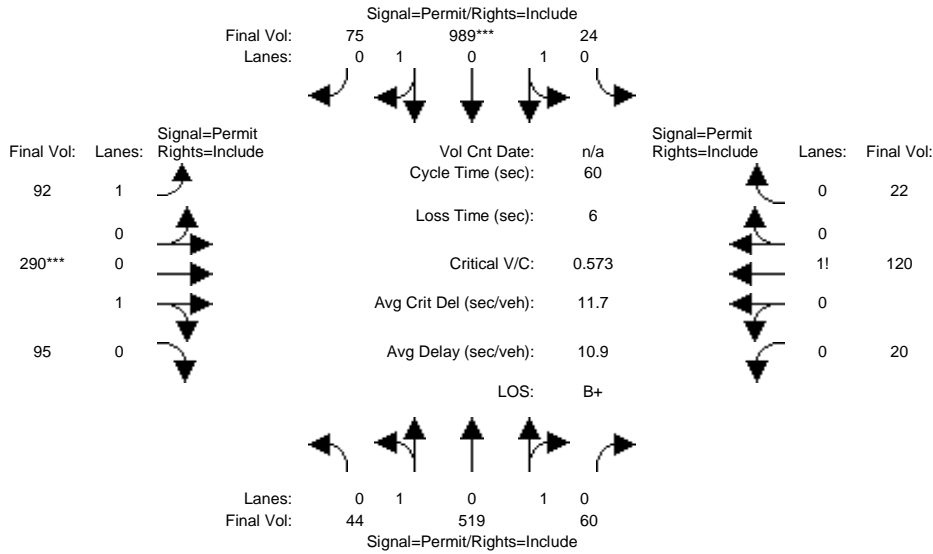
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.32	0.32	0.32	0.57	0.57	0.57	0.11	0.57	0.57	0.24	0.24	0.24
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2k95thQ:	6	6	6	13	13	13	2	11	11	5	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	4	19	0	4	9	5	22	0	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	519	60	24	989	75	92	290	95	20	120	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	519	60	24	989	75	92	290	95	20	120	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	519	60	24	989	75	92	290	95	20	120	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	519	60	24	989	75	92	290	95	20	120	22

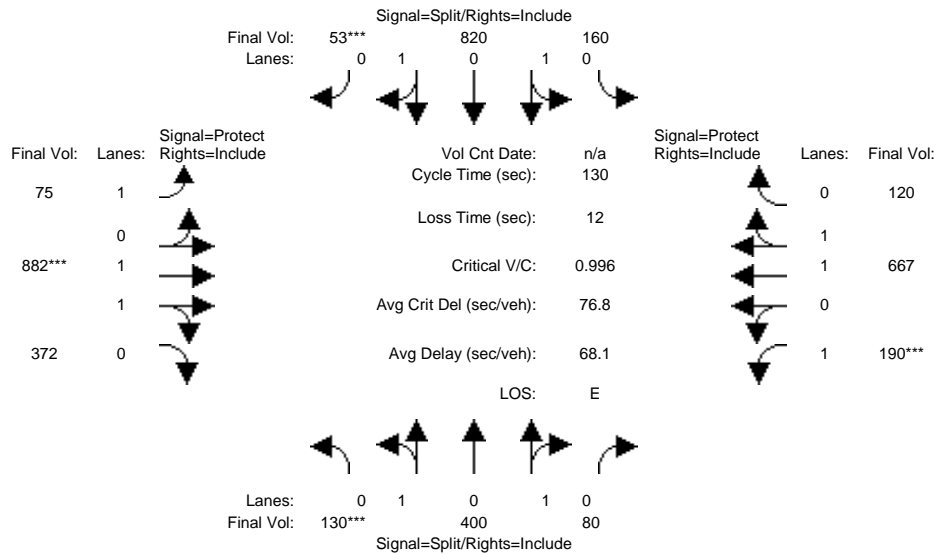
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.67	0.19	0.04	1.82	0.14	1.00	0.75	0.25	0.12	0.74	0.14
Final Sat.:	254	2999	347	79	3272	248	1750	1356	444	216	1296	238

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.05	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.6	31.6	31.6	31.6	31.6	31.6	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.33	0.33	0.33	0.57	0.57	0.57	0.14	0.57	0.57	0.25	0.25	0.25
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.5	16.2	16.2	13.2	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.5	16.2	16.2	13.2	13.2	13.2
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2k95thQ:	6	6	6	13	13	13	2	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	0	0	0	0	0	3	5	12	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	400	80	160	820	53	75	882	372	190	667	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	400	80	160	820	53	75	882	372	190	667	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	400	80	160	820	53	75	882	372	190	667	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	400	80	160	820	53	75	882	372	190	667	120

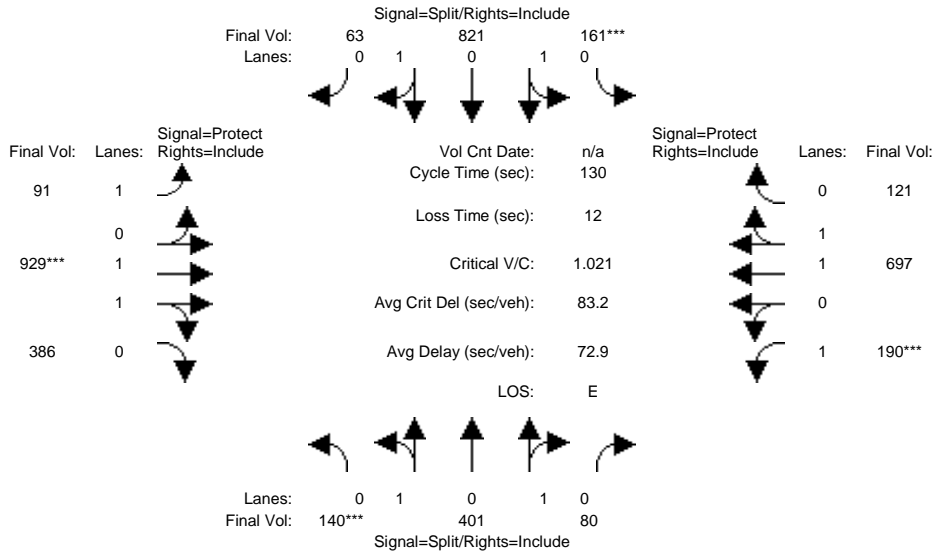
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	1.31	0.26	0.31	1.59	0.10	1.00	1.39	0.61	1.00	1.69	0.31
Final Sat.:	767	2361	472	558	2858	185	1750	2602	1097	1750	3135	564

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.04	0.34	0.34	0.11	0.21	0.21
Crit Moves:	***					***	***			***		
Green Time:	22.1	22.1	22.1	37.5	37.5	37.5	11.8	44.3	44.3	14.2	46.6	46.6
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.59	0.59
Delay/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
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:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
LOS by Move:	F	F	F	E	E	E	E+	E	E	F	C-	C-
HCM2k95thQ:	23	23	23	42	42	42	6	48	48	19	23	23

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	10	1	0	1	1	13	21	59	16	0	37	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	401	80	161	821	63	91	929	386	190	697	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	401	80	161	821	63	91	929	386	190	697	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	401	80	161	821	63	91	929	386	190	697	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	401	80	161	821	63	91	929	386	190	697	121

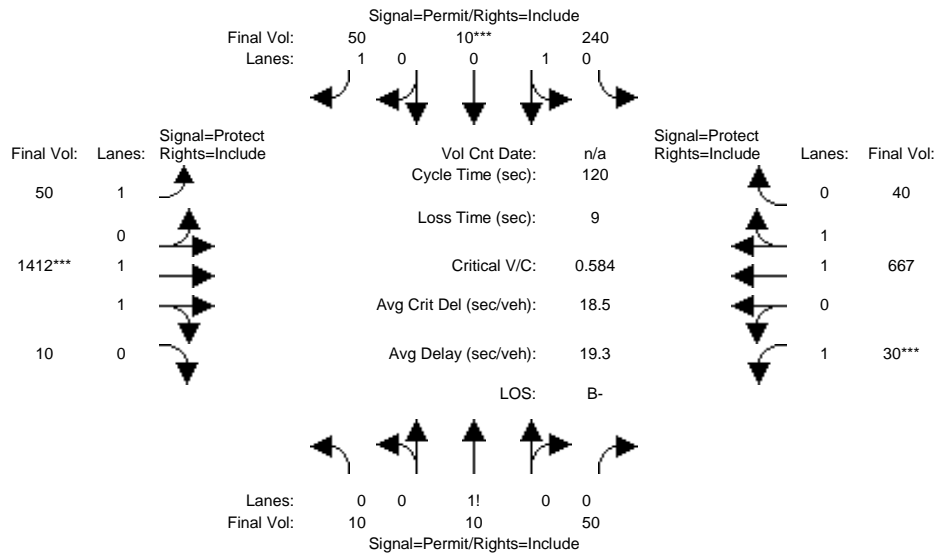
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	1.29	0.26	0.31	1.57	0.12	1.00	1.40	0.60	1.00	1.70	0.30
Final Sat.:	812	2325	464	555	2828	217	1750	2613	1086	1750	3152	547

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.05	0.36	0.36	0.11	0.22	0.22
Crit Moves:	***			****			****			****		
Green Time:	22.0	22.0	22.0	37.0	37.0	37.0	11.6	45.3	45.3	13.8	47.5	47.5
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.58	1.02	1.02	1.02	0.60	0.60
Delay/Veh:	96.0	96.0	96.0	80.1	80.1	80.1	62.5	72.9	72.9	129.7	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.0	96.0	96.0	80.1	80.1	80.1	62.5	72.9	72.9	129.7	34.4	34.4
LOS by Move:	F	F	F	F	F	F	E	E	E	F	C-	C-
HCM2k95thQ:	24	24	24	43	43	43	7	51	51	19	24	24

Note: Queue reported is the number of cars per lane.

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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1412	10	30	667	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1412	10	30	667	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1412	10	30	667	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	50	240	10	50	50	1412	10	30	667	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	250	250	1250	1728	72	1750	1750	3674	26	1750	3491	209

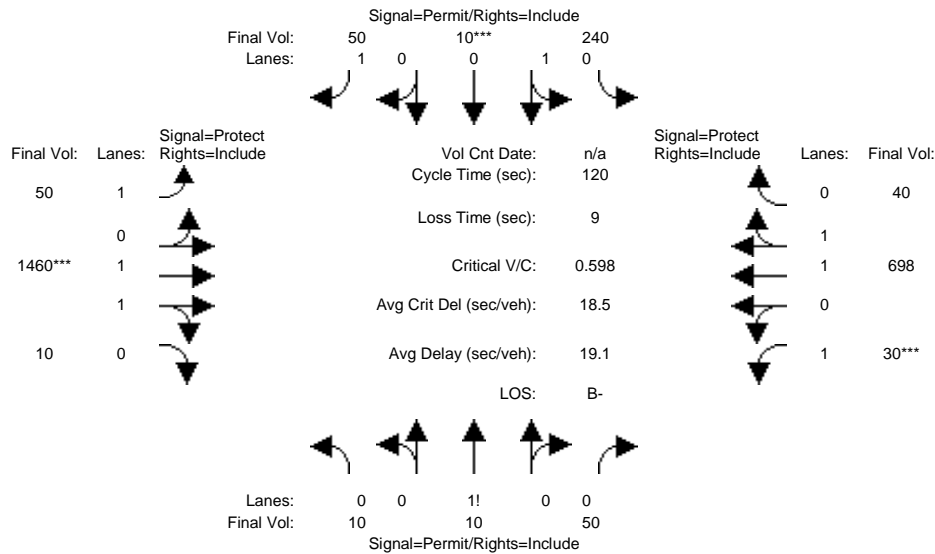
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	19.5	76.4	76.4	7.0	63.9	63.9
Volume/Cap:	0.17	0.17	0.17	0.60	0.60	0.12	0.18	0.60	0.60	0.29	0.36	0.36
Delay/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2k95thQ:	5	5	5	17	17	3	3	26	26	3	14	14

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
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Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	60	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1460	10	30	698	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1460	10	30	698	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1460	10	30	698	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	50	240	10	50	50	1460	10	30	698	40

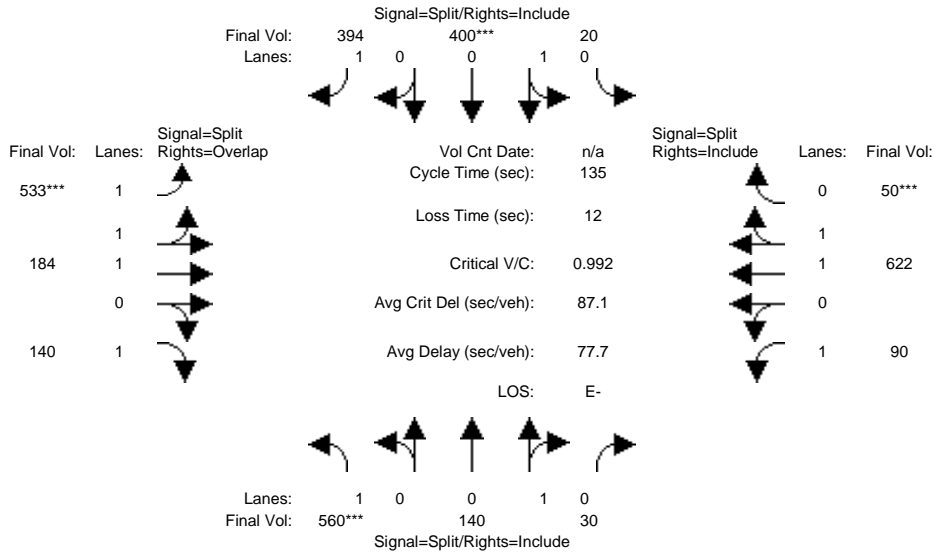
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1728	72	1750	1750	3675	25	1750	3499	201

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.40	0.40	0.02	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	19.0	77.1	77.1	7.0	65.0	65.0
Volume/Cap:	0.18	0.18	0.18	0.62	0.62	0.13	0.18	0.62	0.62	0.29	0.37	0.37
Delay/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.1	13.2	13.2	55.7	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.1	13.2	13.2	55.7	15.8	15.8
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2k95thQ:	5	5	5	17	17	3	3	27	27	3	15	15

Note: Queue reported is the number of cars per lane.

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Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	4	3	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	394	533	184	140	90	622	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	394	533	184	140	90	622	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	394	533	184	140	90	622	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	560	140	30	20	400	394	533	184	140	90	622	50

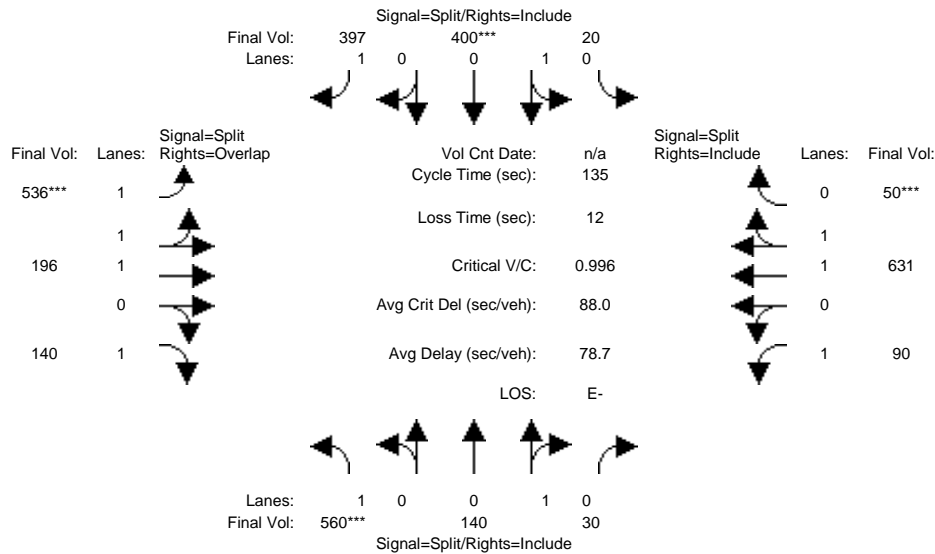
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3424	275

Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	***			***	***		***					***
Green Time:	43.5	43.5	43.5	31.7	31.7	31.7	23.0	23.0	66.5	24.7	24.7	24.7
Volume/Cap:	0.99	0.29	0.29	0.99	0.99	0.96	0.99	0.57	0.16	0.28	0.99	0.99
Delay/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2k95thQ:	50	11	11	40	40	37	31	14	7	7	33	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 2035 with Project PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	7	6	16	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	397	536	196	140	90	631	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	397	536	196	140	90	631	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	397	536	196	140	90	631	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	560	140	30	20	400	397	536	196	140	90	631	50

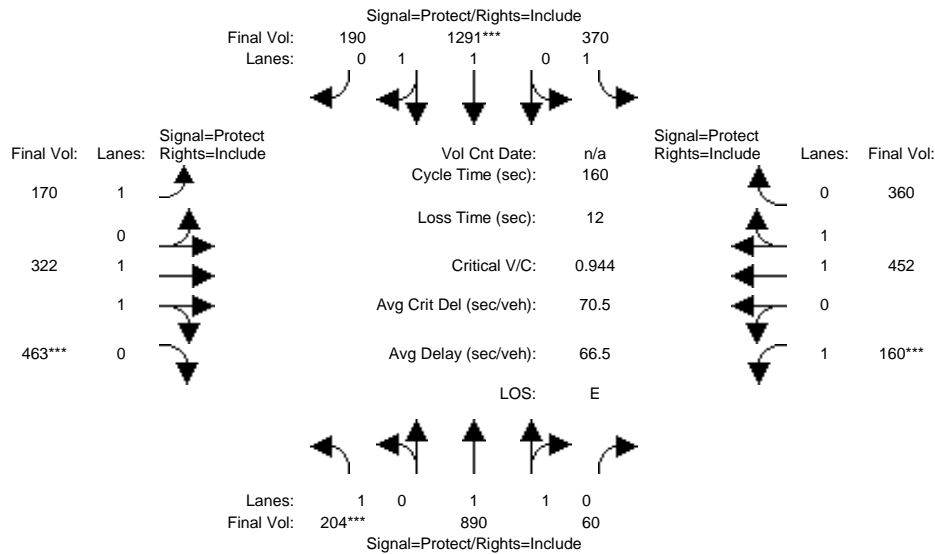
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3428	272

Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	43.4	43.4	43.4	31.6	31.6	31.6	23.1	23.1	66.4	24.9	24.9	24.9
Volume/Cap:	1.00	0.29	0.29	1.00	1.00	0.97	1.00	0.60	0.16	0.28	1.00	1.00
Delay/Veh:	82.6	34.6	34.6	94.4	94.4	87.3	88.1	52.6	19.0	47.8	88.4	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:	82.6	34.6	34.6	94.4	94.4	87.3	88.1	52.6	19.0	47.8	88.4	88.4
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2k95thQ:	50	11	11	40	40	38	32	15	7	7	33	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	200	890	60	370	1290	190	170	320	460	160	450	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	60	370	1290	190	170	320	460	160	450	360
Added Vol:	4	0	0	0	1	0	0	2	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	890	60	370	1291	190	170	322	463	160	452	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	890	60	370	1291	190	170	322	463	160	452	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	890	60	370	1291	190	170	322	463	160	452	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	890	60	370	1291	190	170	322	463	160	452	360

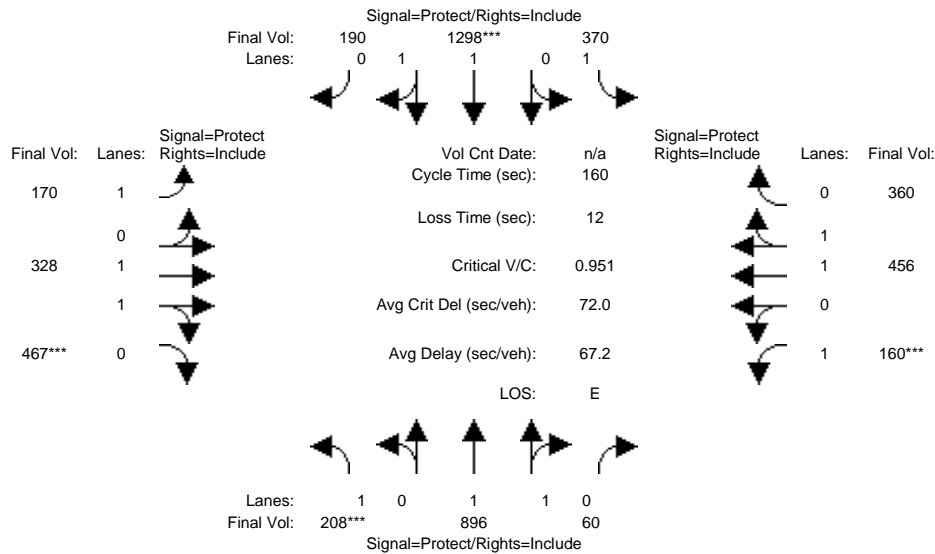
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.09	0.91
Final Sat.:	1750	3466	234	1750	3225	475	1750	1900	1750	1750	2058	1639

Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.40	0.40	0.10	0.17	0.26	0.09	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	19.8	48.1	48.1	39.6	67.9	67.9	18.5	44.9	44.9	15.5	41.8	41.8
Volume/Cap:	0.94	0.85	0.85	0.85	0.94	0.94	0.84	0.60	0.94	0.94	0.84	0.84
Delay/Veh:	115.0	59.3	59.3	72.7	56.1	56.1	94.8	50.7	75.2	124.4	62.5	62.5
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:	115.0	59.3	59.3	72.7	56.1	56.1	94.8	50.7	75.2	124.4	62.5	62.5
LOS by Move:	F	E+	E+	E	E+	E+	F	D	E-	F	E	E
HCM2k95thQ:	25	41	41	35	62	62	15	22	38	18	33	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
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 2000 HCM Operations (Future Volume Alternative)
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Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	200	890	60	370	1290	190	170	320	460	160	450	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	60	370	1290	190	170	320	460	160	450	360
Added Vol:	8	6	0	0	8	0	0	8	7	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	896	60	370	1298	190	170	328	467	160	456	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	896	60	370	1298	190	170	328	467	160	456	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	896	60	370	1298	190	170	328	467	160	456	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	896	60	370	1298	190	170	328	467	160	456	360

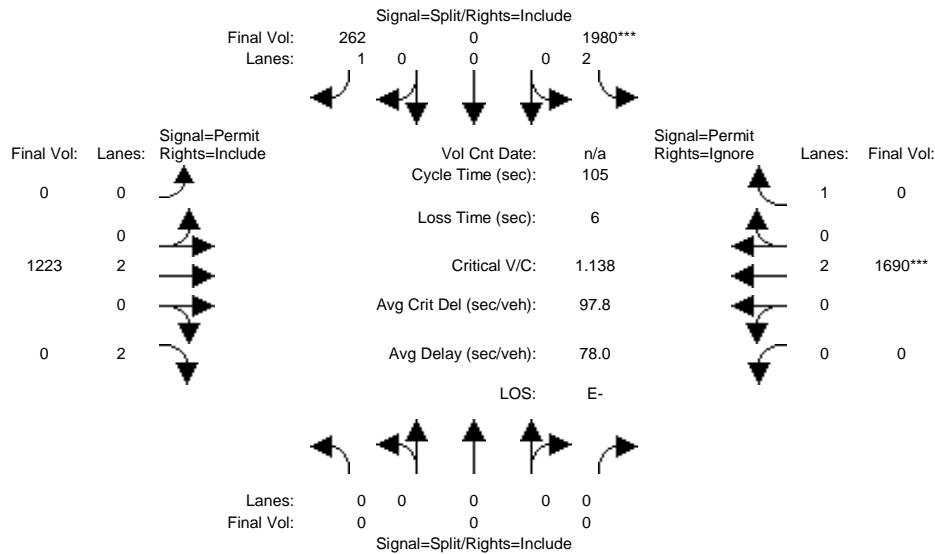
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.09	0.91
Final Sat.:	1750	3468	232	1750	3227	472	1750	1900	1750	1750	2066	1631

Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.40	0.40	0.10	0.17	0.27	0.09	0.22	0.22
Crit Moves:	***			****			****		****	****		
Green Time:	20.0	48.2	48.2	39.5	67.7	67.7	18.4	44.9	44.9	15.4	41.9	41.9
Volume/Cap:	0.95	0.86	0.86	0.86	0.95	0.95	0.84	0.61	0.95	0.95	0.84	0.84
Delay/Veh:	116.4	59.4	59.4	73.1	57.4	57.4	95.6	50.9	76.5	126.7	62.8	62.8
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:	116.4	59.4	59.4	73.1	57.4	57.4	95.6	50.9	76.5	126.7	62.8	62.8
LOS by Move:	F	E+	E+	E	E+	E+	F	D	E-	F	E	E
HCM2k95thQ:	26	41	41	36	63	63	15	23	38	18	33	33

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	2	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	262	0	1223	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	262	0	1223	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1980	0	262	0	1223	0	0	1690	0

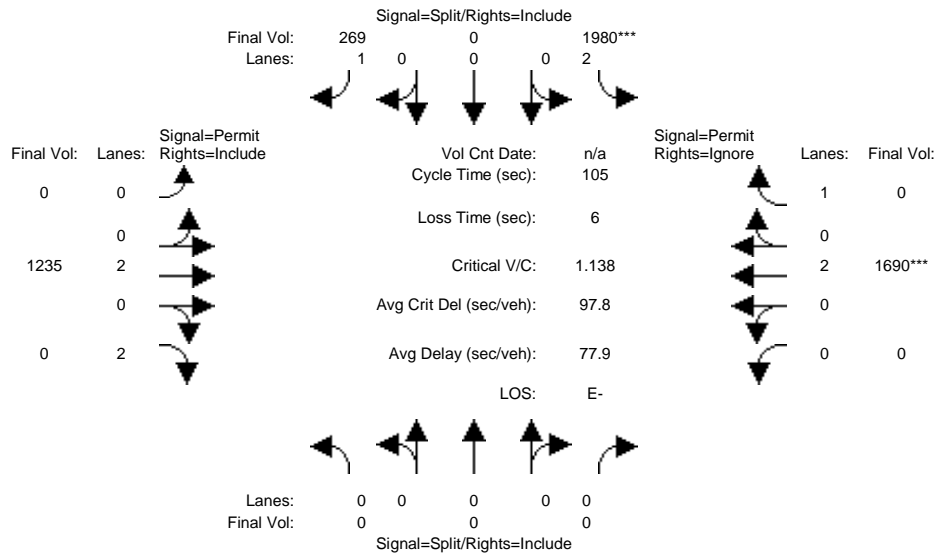
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.32	0.00	0.00	0.44	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.27	0.00	0.82	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2k95thQ:	0	0	0	90	0	9	0	32	0	0	64	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	9	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	269	0	1235	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	269	0	1235	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	269	0	1235	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1980	0	269	0	1235	0	0	1690	0

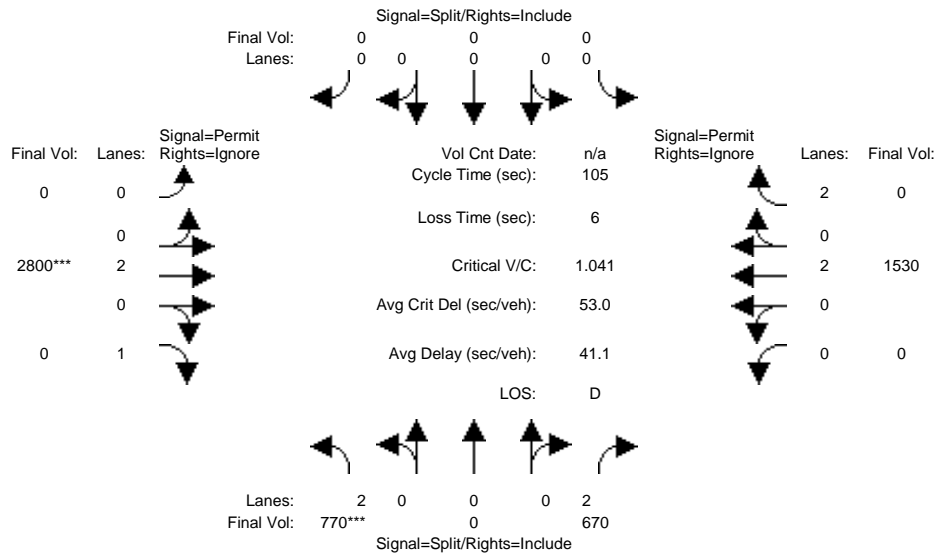
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.33	0.00	0.00	0.44	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.28	0.00	0.83	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2k95thQ:	0	0	0	90	0	10	0	32	0	0	64	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	303	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0

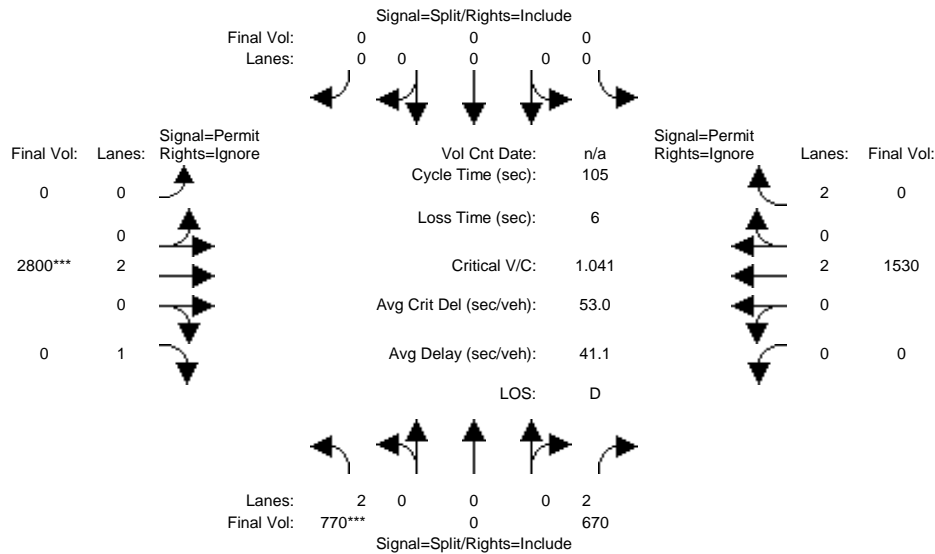
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2k95thQ:	37	0	29	0	0	0	0	82	0	0	22	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	315	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0

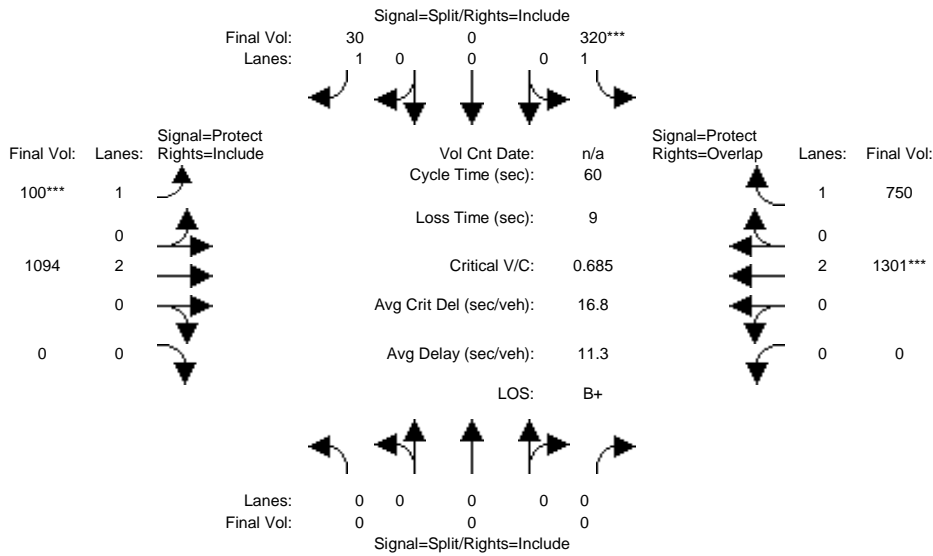
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150

Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2k95thQ:	37	0	29	0	0	0	0	82	0	0	22	0

Note: Queue reported is the number of cars per lane.

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	30	100	1094	0	0	1301	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	30	100	1094	0	0	1301	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	320	0	30	100	1094	0	0	1301	750

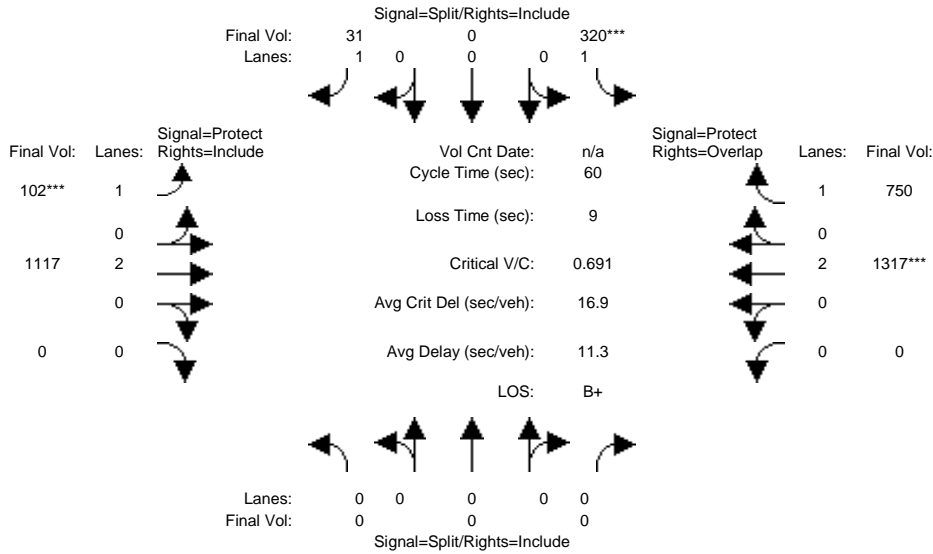
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.34	0.43
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	15.3	0.0	15.3	7.0	35.7	0.0	0.0	28.7	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.49	0.48	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2k95thQ:	0	0	0	14	0	1	4	11	0	0	18	14

Note: Queue reported is the number of cars per lane.

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Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	1	2	27	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	31	102	1117	0	0	1317	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	31	102	1117	0	0	1317	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	31	102	1117	0	0	1317	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	320	0	31	102	1117	0	0	1317	750

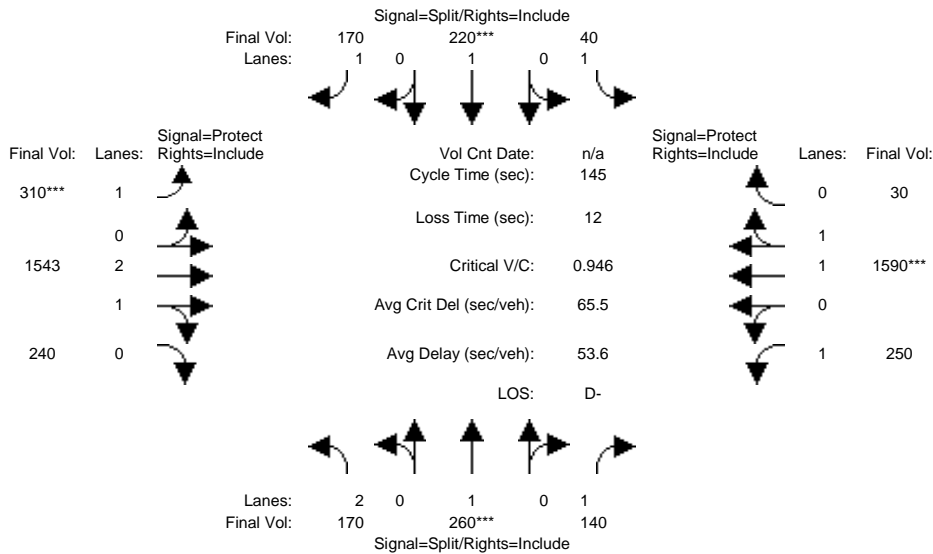
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.35	0.43
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	7.0	35.8	0.0	0.0	28.8	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.50	0.49	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	17.1	26.8	7.1	0.0	0.0	13.9	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	0.0	17.1	26.8	7.1	0.0	0.0	13.9	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2k95thQ:	0	0	0	14	0	1	4	11	0	0	18	14

Note: Queue reported is the number of cars per lane.

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1543	240	250	1590	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1543	240	250	1590	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	260	140	40	220	170	310	1543	240	250	1590	30

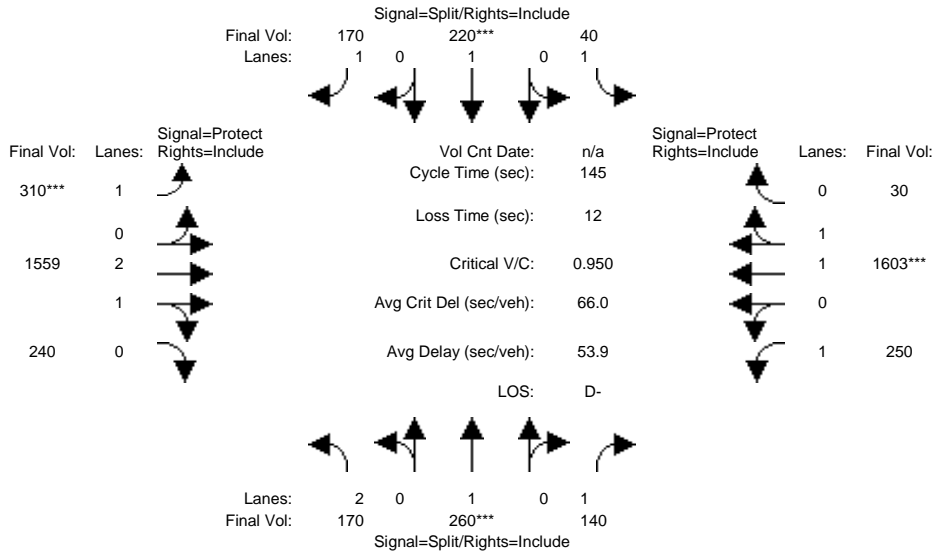
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4845	754	1750	3631	69

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:	****			****			****			****		
Green Time:	21.0	21.0	21.0	17.7	17.7	17.7	27.2	65.1	65.1	29.2	67.1	67.1
Volume/Cap:	0.37	0.95	0.55	0.19	0.95	0.79	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
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:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
LOS by Move:	E+	F	E	E+	F	E-	F	C-	C-	E	D	D
HCM2k95thQ:	9	27	13	4	24	18	29	36	36	20	59	59

Note: Queue reported is the number of cars per lane.

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Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1559	240	250	1603	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1559	240	250	1603	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1559	240	250	1603	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	260	140	40	220	170	310	1559	240	250	1603	30

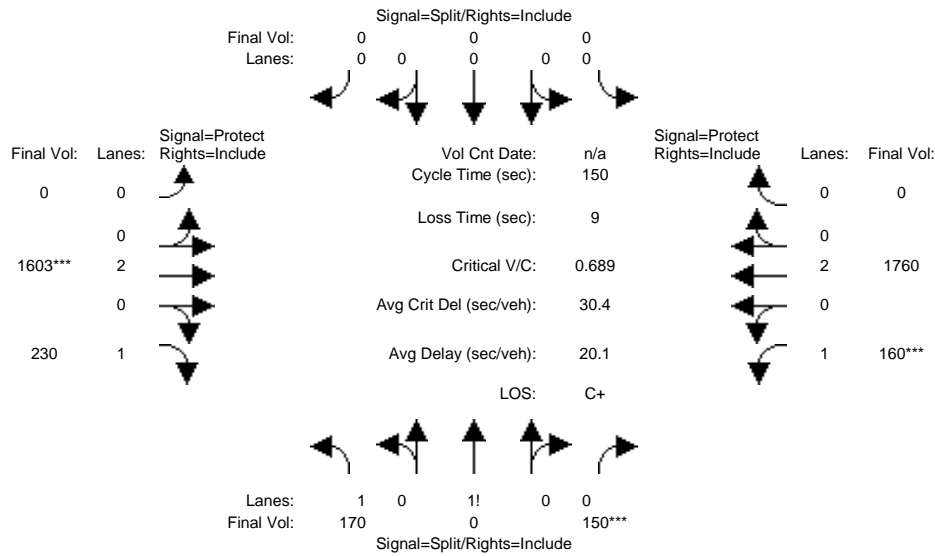
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4852	747	1750	3632	68

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:	****			****			****			****		
Green Time:	20.9	20.9	20.9	17.7	17.7	17.7	27.0	65.4	65.4	29.1	67.4	67.4
Volume/Cap:	0.37	0.95	0.56	0.19	0.95	0.80	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.7	102	60.4	57.6	108	80.5	94.9	33.2	33.2	60.8	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	102	60.4	57.6	108	80.5	94.9	33.2	33.2	60.8	49.1	49.1
LOS by Move:	E+	F	E	E+	F	F	F	C-	C-	E	D	D
HCM2k95thQ:	9	27	13	4	24	18	29	36	36	20	60	60

Note: Queue reported is the number of cars per lane.

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1603	230	160	1760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1603	230	160	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	150	0	0	0	0	1603	230	160	1760	0

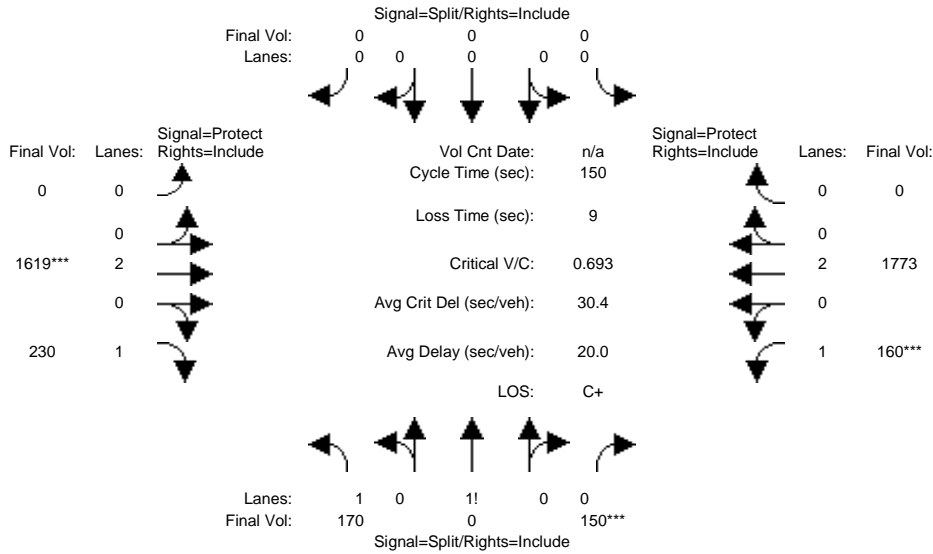
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.13	0.09	0.46	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	91.9	91.9	19.9	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.62	0.00
Delay/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2k95thQ:	11	0	21	0	0	0	0	40	9	14	31	0

Note: Queue reported is the number of cars per lane.

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Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1619	230	160	1773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1619	230	160	1773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1619	230	160	1773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	150	0	0	0	0	1619	230	160	1773	0

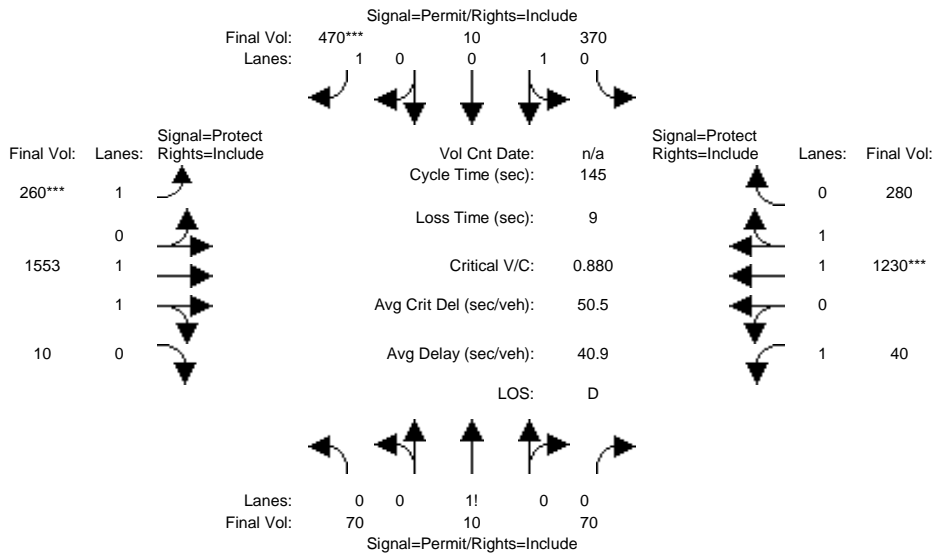
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.43	0.13	0.09	0.47	0.00
Crit Moves:			****					****		****		
Green Time:	29.1	0.0	29.1	0.0	0.0	0.0	0.0	92.2	92.2	19.8	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.63	0.00
Delay/Veh:	52.8	0.0	60.8	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	60.8	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2k95thQ:	11	0	22	0	0	0	0	40	9	14	31	0

Note: Queue reported is the number of cars per lane.

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1553	10	40	1230	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1553	10	40	1230	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	10	70	370	10	470	260	1553	10	40	1230	280

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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3676	24	1750	3013	686

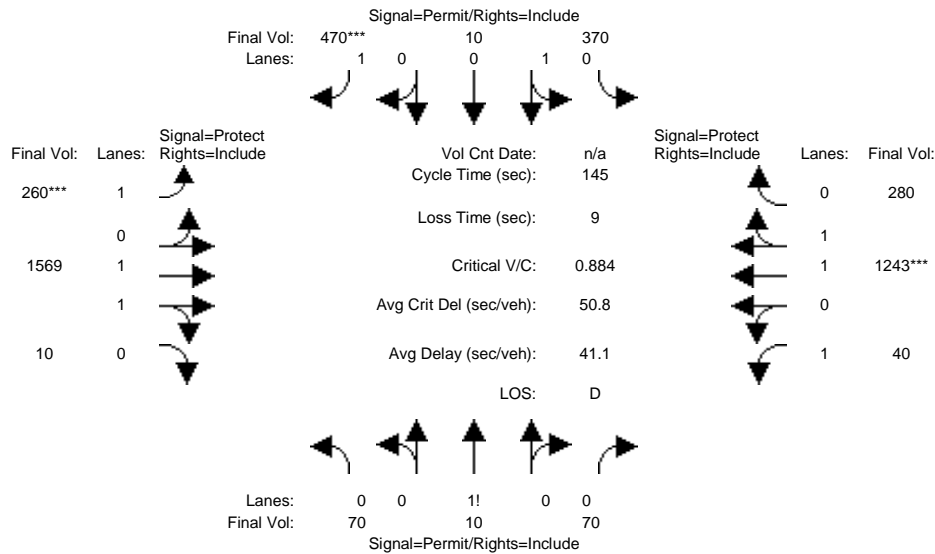
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.42	0.42	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.3	44.3	44.3	44.3	44.3	44.3	24.5	82.3	82.3	9.4	67.3	67.3
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.74	0.74	0.35	0.88	0.88
Delay/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2k95thQ:	10	10	10	28	28	40	23	43	43	4	52	52

Note: Queue reported is the number of cars per lane.

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Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1569	10	40	1243	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1569	10	40	1243	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1569	10	40	1243	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	10	70	370	10	470	260	1569	10	40	1243	280

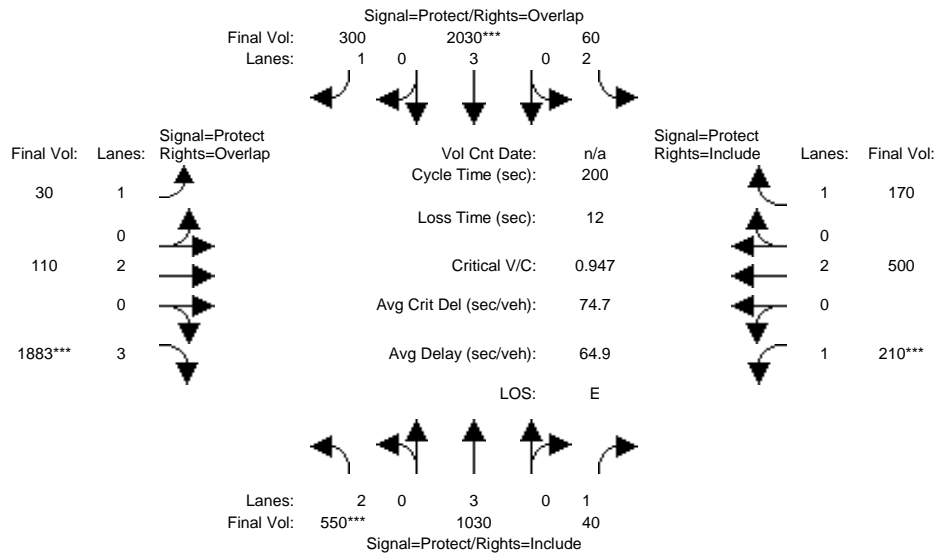
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3677	23	1750	3019	680

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.43	0.43	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.1	44.1	44.1	44.1	44.1	44.1	24.4	82.6	82.6	9.3	67.6	67.6
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.75	0.75	0.35	0.88	0.88
Delay/Veh:	38.7	38.7	38.7	48.4	48.4	64.0	84.4	25.0	25.0	66.9	41.0	41.0
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:	38.7	38.7	38.7	48.4	48.4	64.0	84.4	25.0	25.0	66.9	41.0	41.0
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2k95thQ:	10	10	10	28	28	40	23	43	43	4	53	53

Note: Queue reported is the number of cars per lane.

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Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1030	40	60	2030	300	30	110	1883	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1030	40	60	2030	300	30	110	1883	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	1030	40	60	2030	300	30	110	1883	210	500	170

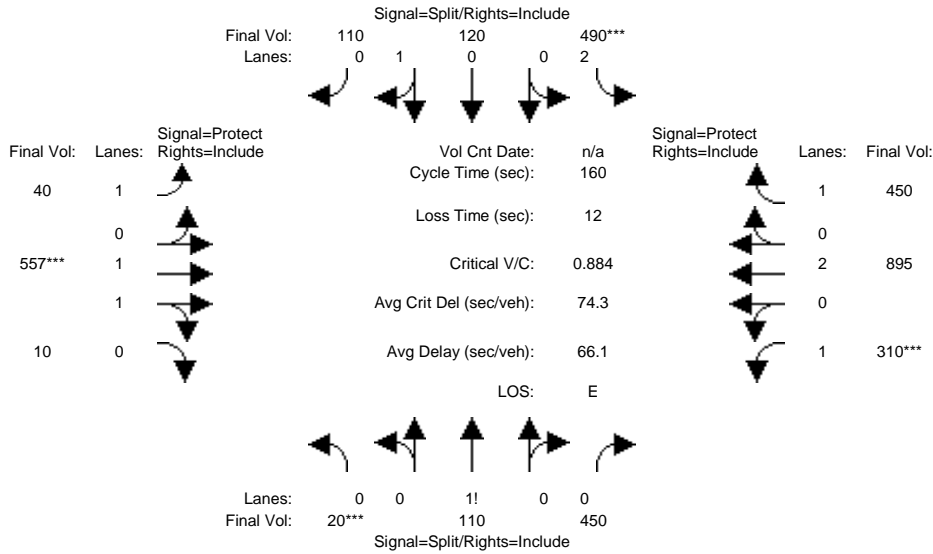
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.41	0.12	0.13	0.10
Crit Moves:	***			****			****		****	****		
Green Time:	36.9	93.9	93.9	18.2	75.2	91.2	15.9	50.5	87.4	25.4	59.9	59.9
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.11	0.95	0.95	0.44	0.32
Delay/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
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:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	D-
HCM2k95thQ:	37	23	3	4	68	22	4	5	73	30	22	16

Note: Queue reported is the number of cars per lane.

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	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:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	557	10	310	895	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	557	10	310	895	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	557	10	310	895	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	450	490	120	110	40	557	10	310	895	450

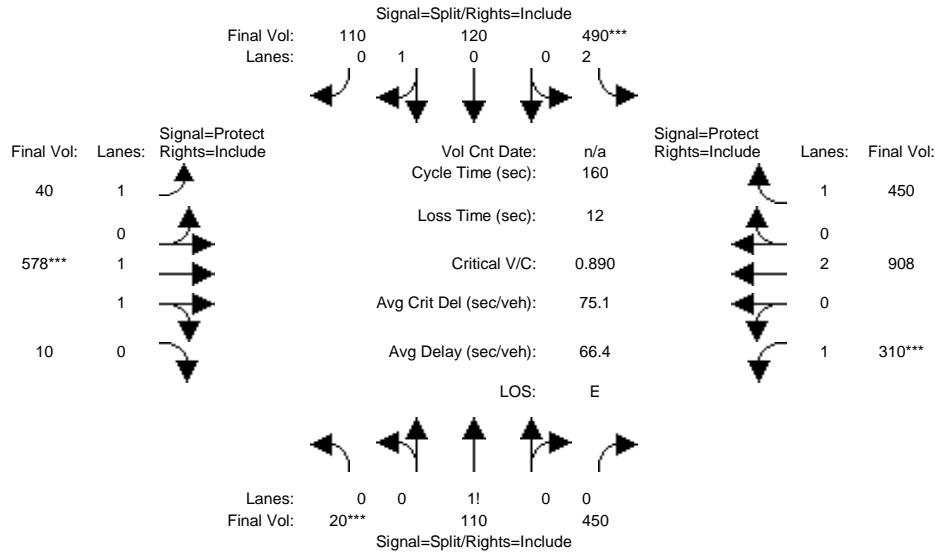
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3635	65	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.15	0.15	0.18	0.24	0.26
Crit Moves:	***			****			****			****		
Green Time:	60.0	60.0	60.0	28.2	28.2	28.2	8.7	27.7	27.7	32.1	51.1	51.1
Volume/Cap:	0.88	0.88	0.88	0.88	0.73	0.73	0.42	0.88	0.88	0.88	0.74	0.80
Delay/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
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:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
LOS by Move:	E	E	E	E-	E	E	E-	E-	E-	F	D	E+
HCM2k95thQ:	50	50	50	29	22	22	4	25	25	29	33	37

Note: Queue reported is the number of cars per lane.

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Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	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:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	28	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	578	10	310	908	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	578	10	310	908	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	578	10	310	908	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	450	490	120	110	40	578	10	310	908	450

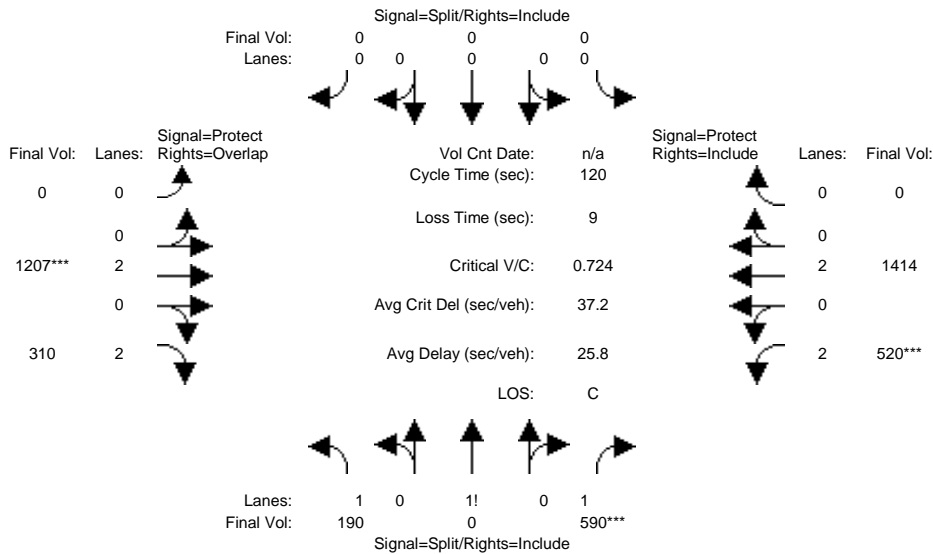
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3637	63	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.16	0.16	0.18	0.24	0.26
Crit Moves:	***			****			****			****		
Green Time:	59.6	59.6	59.6	28.0	28.0	28.0	8.8	28.6	28.6	31.9	51.6	51.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.73	0.73	0.42	0.89	0.89	0.89	0.74	0.80
Delay/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
LOS by Move:	E	E	E	F	E	E	E-	E-	E-	F	D	E+
HCM2k95thQ:	51	51	51	30	22	22	4	26	26	29	33	37

Note: Queue reported is the number of cars per lane.

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	590	0	0	0	0	1207	310	520	1414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	590	0	0	0	0	1207	310	520	1414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	0	590	0	0	0	0	1207	310	520	1414	0

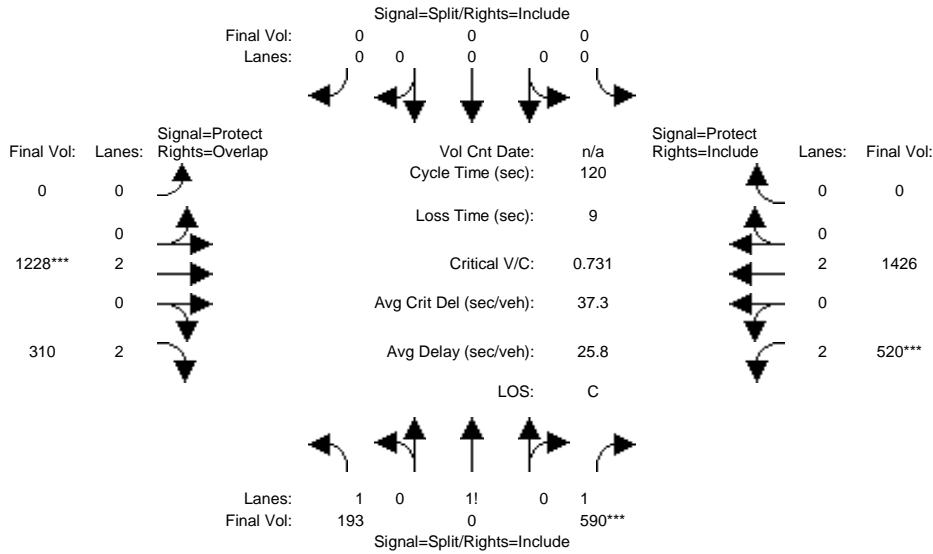
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2185	0	3152	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	52.6	83.6	27.4	80.0	0.0
Volume/Cap:	0.34	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.14	0.72	0.56	0.00
Delay/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2k95thQ:	10	0	23	0	0	0	0	30	4	19	24	0

Note: Queue reported is the number of cars per lane.

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Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
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	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	3	0	0	0	0	0	0	28	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	590	0	0	0	0	1228	310	520	1426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	590	0	0	0	0	1228	310	520	1426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	590	0	0	0	0	1228	310	520	1426	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	0	590	0	0	0	0	1228	310	520	1426	0

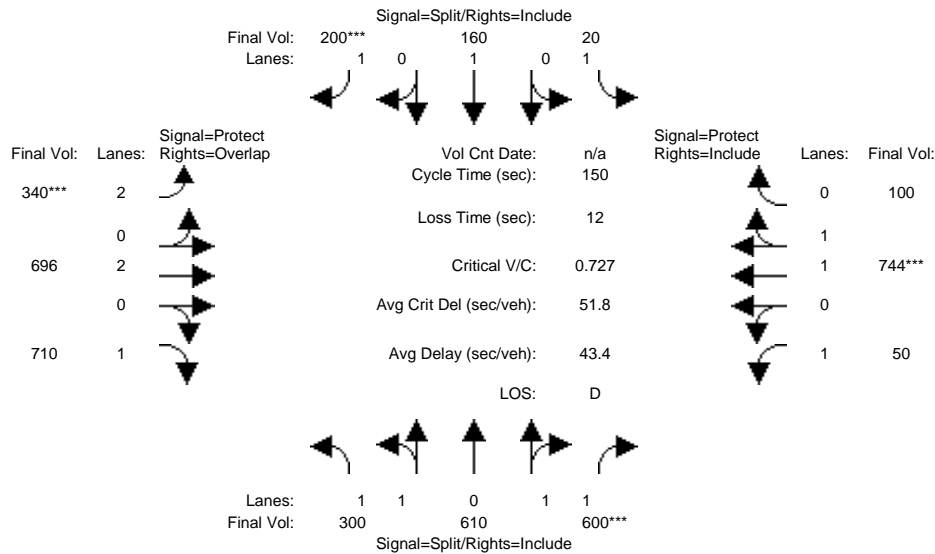
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2191	0	3147	0	0	0	0	3800	3150	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.38	0.00
Crit Moves:			****					****				
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	53.1	83.9	27.1	80.2	0.0
Volume/Cap:	0.34	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.14	0.73	0.56	0.00
Delay/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2k95thQ:	10	0	24	0	0	0	0	30	4	19	24	0

Note: Queue reported is the number of cars per lane.

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	696	710	50	744	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	696	710	50	744	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	696	710	50	744	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	610	600	20	160	200	340	696	710	50	744	100

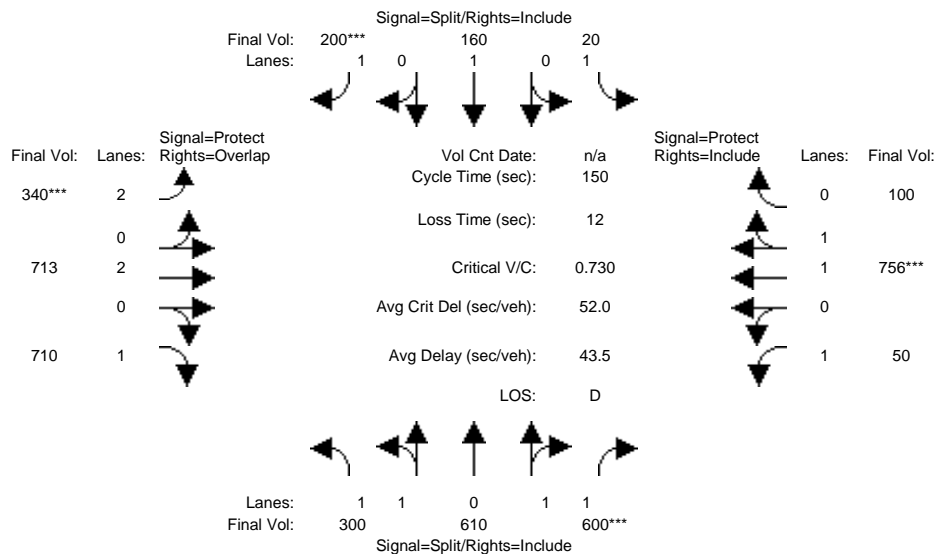
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3261	438

Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.18	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	45.0	45.0	45.0	23.6	23.6	23.6	22.3	57.8	102.9	11.5	47.1	47.1
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.47	0.59	0.37	0.73	0.73
Delay/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2k95thQ:	22	30	30	2	14	20	16	21	31	5	30	30

Note: Queue reported is the number of cars per lane.

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Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	713	710	50	756	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	713	710	50	756	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	713	710	50	756	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	610	600	20	160	200	340	713	710	50	756	100

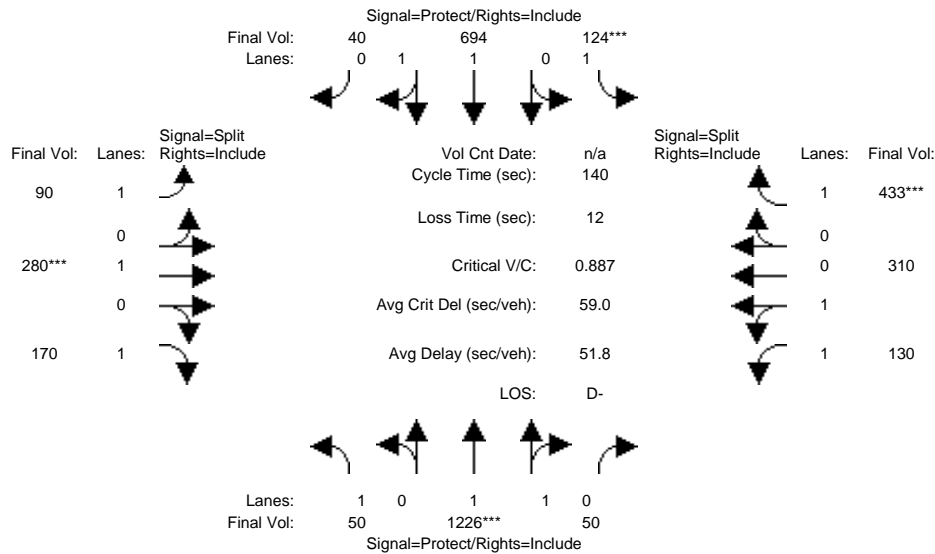
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3267	432

Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.19	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	44.8	44.8	44.8	23.5	23.5	23.5	22.2	58.1	102.9	11.6	47.5	47.5
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.48	0.59	0.37	0.73	0.73
Delay/Veh:	44.8	48.5	48.5	54.1	60.2	69.8	66.9	34.9	13.2	67.5	47.9	47.9
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:	44.8	48.5	48.5	54.1	60.2	69.8	66.9	34.9	13.2	67.5	47.9	47.9
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2k95thQ:	22	30	30	2	14	20	16	21	31	5	30	30

Note: Queue reported is the number of cars per lane.

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	6	0	4	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1226	50	124	694	40	90	280	170	130	310	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1226	50	124	694	40	90	280	170	130	310	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1226	50	124	694	40	90	280	170	130	310	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1226	50	124	694	40	90	280	170	130	310	433

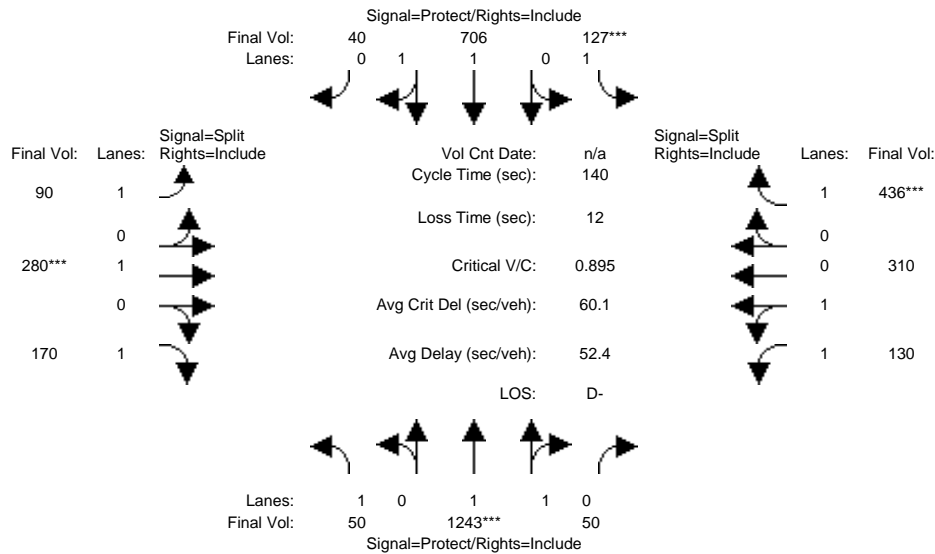
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3498	202	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:	****			****			****			****		
Green Time:	13.2	54.5	54.5	11.2	52.4	52.4	23.3	23.3	23.3	39.1	39.1	39.1
Volume/Cap:	0.30	0.89	0.89	0.89	0.53	0.53	0.31	0.89	0.58	0.27	0.58	0.89
Delay/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
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:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2k95thQ:	4	44	44	12	22	22	8	26	15	9	21	37

Note: Queue reported is the number of cars per lane.

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Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	23	0	7	16	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1243	50	127	706	40	90	280	170	130	310	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1243	50	127	706	40	90	280	170	130	310	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1243	50	127	706	40	90	280	170	130	310	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1243	50	127	706	40	90	280	170	130	310	436

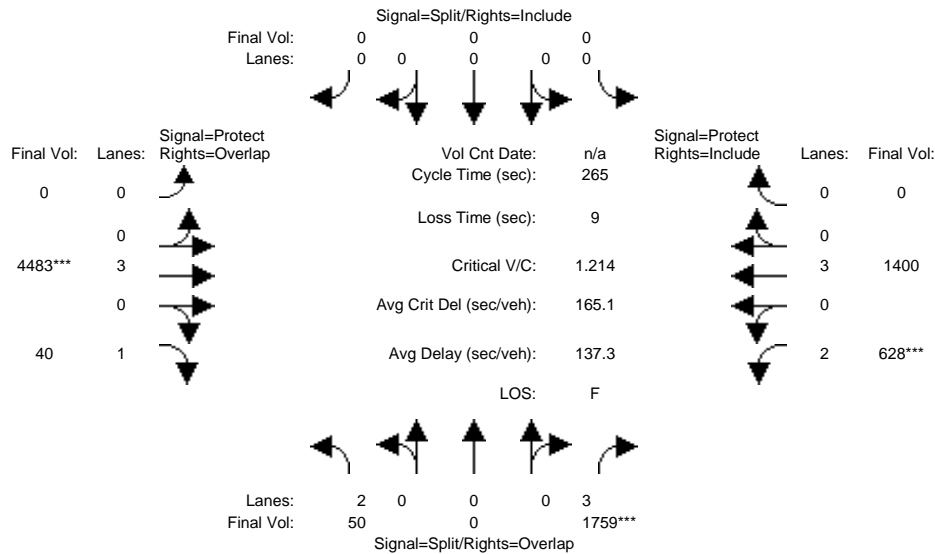
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	143	1750	3501	198	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:	****			****			****			****		
Green Time:	13.1	54.6	54.6	11.3	52.9	52.9	23.0	23.0	23.0	39.0	39.0	39.0
Volume/Cap:	0.31	0.90	0.90	0.90	0.53	0.53	0.31	0.90	0.59	0.27	0.59	0.90
Delay/Veh:	60.2	47.6	47.6	109.5	34.4	34.4	52.1	83.6	57.3	39.5	44.8	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	47.6	47.6	109.5	34.4	34.4	52.1	83.6	57.3	39.5	44.8	67.4
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2k95thQ:	4	45	45	13	22	22	8	26	15	9	21	38

Note: Queue reported is the number of cars per lane.

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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	9	0	0	0	0	3	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1759	0	0	0	0	4483	40	628	1400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1759	0	0	0	0	4483	40	628	1400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	0	1759	0	0	0	0	4483	40	628	1400	0

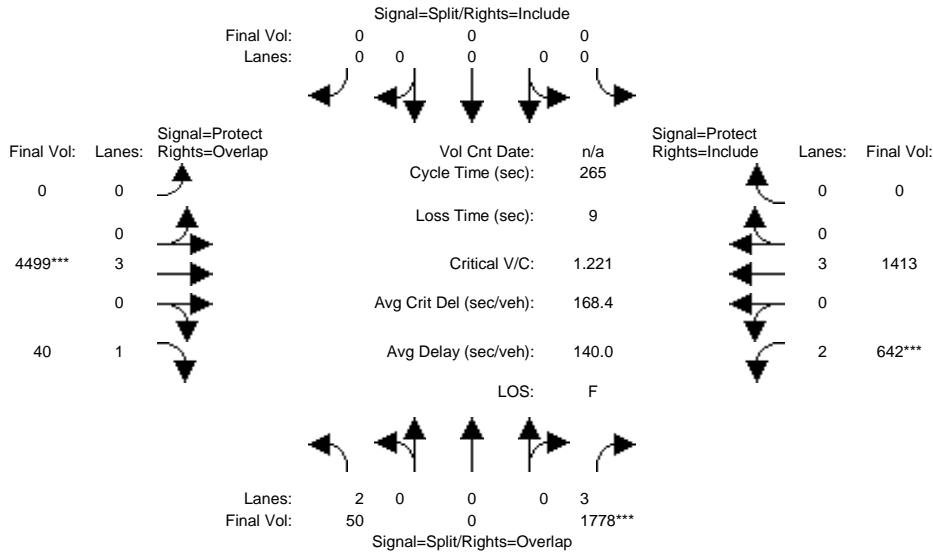
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****				****
Green Time:	40.8	0.0	84.4	0.0	0.0	0.0	0.0	172	212.5	43.5	215	0.0
Volume/Cap:	0.10	0.00	1.21	0.00	0.00	0.00	0.00	1.21	0.03	1.21	0.30	0.00
Delay/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2k95thQ:	4	0	111	0	0	0	0	225	1	63	17	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	28	0	0	0	0	19	0	22	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1778	0	0	0	0	4499	40	642	1413	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1778	0	0	0	0	4499	40	642	1413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1778	0	0	0	0	4499	40	642	1413	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	0	1778	0	0	0	0	4499	40	642	1413	0

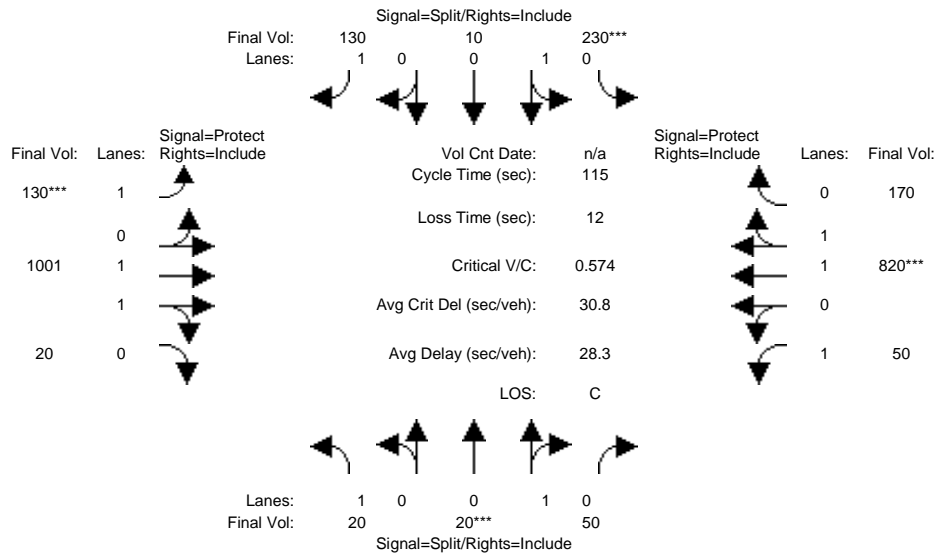
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****			****	
Green Time:	40.5	0.0	84.8	0.0	0.0	0.0	0.0	171	211.8	44.2	215	0.0
Volume/Cap:	0.10	0.00	1.22	0.00	0.00	0.00	0.00	1.22	0.03	1.22	0.30	0.00
Delay/Veh:	96.7	0.0	196.2	0.0	0.0	0.0	0.0	149	5.5	226.3	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	0.0	196.2	0.0	0.0	0.0	0.0	149	5.5	226.3	6.2	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2k95thQ:	4	0	113	0	0	0	0	227	1	64	17	0

Note: Queue reported is the number of cars per lane.

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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	31	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1001	20	50	820	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1001	20	50	820	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1001	20	50	820	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	20	50	230	10	130	130	1001	20	50	820	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	72	1750	3064	635

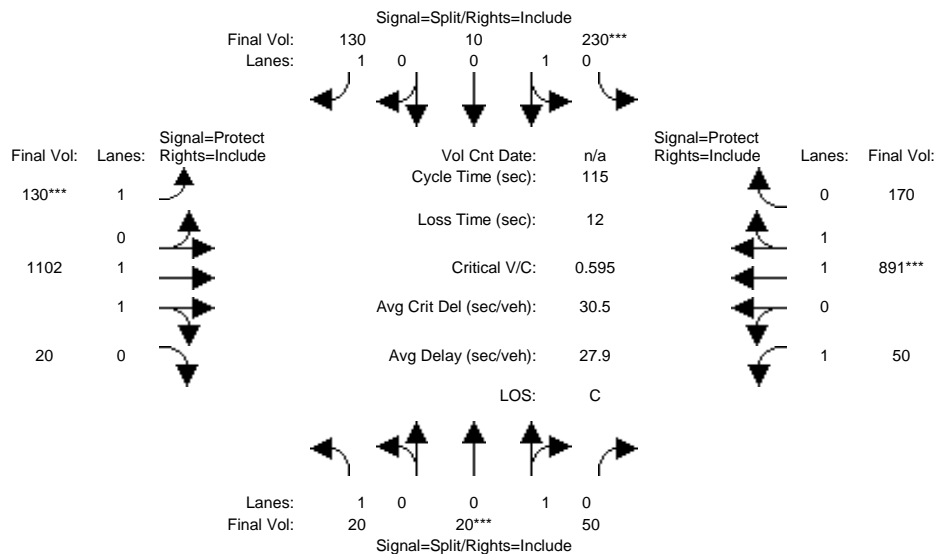
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	26.1	26.1	26.1	14.5	54.8	54.8	12.1	52.4	52.4
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.58	0.58	0.27	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
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:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2k95thQ:	2	6	6	16	16	8	8	22	22	3	23	23

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	132	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1102	20	50	891	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1102	20	50	891	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1102	20	50	891	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	20	50	230	10	130	130	1102	20	50	891	170

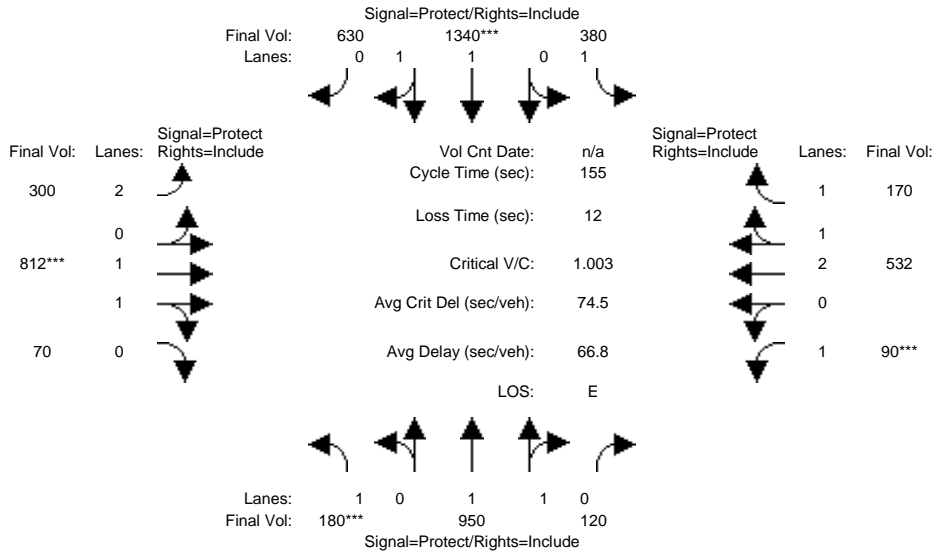
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.67	0.33
Final Sat.:	1750	514	1286	1725	75	1750	1750	3634	66	1750	3107	593

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.30	0.30	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	25.1	25.1	25.1	14.0	56.6	56.6	11.4	53.9	53.9
Volume/Cap:	0.13	0.45	0.45	0.61	0.61	0.34	0.61	0.62	0.62	0.29	0.61	0.61
Delay/Veh:	48.9	51.9	51.9	43.4	43.4	38.5	53.1	22.0	22.0	49.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	43.4	43.4	38.5	53.1	22.0	22.0	49.0	23.4	23.4
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2k95thQ:	2	6	6	16	16	9	9	24	24	3	25	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	180	950	120	380	1340	630	300	810	70	90	530	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	810	70	90	530	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	812	70	90	532	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	812	70	90	532	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	812	70	90	532	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	950	120	380	1340	630	300	812	70	90	532	170

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3406	294	1750	5664	1800

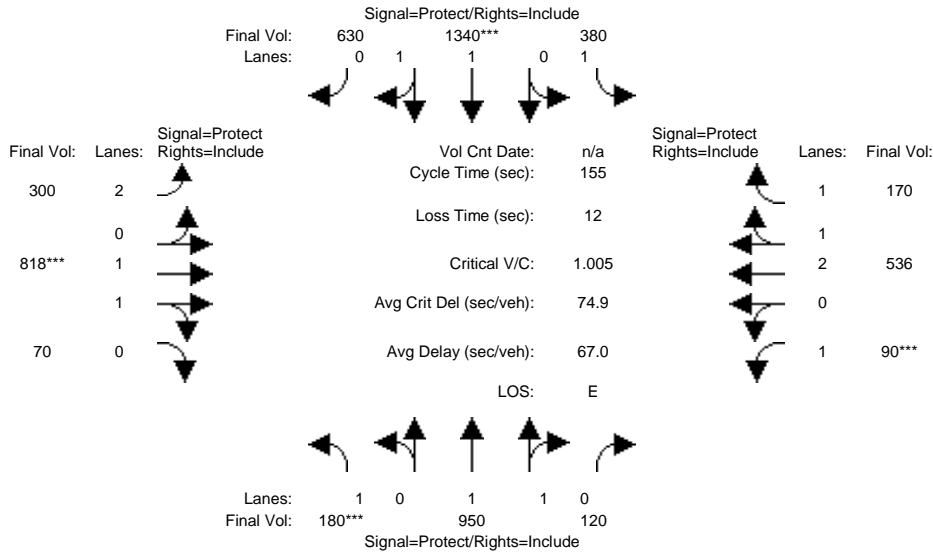
Capacity Analysis Module:

Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.24	0.24	0.05	0.09	0.09
Crit Moves:	***				***		***			***		
Green Time:	15.9	56.1	56.1	42.1	82.3	82.3	22.5	36.8	36.8	7.9	22.3	22.3
Volume/Cap:	1.00	0.80	0.80	0.80	1.00	1.00	0.66	1.00	1.00	1.00	0.65	0.66
Delay/Veh:	137.5	47.9	47.9	61.8	57.4	57.4	66.1	90.1	90.1	169.3	64.1	64.2
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:	137.5	47.9	47.9	61.8	57.4	57.4	66.1	90.1	90.1	169.3	64.1	64.2
LOS by Move:	F	D	D	E	E+	E+	E	F	F	F	E	E
HCM2k95thQ:	24	41	41	34	84	84	15	41	41	15	17	17

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	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:	180	950	120	380	1340	630	300	810	70	90	530	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	810	70	90	530	170
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	818	70	90	536	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	818	70	90	536	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	818	70	90	536	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	950	120	380	1340	630	300	818	70	90	536	170

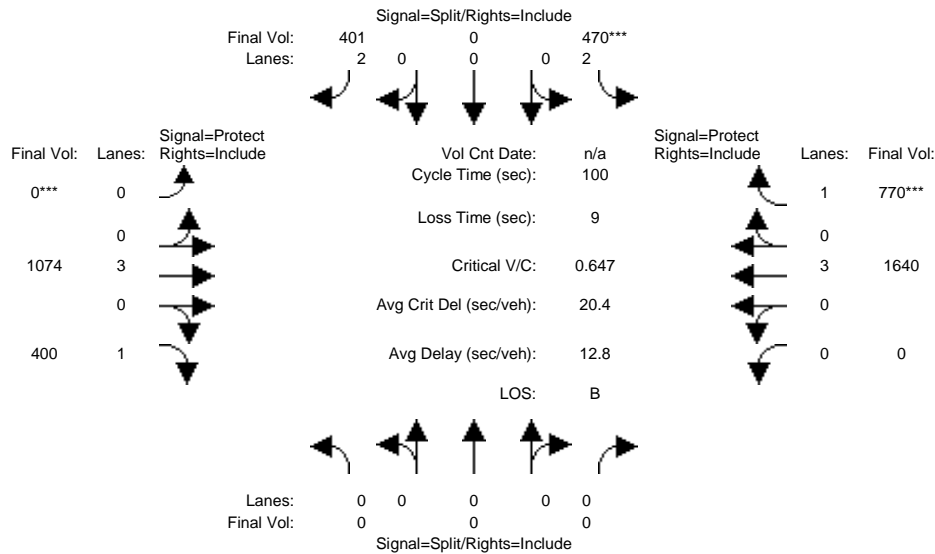
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3408	292	1750	5663	1800

Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.24	0.24	0.05	0.09	0.09
Crit Moves:	***				***		***			***		
Green Time:	15.9	56.0	56.0	42.0	82.2	82.2	22.6	37.0	37.0	7.9	22.4	22.4
Volume/Cap:	1.00	0.80	0.80	0.80	1.00	1.00	0.65	1.00	1.00	1.00	0.65	0.65
Delay/Veh:	138.0	48.0	48.0	62.0	57.9	57.9	65.9	90.4	90.4	169.9	64.1	64.1
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:	138.0	48.0	48.0	62.0	57.9	57.9	65.9	90.4	90.4	169.9	64.1	64.1
LOS by Move:	F	D	D	E	E+	E+	E	F	F	F	E	E
HCM2k95thQ:	24	41	41	34	84	84	15	41	41	15	17	17

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	1	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	401	0	1074	400	0	1640	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	401	0	1074	400	0	1640	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	470	0	401	0	1074	400	0	1640	770

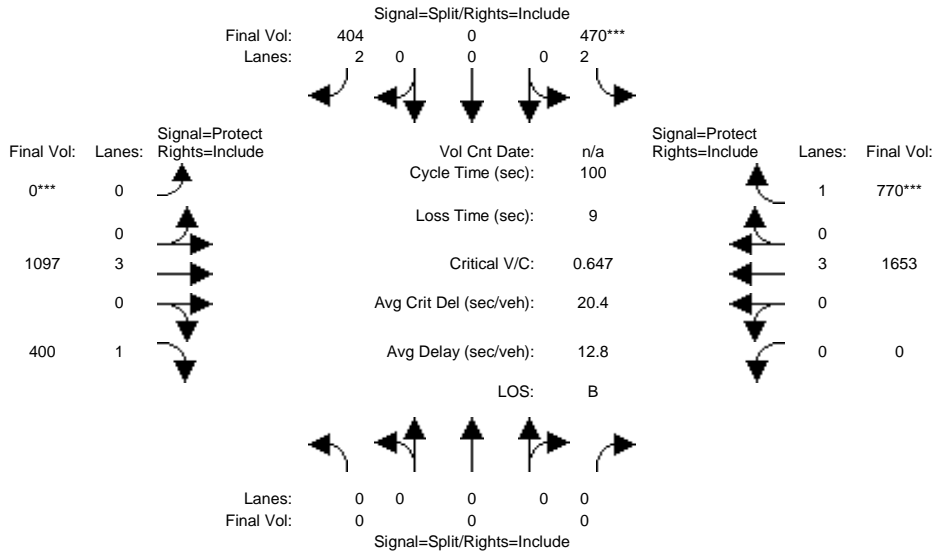
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.55	0.00	0.28	0.34	0.00	0.42	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	16	0	14	0	8	10	0	14	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	4	0	27	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	404	0	1097	400	0	1653	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	404	0	1097	400	0	1653	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	404	0	1097	400	0	1653	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	470	0	404	0	1097	400	0	1653	770

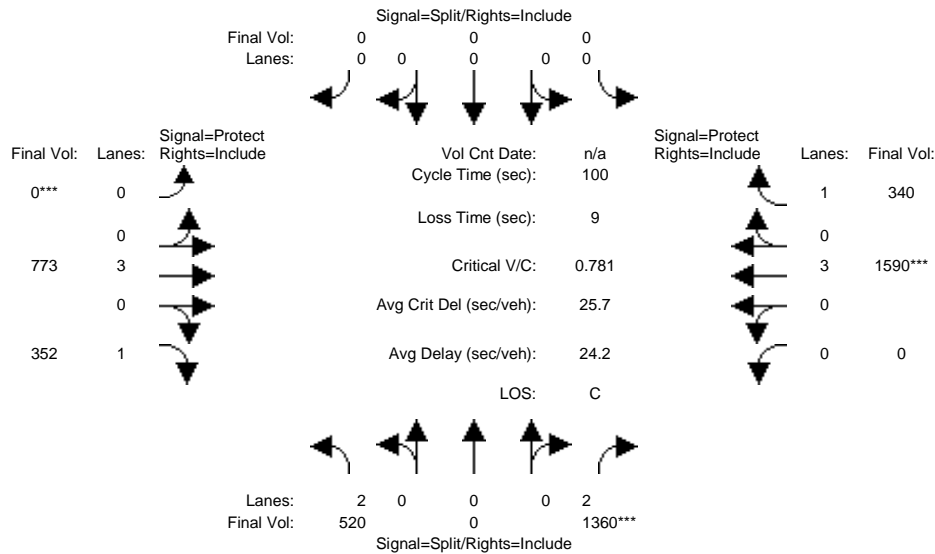
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.56	0.00	0.28	0.34	0.00	0.43	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2k95thQ:	0	0	0	16	0	14	0	9	10	0	14	25

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow 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:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	3	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	773	352	0	1590	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	773	352	0	1590	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	0	1360	0	0	0	0	773	352	0	1590	340

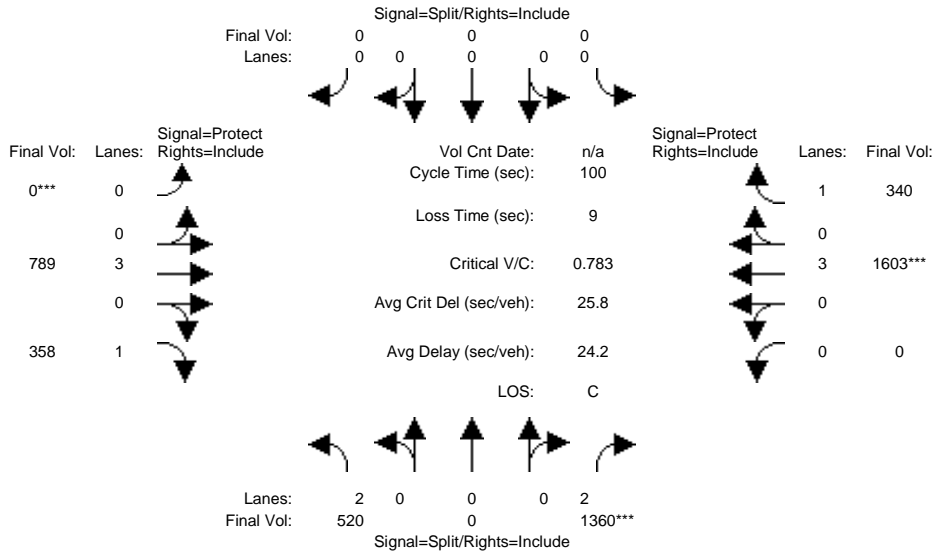
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:	****			****			****			****		
Green Time:	55.3	0.0	55.3	0.0	0.0	0.0	0.0	35.7	35.7	0.0	35.7	35.7
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.38	0.56	0.00	0.78	0.54
Delay/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C
HCM2k95thQ:	10	0	36	0	0	0	0	11	17	0	24	16

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	19	8	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	789	358	0	1603	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	789	358	0	1603	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	789	358	0	1603	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	0	1360	0	0	0	0	789	358	0	1603	340

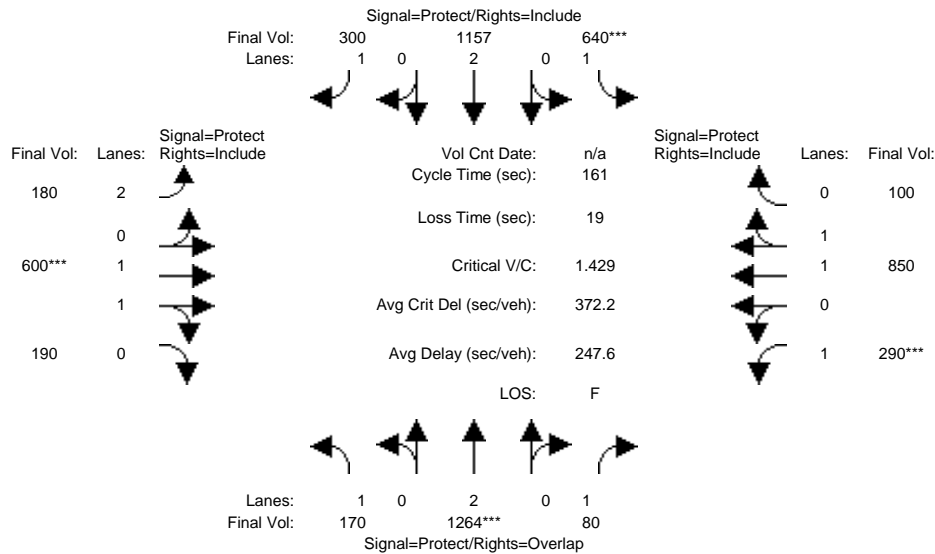
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:	****						****			****		
Green Time:	55.1	0.0	55.1	0.0	0.0	0.0	0.0	35.9	35.9	0.0	35.9	35.9
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.39	0.57	0.00	0.78	0.54
Delay/Veh:	12.2	0.0	20.1	0.0	0.0	0.0	0.0	24.0	27.1	0.0	30.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	20.1	0.0	0.0	0.0	0.0	24.0	27.1	0.0	30.6	26.5
LOS by Move:	B	A	C+	A	A	A	A	C	C	A	C	C
HCM2k95thQ:	10	0	36	0	0	0	0	11	18	0	24	16

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	1260	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1260	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1264	80	640	1157	300	180	600	190	290	850	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1264	80	640	1157	300	180	600	190	290	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1264	80	640	1157	300	180	600	190	290	850	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1264	80	640	1157	300	180	600	190	290	850	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2814	331

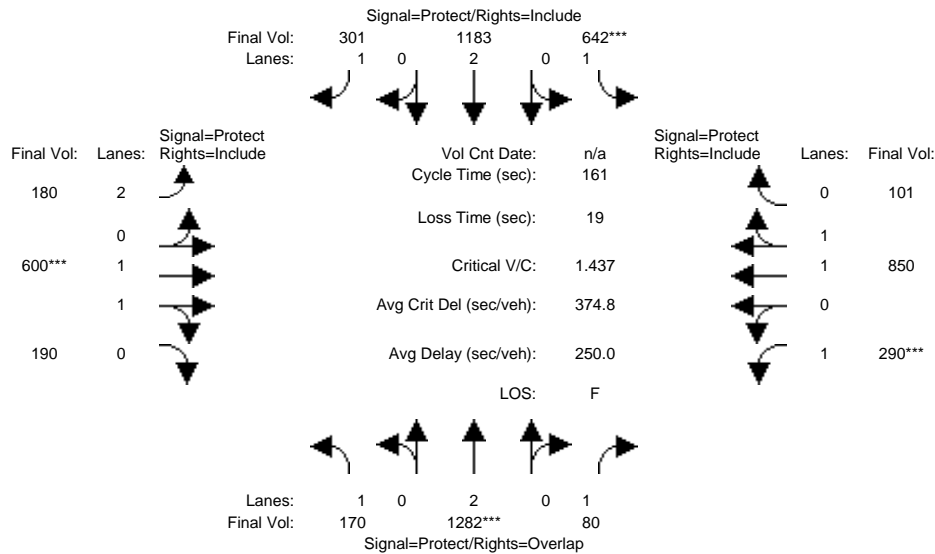
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.05	0.43	0.36	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.10	0.12	3.44	1.02	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	111	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
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:	103.9	111	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2k95thQ:	19	64	7	141	48	26	11	37	37	58	62	62

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	1260	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1260	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	22	0	2	33	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1282	80	642	1183	301	180	600	190	290	850	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1282	80	642	1183	301	180	600	190	290	850	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1282	80	642	1183	301	180	600	190	290	850	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1282	80	642	1183	301	180	600	190	290	850	101

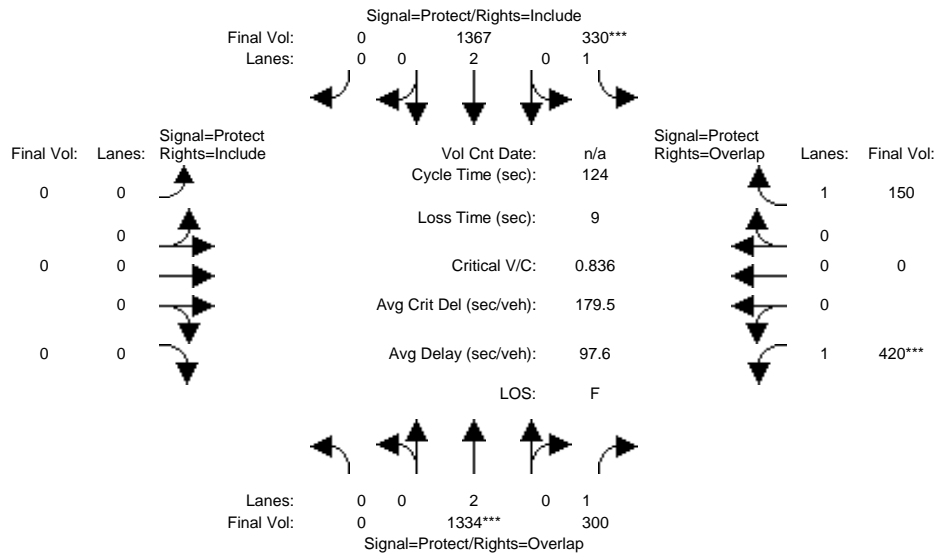
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2811	334

Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.43	0.37	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.11	0.12	3.45	1.04	0.58	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	117	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
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:	103.9	117	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2k95thQ:	19	65	7	142	51	26	11	37	37	58	62	62

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	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	1330	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1330	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1334	300	330	1367	0	0	0	0	420	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1334	300	330	1367	0	0	0	0	420	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1334	300	330	1367	0	0	0	0	420	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1334	300	330	1367	0	0	0	0	420	0	150

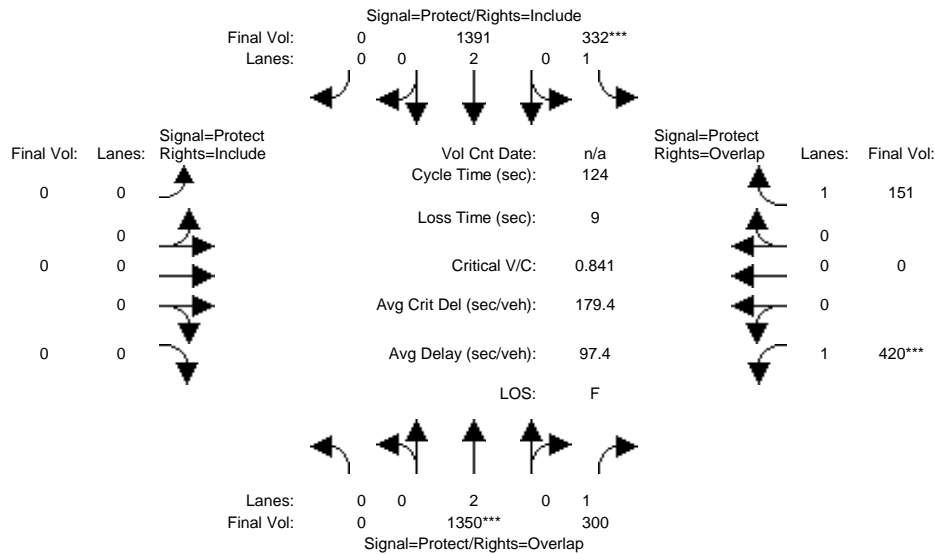
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.17	0.19	0.36	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.11	0.45	0.00	0.00	0.00	0.00	1.79	0.00	0.38
Delay/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
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	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	7	0	58	0	0	0	0	0	69	0	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	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	1330	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1330	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	20	0	2	31	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1350	300	332	1391	0	0	0	0	420	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	300	332	1391	0	0	0	0	420	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	300	332	1391	0	0	0	0	420	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1350	300	332	1391	0	0	0	0	420	0	151

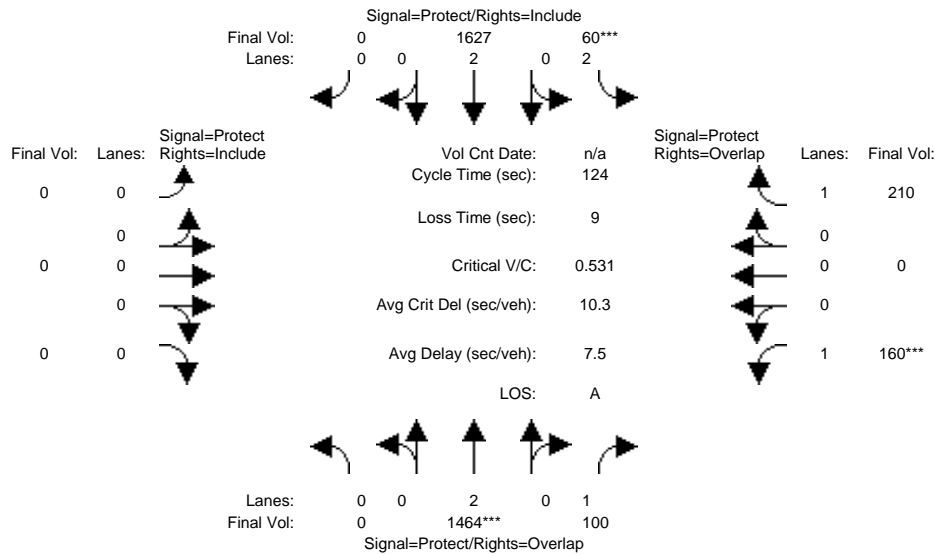
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.17	0.19	0.37	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.12	0.46	0.00	0.00	0.00	0.00	1.79	0.00	0.39
Delay/Veh:	0.0	2.1	0.1	585.2	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
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	2.1	0.1	585.2	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	7	0	59	0	0	0	0	0	69	0	11

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	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	1460	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1464	100	60	1627	0	0	0	0	160	0	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:	0	1464	100	60	1627	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1464	100	60	1627	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1464	100	60	1627	0	0	0	0	160	0	210

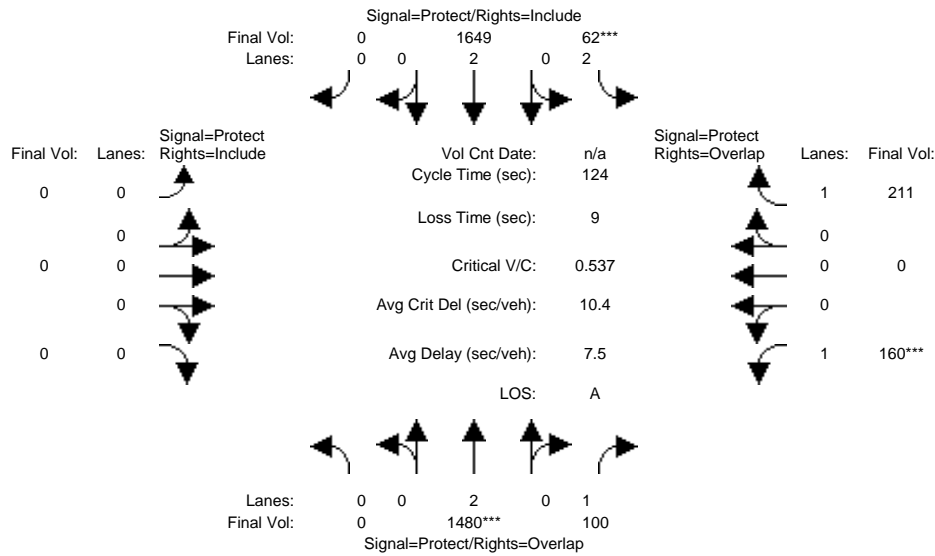
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.56	0.07	0.23	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	10	0	3	3	0	0	0	0	14	0	15

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
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	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	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	1460	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	20	0	2	29	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1480	100	62	1649	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1480	100	62	1649	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	100	62	1649	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1480	100	62	1649	0	0	0	0	160	0	211

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750

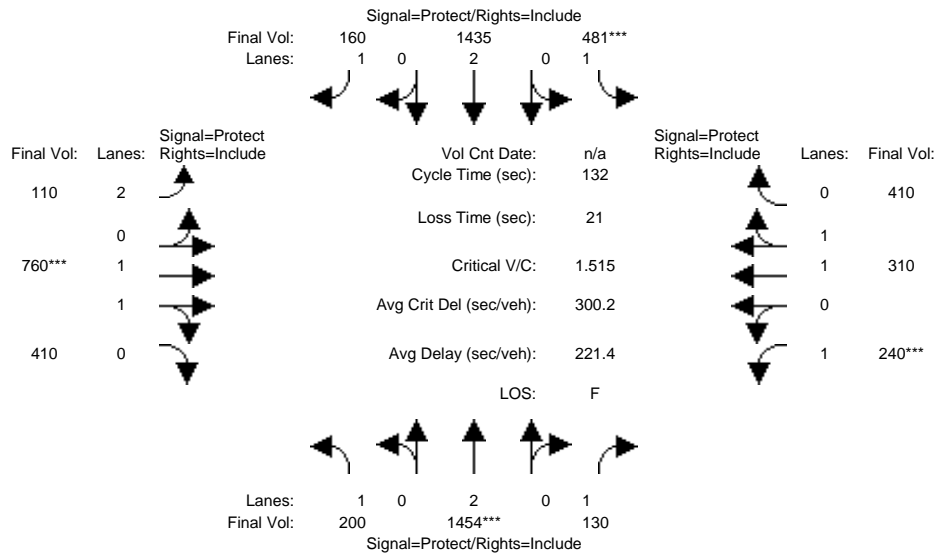
Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.57	0.07	0.24	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.6	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	10	0	3	3	0	0	0	0	14	0	15

Note: Queue reported is the number of cars per lane.

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	200	1450	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1450	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	4	0	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1454	130	481	1435	160	110	760	410	240	310	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1454	130	481	1435	160	110	760	410	240	310	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1454	130	481	1435	160	110	760	410	240	310	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1454	130	481	1435	160	110	760	410	240	310	410

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488

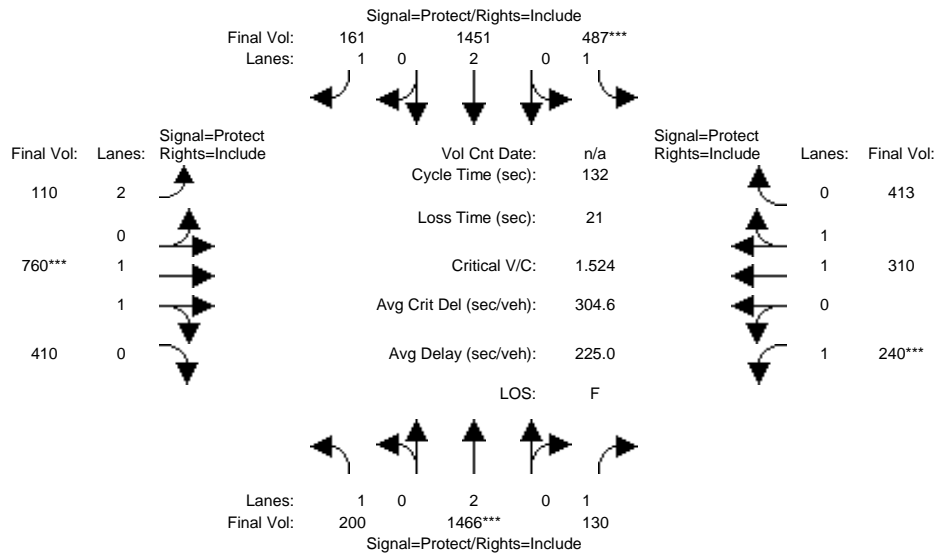
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.09	0.32	0.44	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:	****			****			****			****		
Green Time:	15.2	50.0	50.0	15.5	50.3	50.3	20.1	39.7	39.7	8.6	28.2	28.2
Volume/Cap:	1.17	1.19	0.23	2.75	1.17	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	187.7	140	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
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:	187.7	140	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2k95thQ:	29	77	11	97	72	13	6	68	68	51	30	55

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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 Cumulative PM / Cumulative PM + Project

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	200	1450	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1450	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	16	0	7	21	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1466	130	487	1451	161	110	760	410	240	310	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1466	130	487	1451	161	110	760	410	240	310	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1466	130	487	1451	161	110	760	410	240	310	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1466	130	487	1451	161	110	760	410	240	310	413

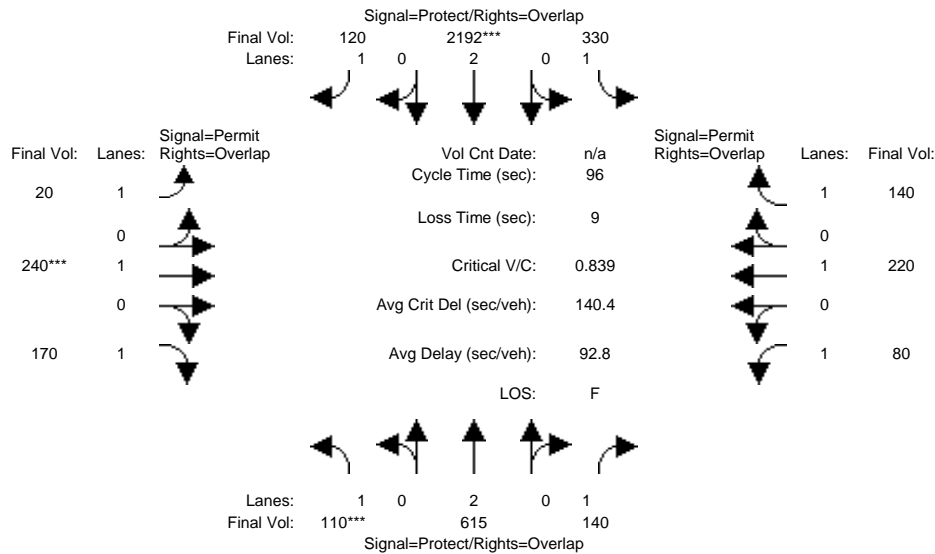
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488

Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.09	0.33	0.45	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:	****			****			****			****		
Green Time:	15.1	50.0	50.0	15.5	50.5	50.5	20.0	39.7	39.7	8.6	28.3	28.3
Volume/Cap:	1.18	1.20	0.23	2.78	1.18	0.28	0.27	1.24	1.24	2.47	0.89	1.29
Delay/Veh:	191.6	144	32.5	885.5	135	33.0	57.8	170	169.7	762.1	70.9	205.4
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:	191.6	144	32.5	885.5	135	33.0	57.8	170	169.7	762.1	70.9	205.4
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2k95thQ:	29	78	11	99	73	13	6	68	68	51	30	56

Note: Queue reported is the number of cars per lane.

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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	610	140	330	2180	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	610	140	330	2180	120	20	240	170	80	220	140
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	615	140	330	2192	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	615	140	330	2192	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	615	140	330	2192	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	615	140	330	2192	120	20	240	170	80	220	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

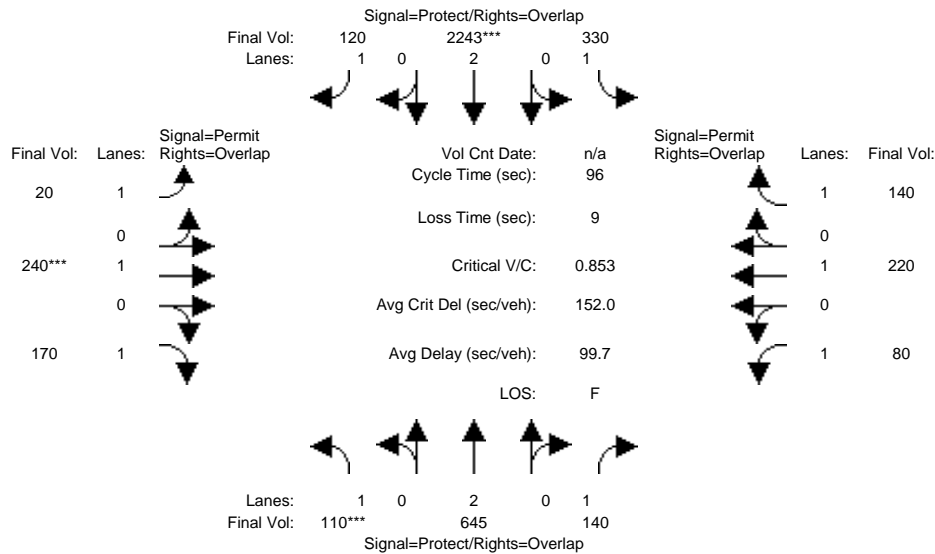
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.08	0.19	0.58	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	***			****			****					
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.44	0.22	0.78	1.28	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.2	22.9	46.3	158	16.9	25.2	29.0	16.8	26.2	28.6	11.6
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:	40.7	25.2	22.9	46.3	158	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2k95thQ:	7	14	6	18	94	5	1	12	7	4	11	5

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
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Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						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:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	610	140	330	2180	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	610	140	330	2180	120	20	240	170	80	220	140
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	645	140	330	2243	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	645	140	330	2243	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	645	140	330	2243	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	645	140	330	2243	120	20	240	170	80	220	140

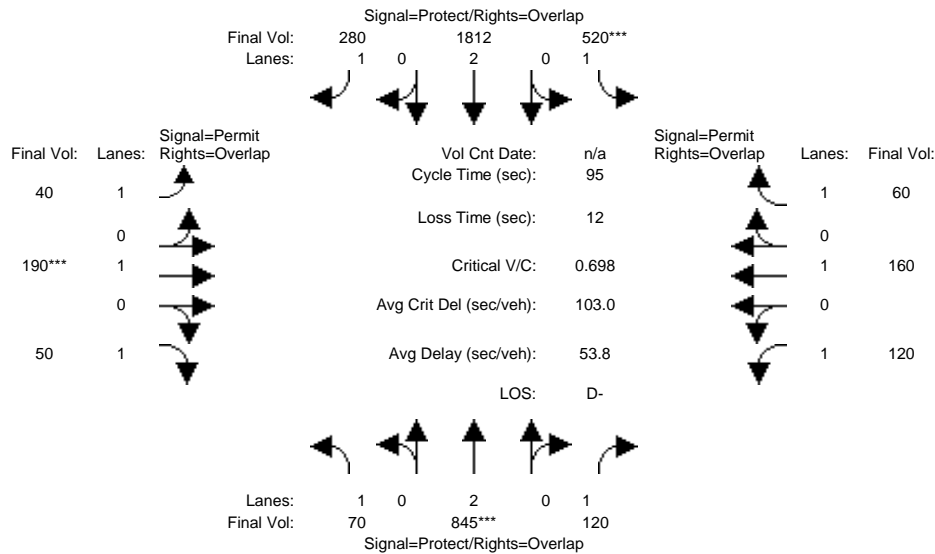
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.17	0.08	0.19	0.59	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	***			***			***			***		
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.46	0.22	0.78	1.31	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.5	22.9	46.3	171	16.9	25.2	29.0	16.8	26.2	28.6	11.6
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:	40.7	25.5	22.9	46.3	171	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2k95thQ:	7	14	6	18	99	5	1	12	7	4	11	5

Note: Queue reported is the number of cars per lane.

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Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	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	840	120	520	1800	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	840	120	520	1800	280	40	190	50	120	160	60
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	845	120	520	1812	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	845	120	520	1812	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	845	120	520	1812	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	845	120	520	1812	280	40	190	50	120	160	60

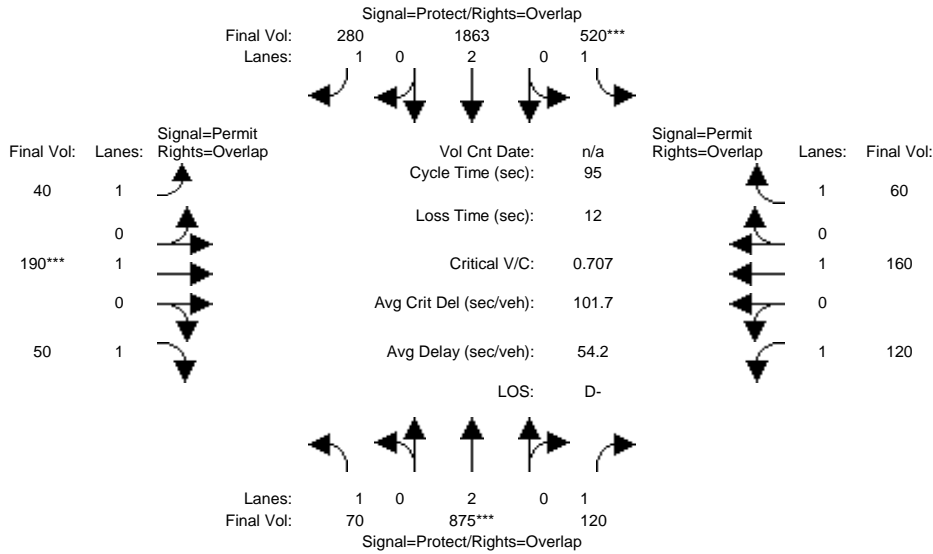
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.07	0.30	0.48	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.53	0.16	1.45	0.88	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.4	19.4	257.9	26.2	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.4	19.4	257.9	26.2	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C	B	C	C-	C	C-	C-	B
HCM2k95thQ:	5	18	5	61	40	10	2	10	2	7	8	2

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	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	840	120	520	1800	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	840	120	520	1800	280	40	190	50	120	160	60
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	875	120	520	1863	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	875	120	520	1863	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	875	120	520	1863	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	875	120	520	1863	280	40	190	50	120	160	60

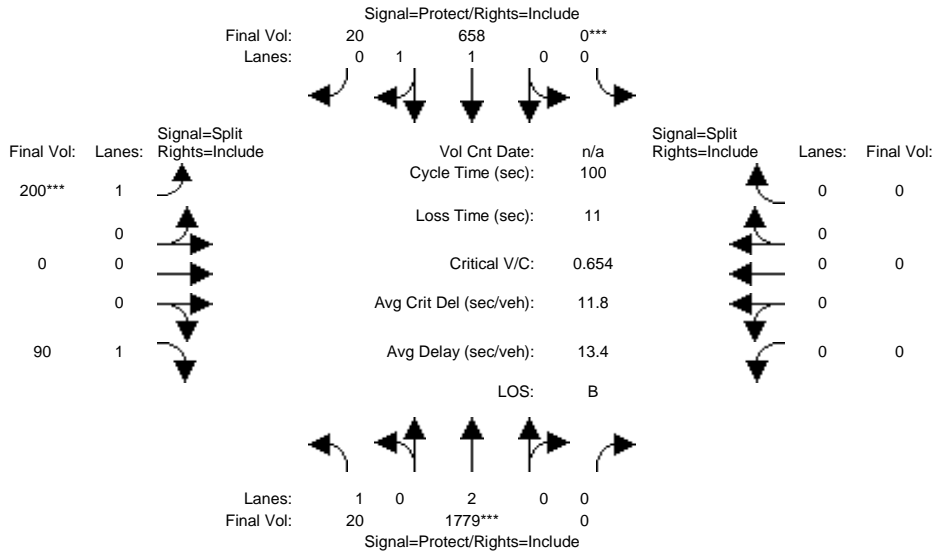
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.30	0.49	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.55	0.16	1.45	0.90	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.7	19.4	257.9	28.1	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.7	19.4	257.9	28.1	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C	B	C	C-	C	C-	C-	B
HCM2k95thQ:	5	19	5	61	42	10	2	10	2	7	8	2

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1779	0	0	658	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1779	0	0	658	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1779	0	0	658	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1779	0	0	658	20	200	0	90	0	0	0

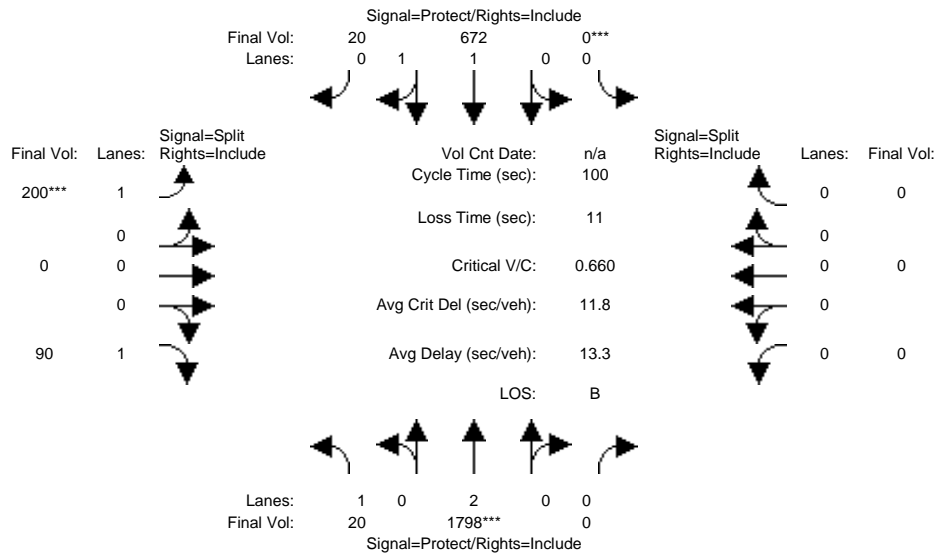
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3591	109	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.18	0.18	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	19.8	71.5	0.0	0.0	51.8	51.8	17.5	0.0	17.5	0.0	0.0	0.0
Volume/Cap:	0.06	0.65	0.00	0.00	0.35	0.35	0.65	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2k95thQ:	1	25	0	0	12	12	14	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien 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:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	28	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1798	0	0	672	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1798	0	0	672	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1798	0	0	672	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1798	0	0	672	20	200	0	90	0	0	0

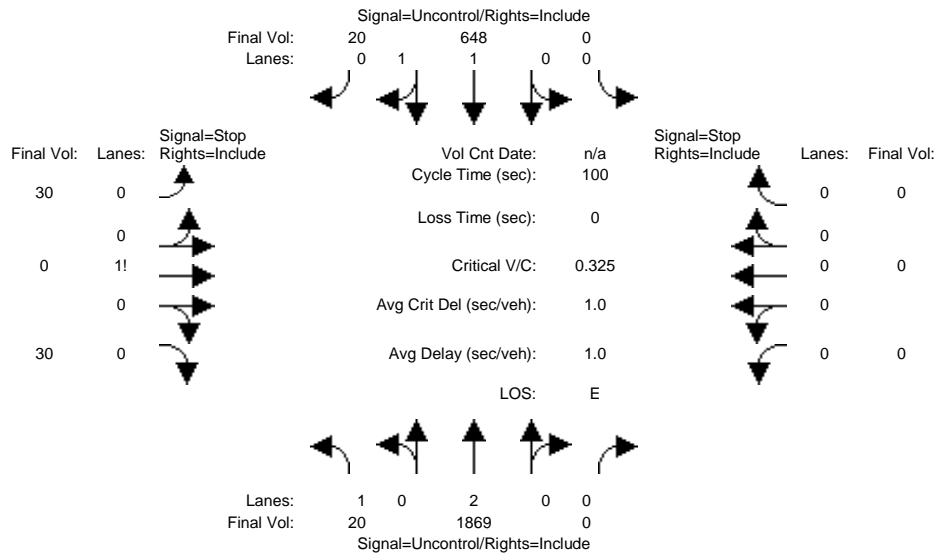
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3593	107	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.19	0.19	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	19.5	71.7	0.0	0.0	52.2	52.2	17.3	0.0	17.3	0.0	0.0	0.0
Volume/Cap:	0.06	0.66	0.00	0.00	0.36	0.36	0.66	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	32.8	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2k95thQ:	1	25	0	0	12	12	14	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2035 PM

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1869	0	0	648	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1869	0	0	648	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1869	0	0	648	20	30	0	30	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	668	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	2567	334	xxxx	xxxx	xxxxx
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	94	26	668	xxxx	xxxx	xxxxx
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	92	26	668	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.04	xxxx	xxxx	xxxx

Level Of Service Module:

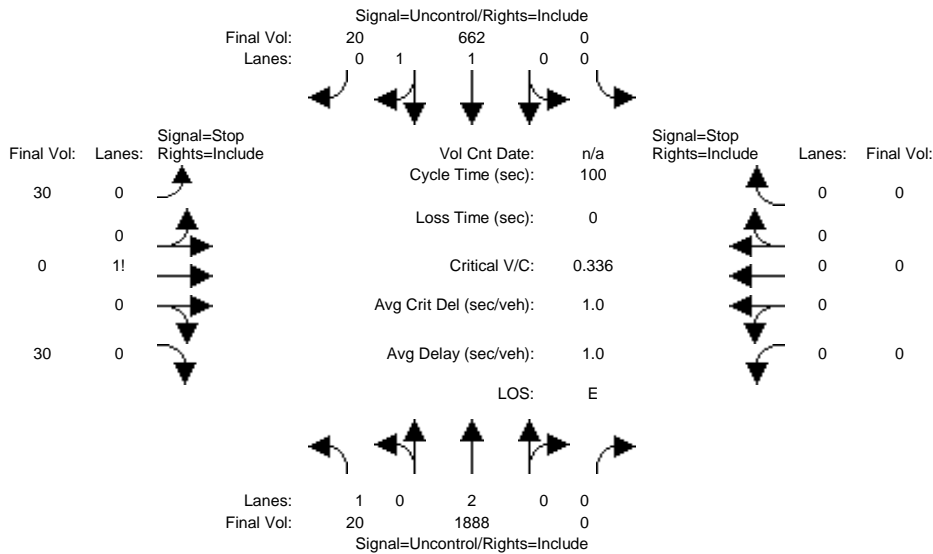
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				39.6		xxxxxxx		
ApproachLOS:	*			*				E		*		*

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
SJ15-1585
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project PM

Intersection #93: University Ave / Adams Dr



Street Name: University Ave Adams Dr
 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:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	28	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1888	0	0	662	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1888	0	0	662	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1888	0	0	662	20	30	0	30	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	682	xxxx	xxxxx	xxxx	xxxx	xxxxx	1656	2600	341	xxxx	xxxx	xxxxx
Potent Cap.:	920	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	25	661	xxxx	xxxx	xxxxx
Move Cap.:	920	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	25	661	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.05	xxxx	xxxx	xxxx

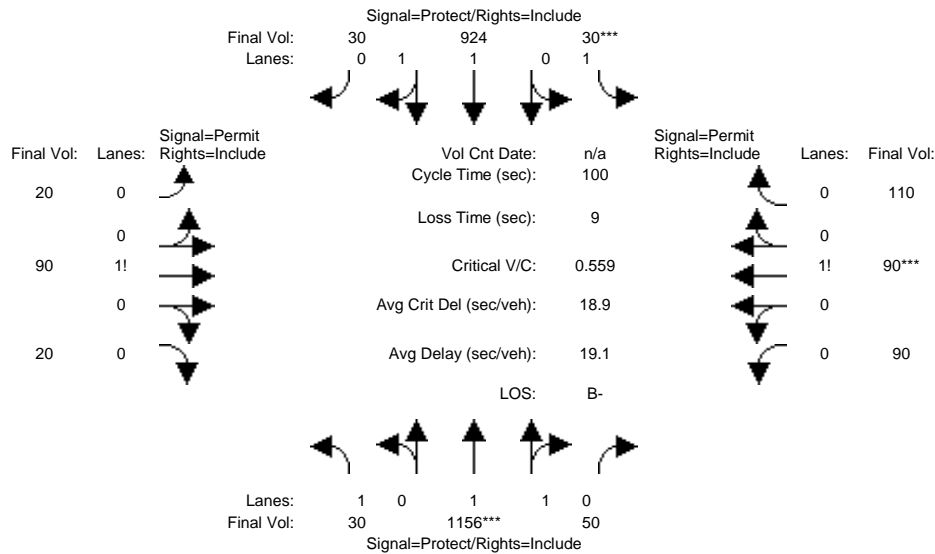
Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	157	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	41.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				41.4		xxxxxxx		
ApproachLOS:	*			*				E		*		*

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1156	50	30	924	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1156	50	30	924	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1156	50	30	924	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1156	50	30	924	30	20	90	20	90	90	110

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	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3546	153	1750	3584	116	269	1212	269	543	543	664

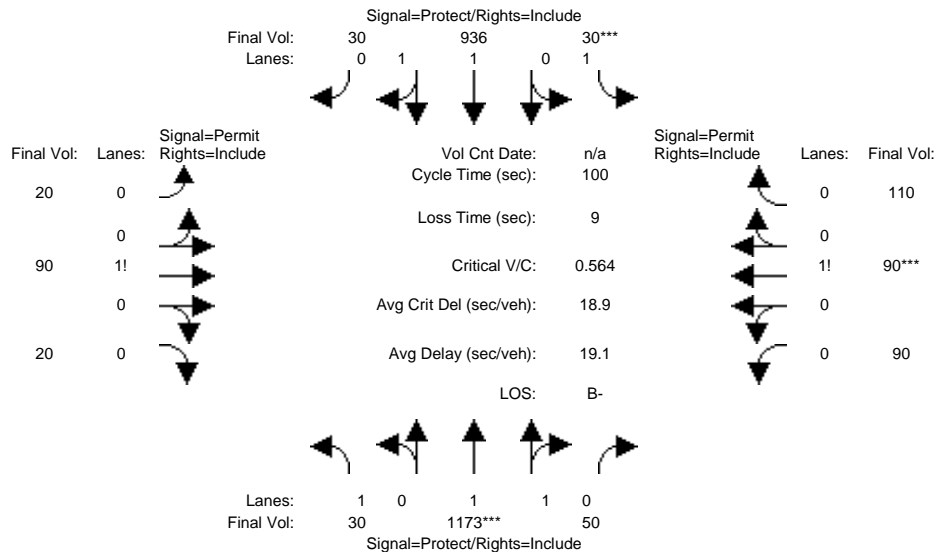
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	13.4	55.7	55.7	7.0	49.3	49.3	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.13	0.59	0.59	0.24	0.52	0.52	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
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:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	2	22	22	2	18	18	7	7	7	17	17	17

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede 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	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1173	50	30	936	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1173	50	30	936	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1173	50	30	936	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1173	50	30	936	30	20	90	20	90	90	110

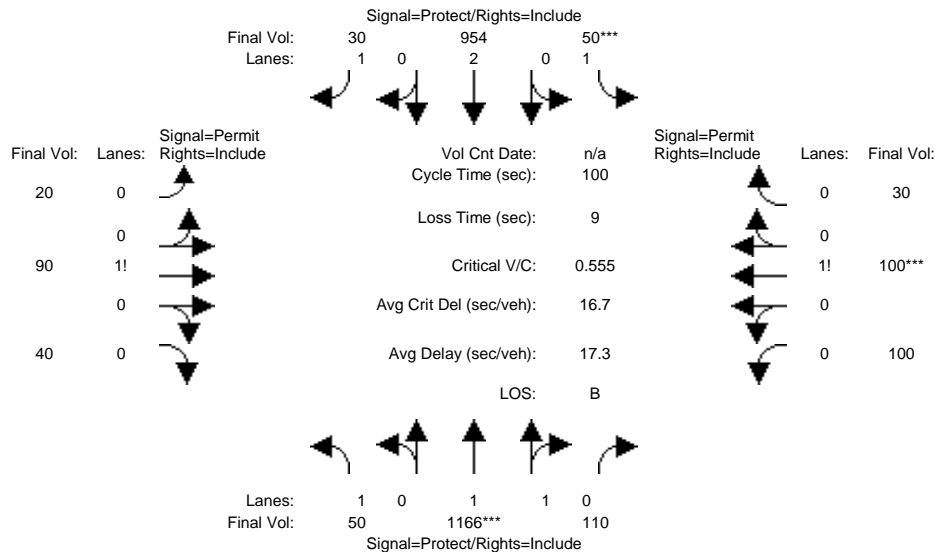
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3549	151	1750	3585	115	269	1212	269	543	543	664

Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	13.3	56.0	56.0	7.0	49.6	49.6	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.13	0.59	0.59	0.24	0.53	0.53	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	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:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	32.9
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	2	22	22	2	19	19	7	7	7	17	17	17

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	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:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1166	110	50	954	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1166	110	50	954	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1166	110	50	954	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1166	110	50	954	30	20	90	40	100	100	30

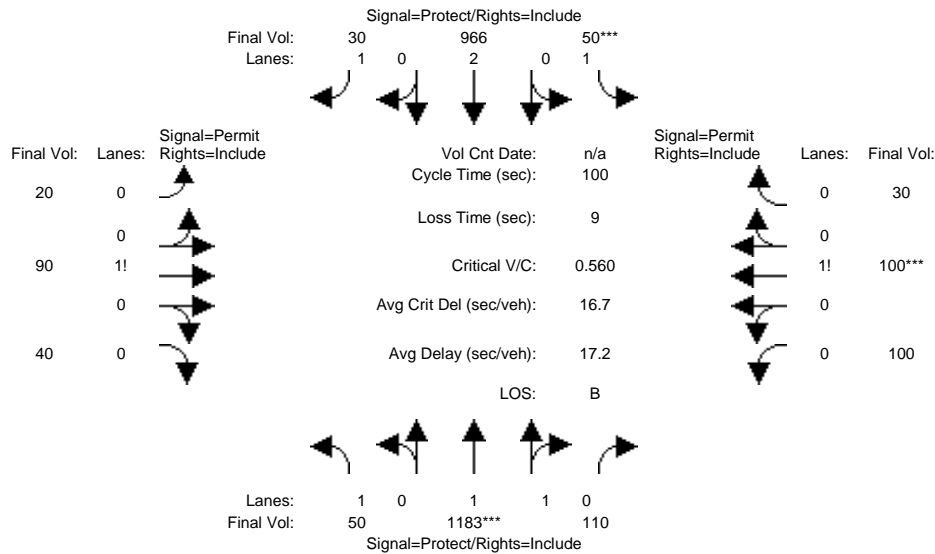
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3381	319	1750	3800	1750	233	1050	467	761	761	228

Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	14.8	60.8	60.8	7.0	53.0	53.0	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.19	0.57	0.57	0.41	0.47	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2k95thQ:	3	21	21	3	17	1	9	9	9	14	14	14

Note: Queue reported is the number of cars per lane.

Stanford GUP EIR
 SJ15-1585
 Cumulative PM / Cumulative PM + Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2035 with Project PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell 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	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:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1183	110	50	966	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1183	110	50	966	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1183	110	50	966	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1183	110	50	966	30	20	90	40	100	100	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3385	315	1750	3800	1750	233	1050	467	761	761	228

Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	14.7	61.0	61.0	7.0	53.4	53.4	23.0	23.0	23.0	23.0	23.0	23.0
Volume/Cap:	0.19	0.57	0.57	0.41	0.48	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
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:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2k95thQ:	3	21	21	3	17	1	9	9	9	14	14	14

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT CONDITIONS

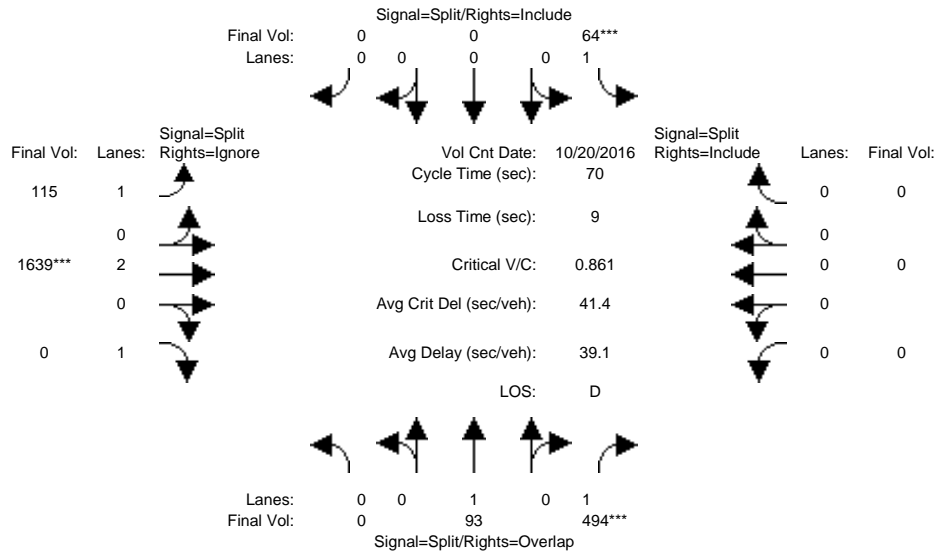
Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		Existing AM			Existing with Project AM						
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	D	39.1	0.861	41.4	D	49.3	0.899	+ 0.038	52.4	+ 11.0
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	93.4	1.282	93.4	F	95.0	1.291	+ 0.008	95.0	+ 1.6
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	93.6	1.022	119.3	F	97.8	1.057	+ 0.035	122.1	+ 2.8
#30	Foothill Expressway / Arastradero Road (SCC)	E	66.9	0.686	64.4	E	67.8	0.702	+ 0.016	66.0	+ 1.5
#31	Foothill Expressway / San Antonio Road (SC CMP)	B	17.9	0.652	21.9	B-	18.2	0.667	+ 0.016	22.2	+ 0.3
#58	Alma Street / Charleston Road	D-	53.5	0.725	53.7	D-	54.0	0.734	+ 0.009	54.1	+ 0.4

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	0	93	494	64	0	0	115	1639	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	93	494	64	0	0	115	1639	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	93	494	64	0	0	115	1639	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	93	494	64	0	0	115	1639	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	93	494	64	0	0	115	1639	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	93	494	64	0	0	115	1639	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

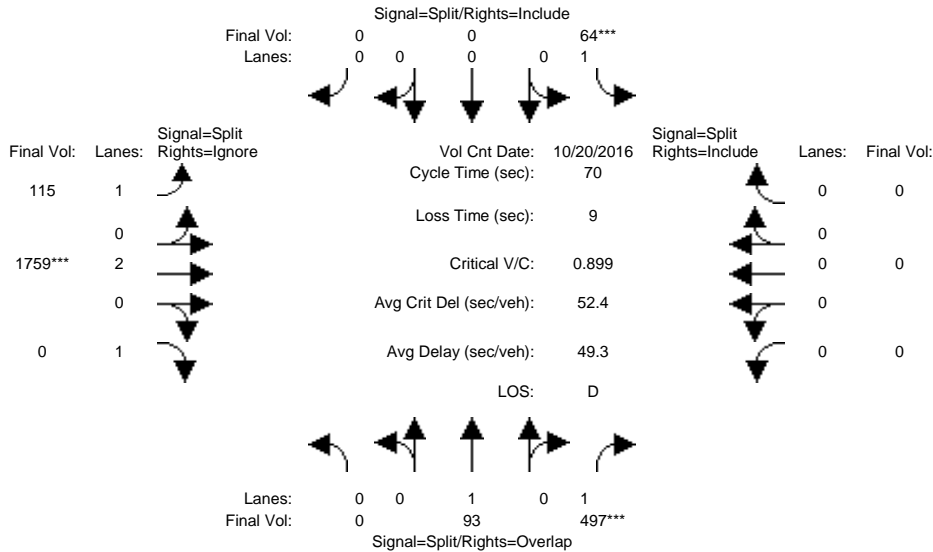
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.28	0.04	0.00	0.00	0.07	0.43	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	20.2	20.2	10.0	0.0	0.0	30.8	30.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.98	0.26	0.00	0.00	0.15	0.98	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	59.4	27.2	0.0	0.0	11.8	36.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	59.4	27.2	0.0	0.0	11.8	36.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	E+	C	A	A	B+	D+	A	A	A	A
HCM2k95thQ:	0	3	31	3	0	0	3	41	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name: I-280 NB Off-Ramp Sand Hill Rd (Eastbound)
 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 10 0 0 10 10 10 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 20 Oct 2016 << 07:45:00 AM

Base Vol:	0	93	494	64	0	0	115	1639	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	93	494	64	0	0	115	1639	59	0	0	0
Added Vol:	0	0	3	0	0	0	0	120	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	93	497	64	0	0	115	1759	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	93	497	64	0	0	115	1759	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	93	497	64	0	0	115	1759	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	93	497	64	0	0	115	1759	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

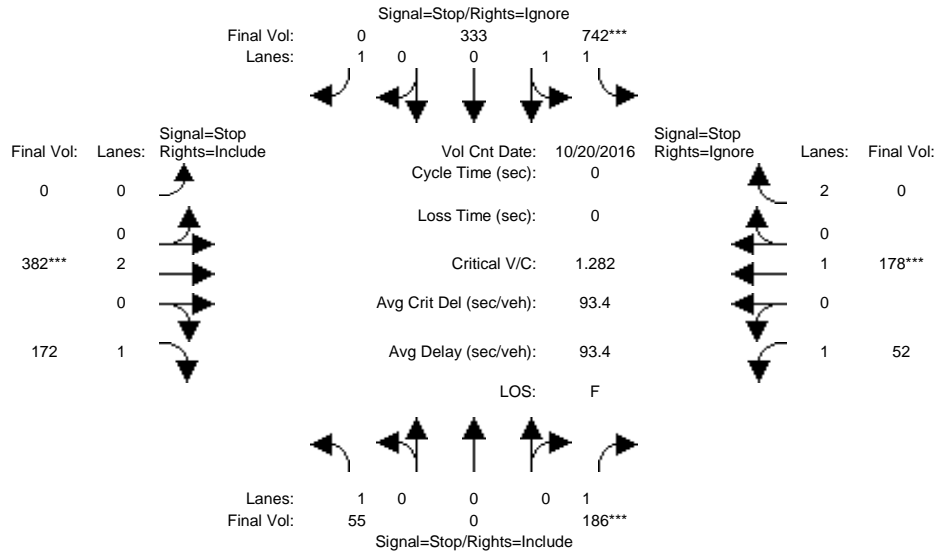
Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.28	0.04	0.00	0.00	0.07	0.46	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.4	19.4	10.0	0.0	0.0	31.6	31.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	1.03	0.26	0.00	0.00	0.15	1.03	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.4	72.7	27.2	0.0	0.0	11.4	47.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	72.7	27.2	0.0	0.0	11.4	47.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	E	C	A	A	B+	D	A	A	A	A
HCM2k95thQ:	0	3	33	3	0	0	3	47	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps				Page Mill Road				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM						
Base Vol:	55	0	186	742	333	41	0	382	172	52	178	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	186	742	333	41	0	382	172	52	178	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	186	742	333	41	0	382	172	52	178	585
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	0	186	742	333	0	0	382	172	52	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	186	742	333	0	0	382	172	52	178	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	55	0	186	742	333	0	0	382	172	52	178	0

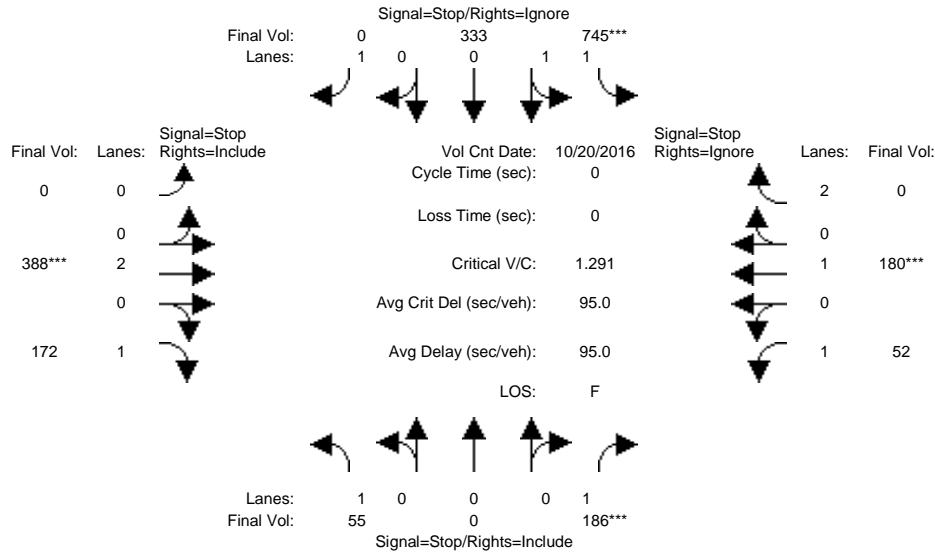
Saturation Flow Module:	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.38	0.62	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	381	0	440	579	267	457	0	803	435	341	361	766

Capacity Analysis Module:	Vol/Sat:	0.14	xxxx	0.42	1.28	1.25	0.00	xxxx	0.48	0.40	0.15	0.49	0.00
Crit Moves:			****	****				****				****	
Delay/Veh:	13.3	0.0	16.1	169.9	156	0.0	0.0	19.1	15.9	14.7	21.1	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	13.3	0.0	16.1	169.9	156	0.0	0.0	19.1	15.9	14.7	21.1	0.0	
LOS by Move:	B	*	C	F	F	*	*	C	C	B	C	*	
ApproachDel:		15.5			165.5			18.1			19.6		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		15.5			165.5			18.1			19.6		
LOS by Appr:		C			F			C			C		
AllWayAvgQ:	0.2	0.0	0.7	17.3	17.3	0.0	0.0	0.8	0.6	0.2	0.9	0.0	

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing with Project AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps				Page Mill Road							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	07:45:00 AM												
Base Vol:	55	0	186	742	333	41	0	382	172	52	178	585						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	55	0	186	742	333	41	0	382	172	52	178	585						
Added Vol:	0	0	0	3	0	0	0	6	0	0	2	44						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	55	0	186	745	333	41	0	388	172	52	180	629						
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Volume:	55	0	186	745	333	0	0	388	172	52	180	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	55	0	186	745	333	0	0	388	172	52	180	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
FinalVolume:	55	0	186	745	333	0	0	388	172	52	180	0						

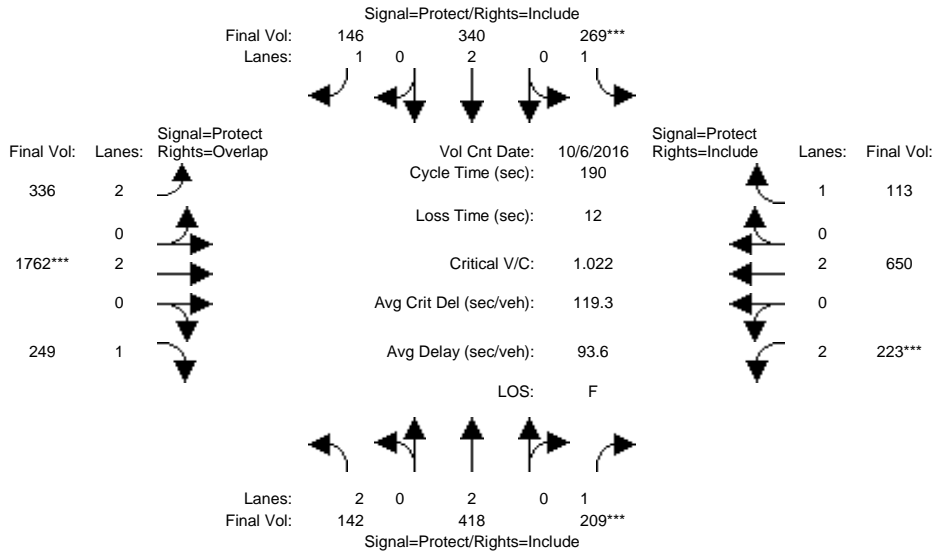
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.38	0.62	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	380	0	439	577	265	455	0	802	434	340	361	764

Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.42	1.29	1.26	0.00	xxxx	0.48	0.40	0.15	0.50	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	13.4	0.0	16.2	173.2	159	0.0	0.0	19.4	16.0	14.7	21.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	0.0	16.2	173.2	159	0.0	0.0	19.4	16.0	14.7	21.3	0.0
LOS by Move:	B	*	C	F	F	*	*	C	C	B	C	*
ApproachDel:		15.5			168.8			18.3			19.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			168.8			18.3			19.9	
LOS by Appr:		C			F			C			C	
AllWayAvgQ:	0.2	0.0	0.7	17.6	17.6	0.0	0.0	0.9	0.6	0.2	0.9	0.0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	07:45:00 AM
Base Vol:	142	418	209	269	340	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	418	209	269	340	146
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	142	418	209	269	340	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	418	209	269	340	146
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	142	418	209	269	340	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	418	209	269	340	146

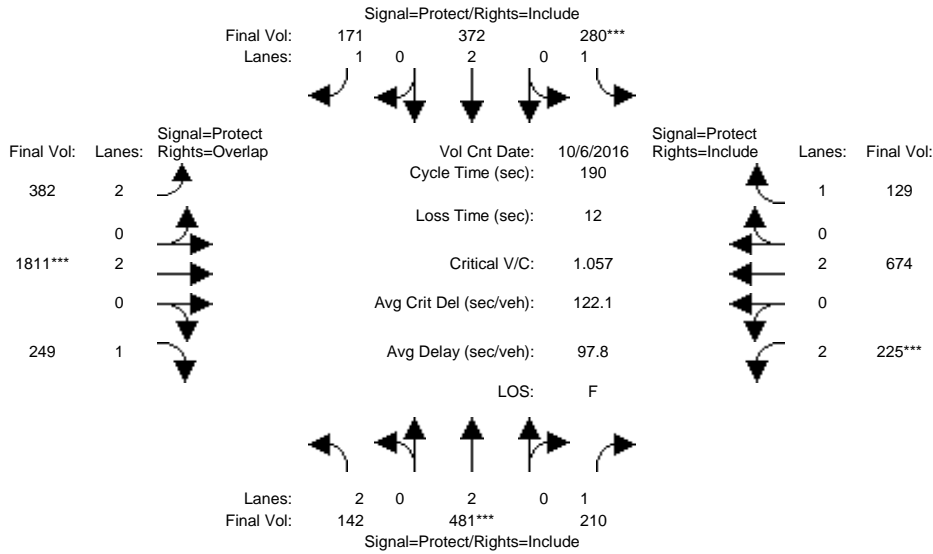
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.12	0.31	0.18	0.08	0.11	0.46	0.14	0.07	0.17	0.06
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.46	0.65	0.71	1.94	0.79	0.37	0.57	0.90	0.23	0.72	0.40	0.15
Delay/Veh:	86.9	80.9	87.1	533.6	82.6	66.3	76.3	62.0	25.1	102.4	60.0	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	80.9	87.1	533.6	82.6	66.3	76.3	62.0	25.1	102.4	60.0	53.1
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E+	D-
HCM2k95thQ:	9	21	23	55	19	16	20	79	19	16	30	12

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
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	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	142	418	209	269	340	146	336	1762	249	223	650	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	418	209	269	340	146	336	1762	249	223	650	113
Added Vol:	0	63	1	11	32	25	46	49	0	2	24	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	481	210	280	372	171	382	1811	249	225	674	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:	142	481	210	280	372	171	382	1811	249	225	674	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	481	210	280	372	171	382	1811	249	225	674	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
Final Volume:	142	481	210	280	372	171	382	1811	249	225	674	129

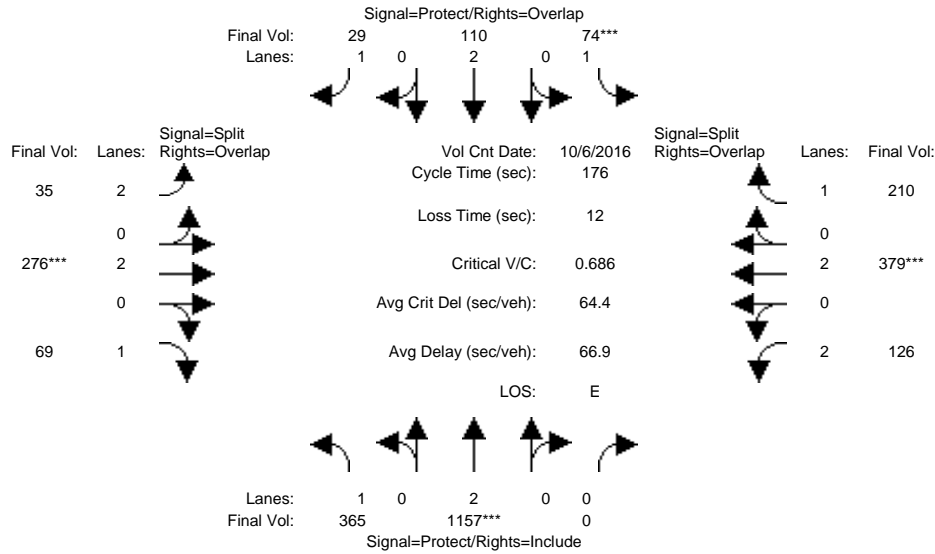
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.12	0.32	0.20	0.10	0.12	0.48	0.14	0.07	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.46	0.75	0.71	2.02	0.86	0.43	0.65	0.93	0.23	0.72	0.41	0.17
Delay/Veh:	86.9	85.0	87.4	568.4	90.7	67.5	78.8	65.3	25.1	102.8	60.4	53.6
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:	86.9	85.0	87.4	568.4	90.7	67.5	78.8	65.3	25.1	102.8	60.4	53.6
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2k95thQ:	9	25	23	58	22	19	23	82	19	16	31	14

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	365	1157	0	74	110	29	35	276	69	126	379	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	1157	0	74	110	29	35	276	69	126	379	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1157	0	74	110	29	35	276	69	126	379	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:	365	1157	0	74	110	29	35	276	69	126	379	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1157	0	74	110	29	35	276	69	126	379	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1157	0	74	110	29	35	276	69	126	379	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	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

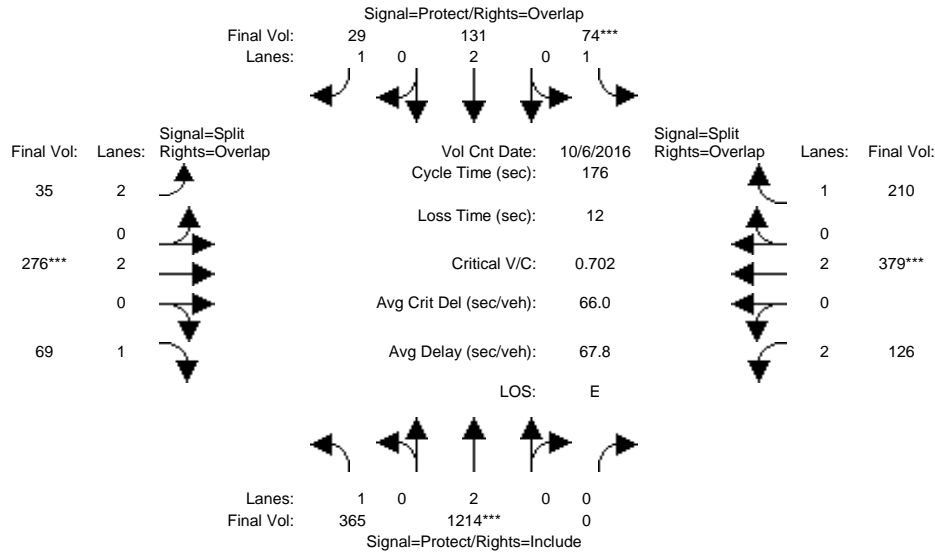
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.04	0.03	0.02	0.02	0.12	0.04	0.06	0.17	0.12
Crit Moves:	****		****				****		****			
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.96	0.82	0.00	0.36	0.11	0.03	0.06	0.51	0.09	0.28	0.85	0.38
Delay/Veh:	107.3	57.1	0.0	77.6	51.5	22.4	54.5	62.0	28.3	63.8	85.9	49.9
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:	107.3	57.1	0.0	77.6	51.5	22.4	54.5	62.0	28.3	63.8	85.9	49.9
LOS by Move:	F	E+	A	E-	D-	C+	D-	E	C	E	F	D
HCM2k95thQ:	40	48	0	8	5	2	2	14	5	7	20	18

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	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	<<	07:45:00 AM						
Base Vol:	365	1157	0	74	110	29	35	276	69	126	379	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	1157	0	74	110	29	35	276	69	126	379	210
Added Vol:	0	57	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1214	0	74	131	29	35	276	69	126	379	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:	365	1214	0	74	131	29	35	276	69	126	379	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1214	0	74	131	29	35	276	69	126	379	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1214	0	74	131	29	35	276	69	126	379	210

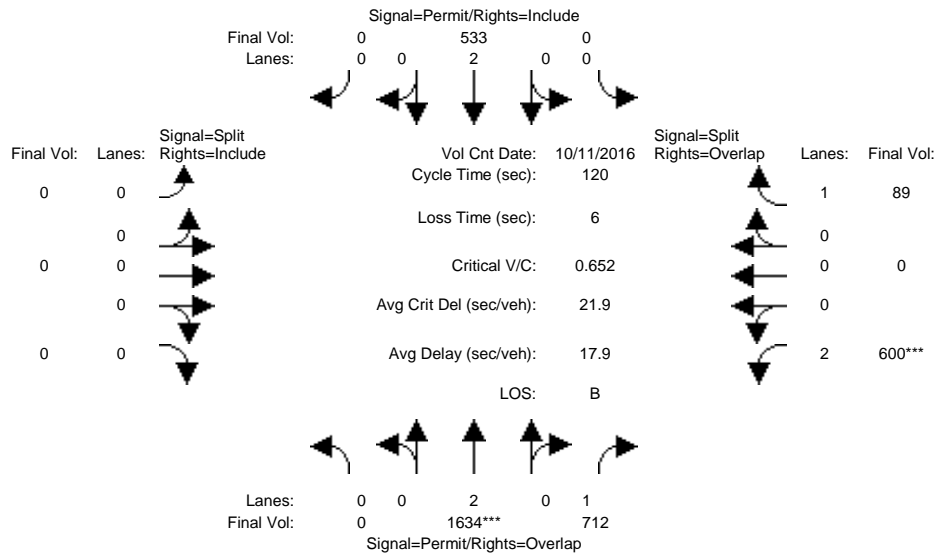
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.00	0.04	0.03	0.02	0.02	0.12	0.04	0.06	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.96	0.86	0.00	0.36	0.13	0.03	0.06	0.51	0.09	0.28	0.85	0.38
Delay/Veh:	107.3	59.9	0.0	77.6	51.8	22.4	54.5	62.0	28.3	63.8	85.9	49.9
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:	107.3	59.9	0.0	77.6	51.8	22.4	54.5	62.0	28.3	63.8	85.9	49.9
LOS by Move:	F	E+	A	E-	D-	C+	D-	E	C	E	F	D
HCM2k95thQ:	39	51	0	8	5	2	2	14	5	7	20	18

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	11 Oct 2016	<< 07:45:00 AM
Base Vol:	0 1634 712	0 533 0	0 0 0	600 0 89
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1634 712	0 533 0	0 0 0	600 0 89
Added Vol:	0 0 0	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 1634 712	0 533 0	0 0 0	600 0 89
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1634 712	0 533 0	0 0 0	600 0 89
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1634 712	0 533 0	0 0 0	600 0 89
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 1634 712	0 533 0	0 0 0	600 0 89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	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	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

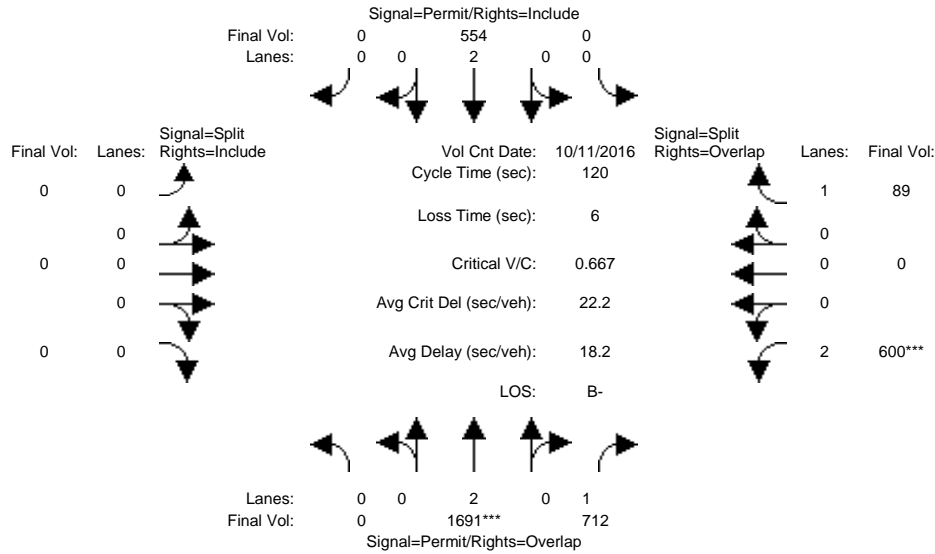
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.47	0.00	0.14	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****						****					
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.69	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	17.0	0.5	0.0	22.2	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	0.5	0.0	22.2	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	34	6	0	15	0	0	0	0	20	0	5

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	11 Oct 2016	<<	07:45:00 AM
Base Vol:	0 1634 712	0 533 0	0 0 0	600 0 89	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1634 712	0 533 0	0 0 0	600 0 89	
Added Vol:	0 57 0	0 21 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	0 1691 712	0 554 0	0 0 0	600 0 89	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 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 1691 712	0 554 0	0 0 0	600 0 89	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	0 1691 712	0 554 0	0 0 0	600 0 89	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 1691 712	0 554 0	0 0 0	600 0 89	

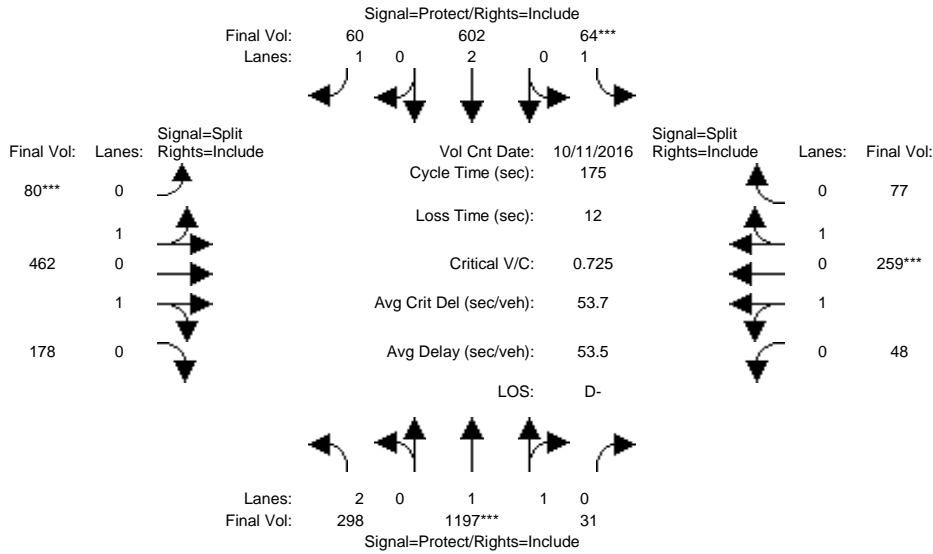
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.47	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.72	0.50	0.00	0.24	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	17.6	0.5	0.0	22.4	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	0.5	0.0	22.4	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	35	5	0	16	0	0	0	0	20	0	5

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	11 Oct 2016	<<	07:45:00 AM						
Base Vol:	298	1197	31	64	602	60	80	462	178	48	259	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1197	31	64	602	60	80	462	178	48	259	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1197	31	64	602	60	80	462	178	48	259	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1197	31	64	602	60	80	462	178	48	259	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1197	31	64	602	60	80	462	178	48	259	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	1197	31	64	602	60	80	462	178	48	259	77

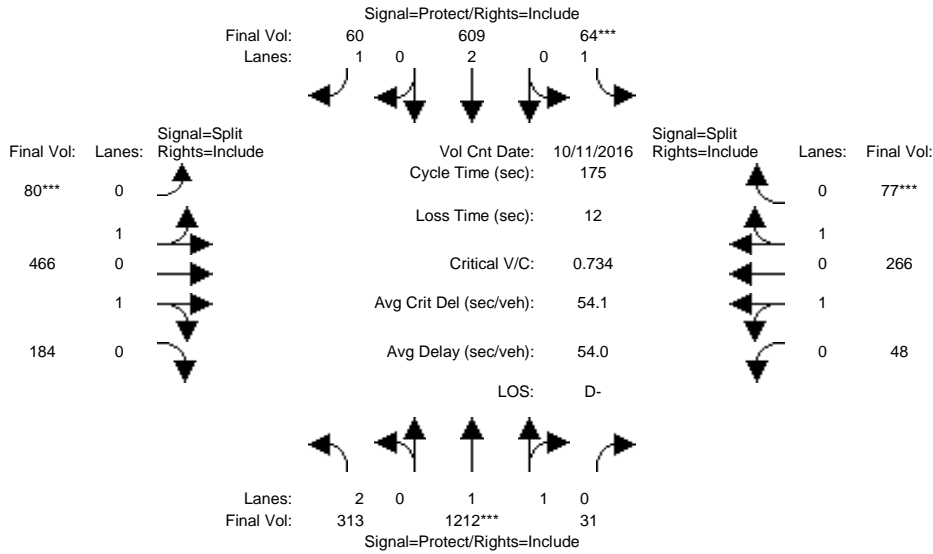
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.95	0.05	1.00	2.00	1.00	0.22	1.29	0.49	0.25	1.35	0.40
Final Sat.:	3150	3607	93	1750	3800	1750	400	2310	890	450	2428	722

Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.04	0.16	0.03	0.20	0.20	0.20	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	33.3	80.1	80.1	8.8	55.7	55.7	48.3	48.3	48.3	25.8	25.8	25.8
Volume/Cap:	0.50	0.72	0.72	0.72	0.50	0.11	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	64.1	40.1	40.1	107.5	48.6	42.2	60.0	60.0	60.0	76.2	76.2	76.2
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:	64.1	40.1	40.1	107.5	48.6	42.2	60.0	60.0	60.0	76.2	76.2	76.2
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2k95thQ:	15	41	41	10	23	5	31	31	31	19	19	19

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project AM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	11 Oct 2016	<<	07:45:00 AM							
Base Vol:	298	1197	31	64	602	60	80	462	178	48	259	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1197	31	64	602	60	80	462	178	48	259	77
Added Vol:	15	15	0	0	7	0	0	4	6	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	1212	31	64	609	60	80	466	184	48	266	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	1212	31	64	609	60	80	466	184	48	266	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1212	31	64	609	60	80	466	184	48	266	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	313	1212	31	64	609	60	80	466	184	48	266	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.95	0.05	1.00	2.00	1.00	0.22	1.28	0.50	0.25	1.36	0.39
Final Sat.:	3150	3608	92	1750	3800	1750	395	2298	907	442	2449	709

Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.04	0.16	0.03	0.20	0.20	0.20	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	34.0	80.1	80.1	8.7	54.8	54.8	48.3	48.3	48.3	25.9	25.9	25.9
Volume/Cap:	0.51	0.73	0.73	0.73	0.51	0.11	0.73	0.73	0.73	0.73	0.73	0.73
Delay/Veh:	63.8	40.5	40.5	109.3	49.5	42.8	60.4	60.4	60.4	76.5	76.5	76.5
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:	63.8	40.5	40.5	109.3	49.5	42.8	60.4	60.4	60.4	76.5	76.5	76.5
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2k95thQ:	16	42	42	10	23	5	32	32	32	19	19	19

Note: Queue reported is the number of cars per lane.

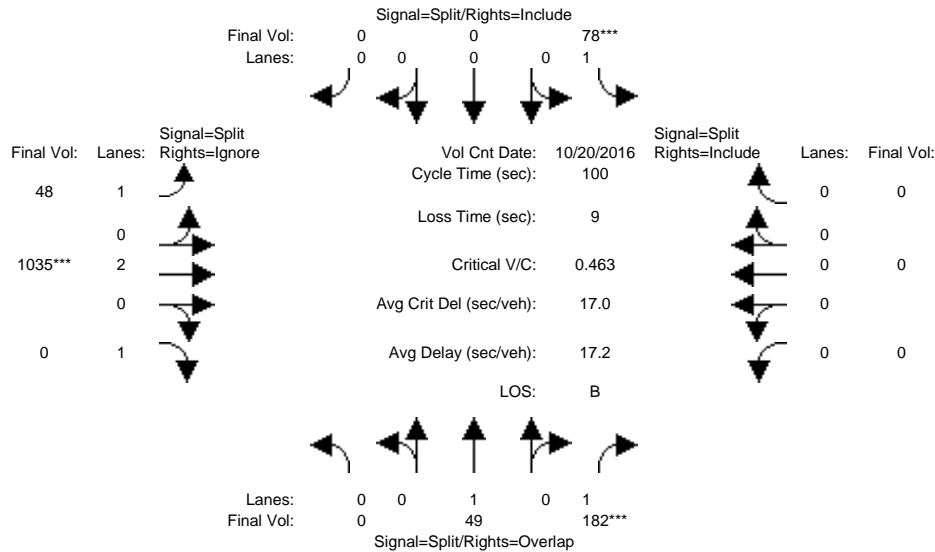
Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection		Existing PM			Existing with Project PM						
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	B	17.2	0.463	17.0	B	17.2	0.484	+ 0.021	17.0	- 0.1
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	72.0	1.096	72.0	F	74.7	1.108	+ 0.012	74.7	+ 2.7
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	93.0	0.879	121.9	F	104.8	0.942	+ 0.063	140.5	+ 18.6
#30	Foothill Expressway / Arastradero Road (SCC)	F	83.6	0.613	103.9	F	86.3	0.621	+ 0.008	103.2	- 0.7
#31	Foothill Expressway / San Antonio Road (SC CMP)	E	67.2	1.049	96.5	E	68.8	1.070	+ 0.021	98.8	+ 2.3
#58	Alma Street / Charleston Road	D	50.9	0.723	58.1	D-	51.2	0.732	+ 0.010	58.6	+ 0.5

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name: I-280 NB Off-Ramp Sand Hill Rd (Eastbound)

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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2016 << 05:00:00 PM

Base Vol:	0	49	182	78	0	0	48	1035	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	182	78	0	0	48	1035	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	182	78	0	0	48	1035	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	49	182	78	0	0	48	1035	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	182	78	0	0	48	1035	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	49	182	78	0	0	48	1035	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

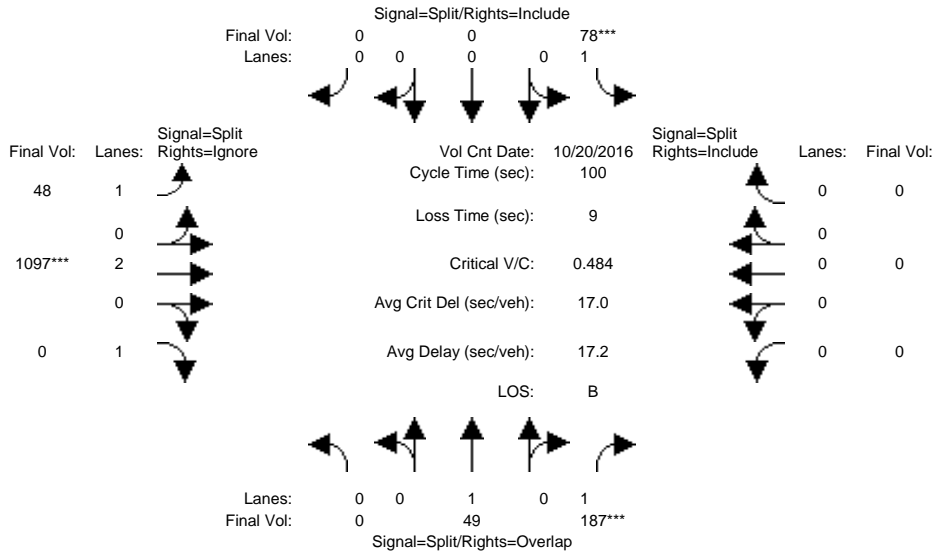
Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.10	0.04	0.00	0.00	0.03	0.27	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.4	22.4	10.0	0.0	0.0	58.6	58.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.46	0.45	0.00	0.00	0.05	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.0	34.5	44.2	0.0	0.0	8.8	11.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	34.5	44.2	0.0	0.0	8.8	11.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	A	B+	A	A	A	A
HCM2k95thQ:	0	3	11	5	0	0	1	17	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	49	182	78	0	0	48	1035	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	182	78	0	0	48	1035	61	0	0	0
Added Vol:	0	0	5	0	0	0	0	62	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	187	78	0	0	48	1097	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	49	187	78	0	0	48	1097	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	187	78	0	0	48	1097	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	49	187	78	0	0	48	1097	0	0	0	0

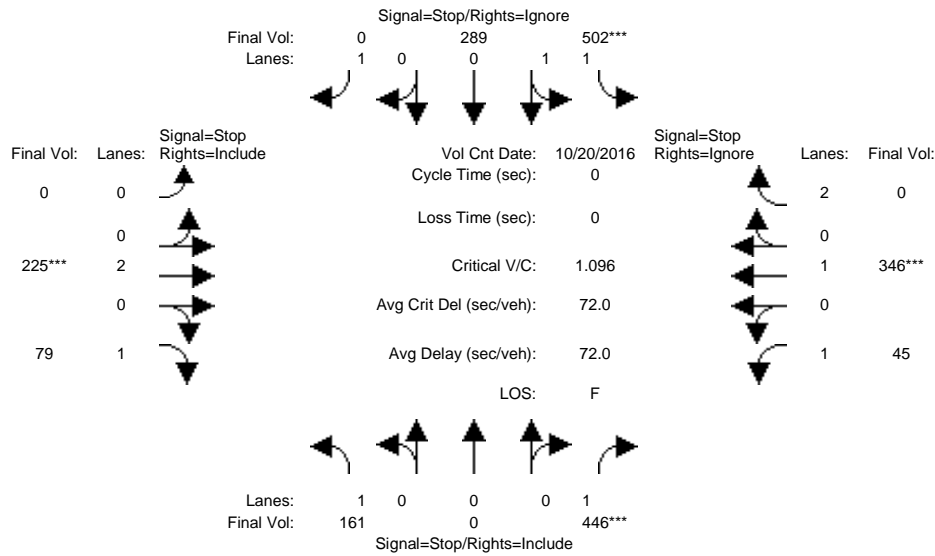
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.11	0.04	0.00	0.00	0.03	0.29	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.9	21.9	10.0	0.0	0.0	59.1	59.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.49	0.45	0.00	0.00	0.05	0.49	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.4	35.1	44.2	0.0	0.0	8.6	11.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	35.1	44.2	0.0	0.0	8.6	11.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B+	A	A	A	A
HCM2k95thQ:	0	3	11	5	0	0	1	18	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00 PM						
Base Vol:	161	0	446	502	289	44	0	225	79	45	346	902
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	446	502	289	44	0	225	79	45	346	902
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	446	502	289	44	0	225	79	45	346	902
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	161	0	446	502	289	0	0	225	79	45	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	446	502	289	0	0	225	79	45	346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	161	0	446	502	289	0	0	225	79	45	346	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.27	0.73	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	383	0	441	458	272	399	0	666	356	329	350	739

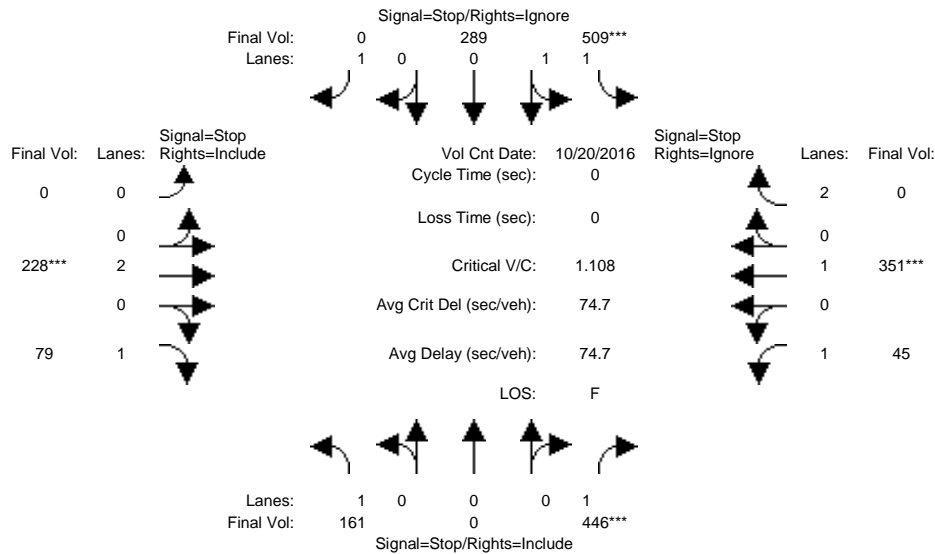
Capacity Analysis Module:												
Vol/Sat:	0.42	xxxx	1.01	1.10	1.06	0.00	xxxx	0.34	0.22	0.14	0.99	0.00
Crit Moves:			****	****			****				****	
Delay/Veh:	18.6	0.0	74.1	107.2	96.0	0.0	0.0	18.8	15.6	15.2	78.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	74.1	107.2	96.0	0.0	0.0	18.8	15.6	15.2	78.0	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		59.4			103.1			18.0			70.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		59.4			103.1			18.0			70.8	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.7	0.0	7.7	8.6	8.6	0.0	0.0	0.5	0.3	0.2	6.3	0.0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing with Project PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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Volume Module:	>>	Count	Date:	20 Oct 2016	<<	05:00:00	PM					
Base Vol:	161	0	446	502	289	44	0	225	79	45	346	902
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	446	502	289	44	0	225	79	45	346	902
Added Vol:	0	0	0	7	0	0	0	3	0	0	5	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	446	509	289	44	0	228	79	45	351	991
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	161	0	446	509	289	0	0	228	79	45	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	446	509	289	0	0	228	79	45	351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	161	0	446	509	289	0	0	228	79	45	351	0

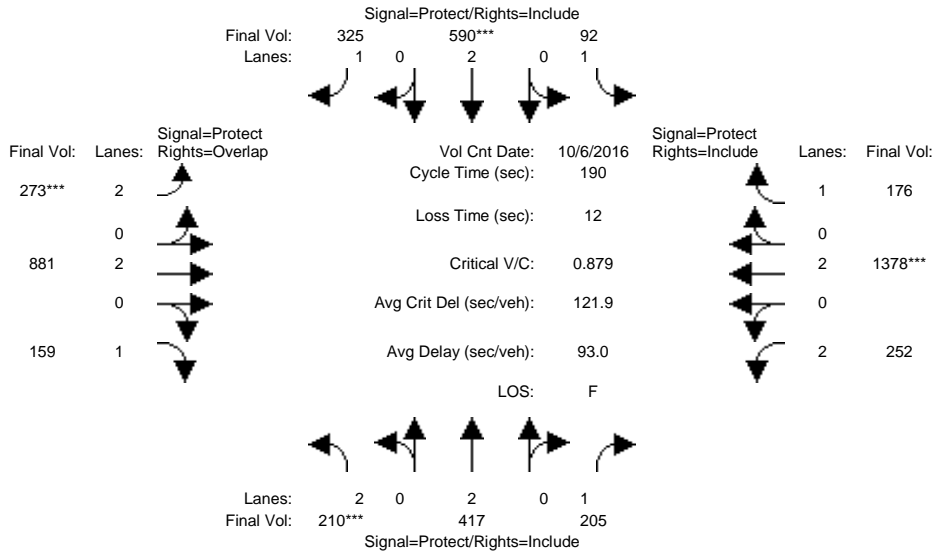
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.28	0.72	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	382	0	440	460	268	398	0	666	356	329	350	738

Capacity Analysis Module:												
Vol/Sat:	0.42	xxxx	1.01	1.11	1.08	0.00	xxxx	0.34	0.22	0.14	1.00	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	18.7	0.0	75.1	111.7	100	0.0	0.0	19.0	15.6	15.2	82.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	0.0	75.1	111.7	100	0.0	0.0	19.0	15.6	15.2	82.2	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		60.1			107.6			18.1			74.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		60.1			107.6			18.1			74.6	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.7	0.0	7.8	9.1	9.1	0.0	0.0	0.5	0.3	0.2	6.7	0.0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	05:00:00	PM					
Base Vol:	210	417	205	92	590	325	273	881	159	252	1378	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	417	205	92	590	325	273	881	159	252	1378	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	417	205	92	590	325	273	881	159	252	1378	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	417	205	92	590	325	273	881	159	252	1378	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	417	205	92	590	325	273	881	159	252	1378	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	417	205	92	590	325	273	881	159	252	1378	176

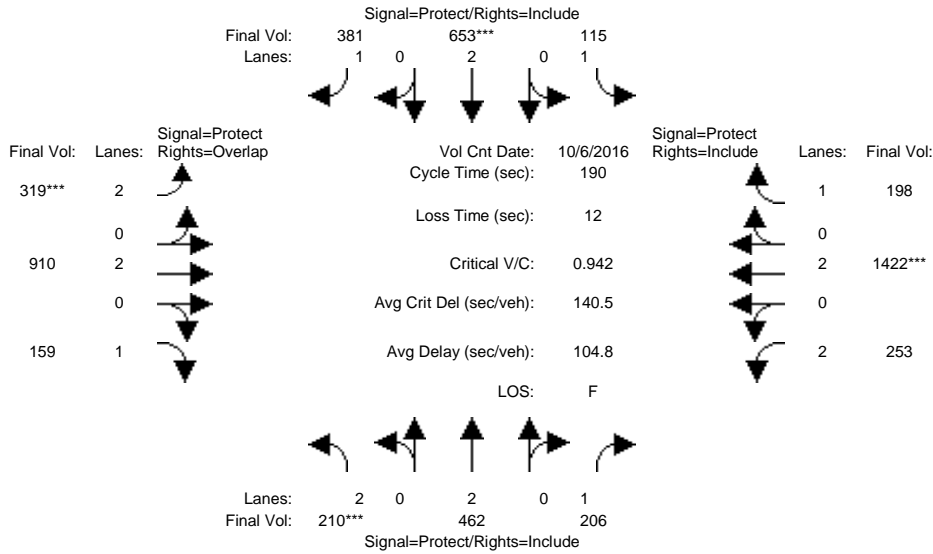
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.12	0.11	0.31	0.19	0.09	0.23	0.09	0.08	0.36	0.10
Crit Moves:	***				***		***				***	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.67	0.63	0.68	0.66	1.33	0.80	0.46	0.45	0.15	0.81	0.86	0.24
Delay/Veh:	93.5	79.5	84.1	91.6	243	83.6	73.6	39.6	24.0	111.0	84.0	56.1
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:	93.5	79.5	84.1	91.6	243	83.6	73.6	39.6	24.0	111.0	84.0	56.1
LOS by Move:	F	E-	F	F	F	F	E	D	C	F	F	E+
HCM2k95thQ:	14	21	23	12	44	36	17	34	12	18	65	18

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
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	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	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	<<	05:00:00	PM					
Base Vol:	210	417	205	92	590	325	273	881	159	252	1378	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	417	205	92	590	325	273	881	159	252	1378	176
Added Vol:	0	45	1	23	63	56	46	29	0	1	44	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	462	206	115	653	381	319	910	159	253	1422	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	462	206	115	653	381	319	910	159	253	1422	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	462	206	115	653	381	319	910	159	253	1422	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	462	206	115	653	381	319	910	159	253	1422	198

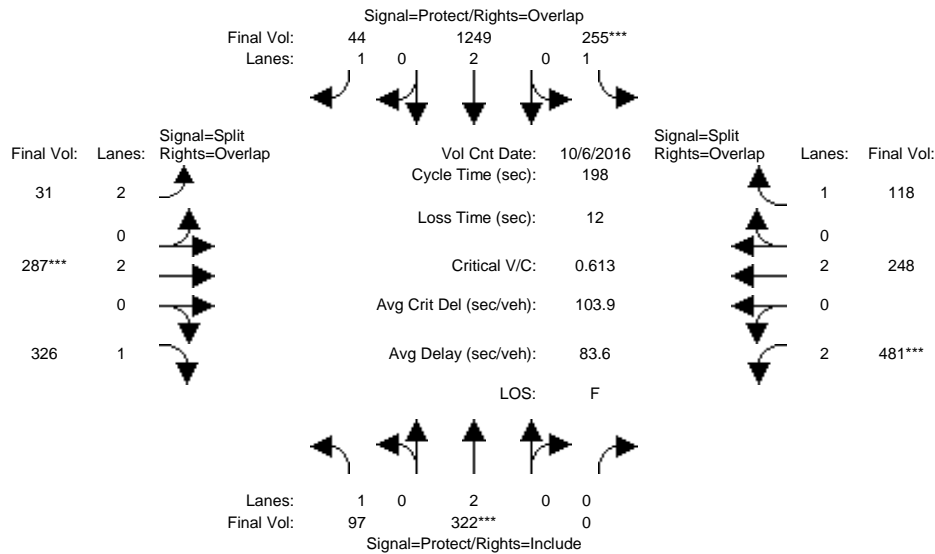
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.13	0.34	0.22	0.10	0.24	0.09	0.08	0.37	0.11
Crit Moves:	***			****			****			****		
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.67	0.70	0.68	0.83	1.48	0.94	0.54	0.47	0.15	0.82	0.89	0.27
Delay/Veh:	93.5	81.9	84.3	115.0	304	104.9	75.2	40.0	24.0	111.3	86.9	56.9
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:	93.5	81.9	84.3	115.0	304	104.9	75.2	40.0	24.0	111.3	86.9	56.9
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2k95thQ:	14	24	23	15	52	44	20	35	12	18	68	20

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	322	0	255	1249	44	31	287	326	481	248	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
Final Volume:	97	322	0	255	1249	44	31	287	326	481	248	118

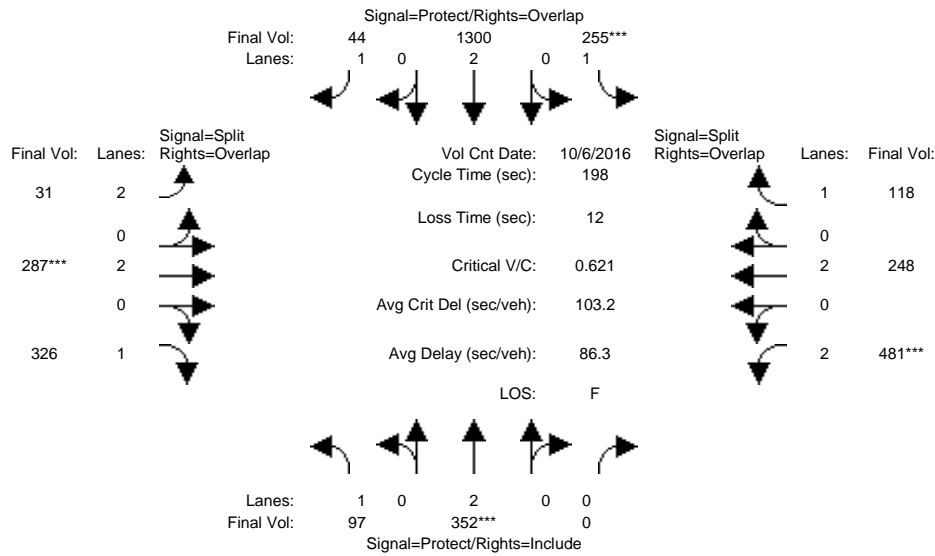
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.15	0.33	0.03	0.01	0.13	0.19	0.22	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.53	0.35	0.00	0.68	0.94	0.04	0.05	0.44	0.47	1.12	0.58	0.17
Delay/Veh:	92.6	66.5	0.0	81.6	78.8	13.7	53.4	60.9	47.5	166.3	79.0	39.8
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:	92.6	66.5	0.0	81.6	78.8	13.7	53.4	60.9	47.5	166.3	79.0	39.8
LOS by Move:	F	E	A	F	E-	B	D-	E	D	F	E-	D
HCM2k95thQ:	12	15	0	28	64	2	2	14	28	39	13	10

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
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 Existing with Project PM Sensitivity Test
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 2000 HCM Operations (Future Volume Alternative)
 Existing with Project PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Oct 2016	<<	05:00:00	PM					
Base Vol:	97	322	0	255	1249	44	31	287	326	481	248	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:	97	322	0	255	1249	44	31	287	326	481	248	118
Added Vol:	0	30	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	352	0	255	1300	44	31	287	326	481	248	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:	97	352	0	255	1300	44	31	287	326	481	248	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	352	0	255	1300	44	31	287	326	481	248	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
Final Volume:	97	352	0	255	1300	44	31	287	326	481	248	118

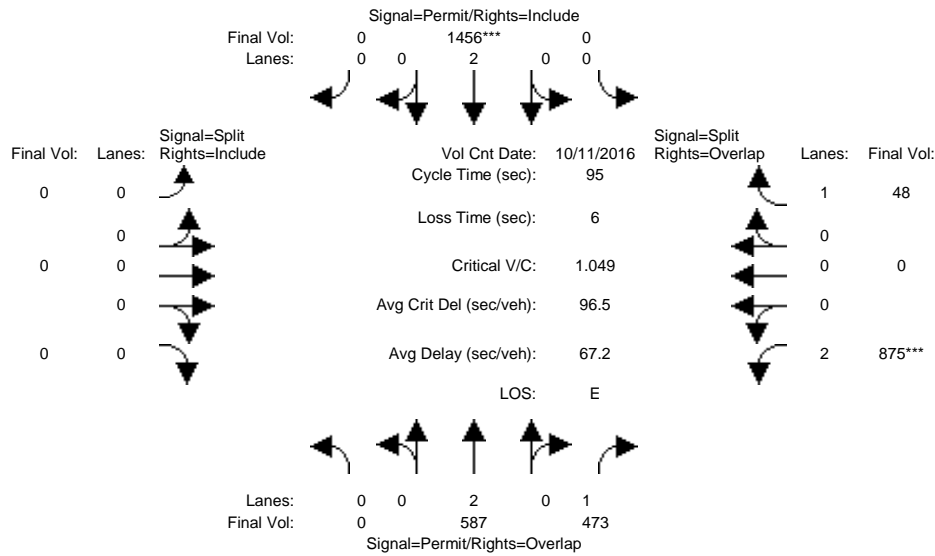
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.15	0.34	0.03	0.01	0.13	0.19	0.22	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.53	0.38	0.00	0.68	0.98	0.04	0.05	0.44	0.47	1.12	0.58	0.17
Delay/Veh:	92.6	67.1	0.0	81.6	86.6	13.7	53.4	60.9	47.5	166.3	79.0	39.8
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:	92.6	67.1	0.0	81.6	86.6	13.7	53.4	60.9	47.5	166.3	79.0	39.8
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2k95thQ:	12	17	0	28	69	2	2	14	28	39	13	10

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
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 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	587	473	0	1456	0	0	0	0	875	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	473	0	1456	0	0	0	0	875	0	48
Added Vol:	0	0	0	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	587	473	0	1456	0	0	0	0	875	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	587	473	0	1456	0	0	0	0	875	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	473	0	1456	0	0	0	0	875	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	587	473	0	1456	0	0	0	0	875	0	48

Saturation 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	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750

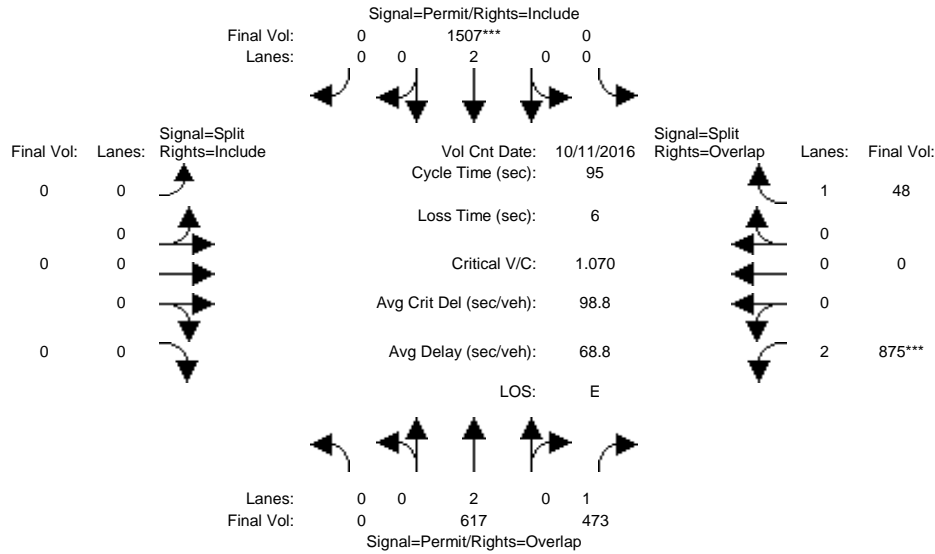
Capacity Analysis Module:													
Vol/Sat:	0.00	0.15	0.27	0.00	0.57	0.00	0.00	0.00	0.00	0.41	0.00	0.03	
Crit Moves:							****						
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1	
Volume/Cap:	0.00	0.25	0.29	0.00	0.92	0.00	0.00	0.00	0.00	1.31	0.00	0.09	
Delay/Veh:	0.0	8.5	0.3	0.0	43.9	0.0	0.0	0.0	0.0	184.0	0.0	24.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.5	0.3	0.0	43.9	0.0	0.0	0.0	0.0	184.0	0.0	24.3	
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	C	
HCM2k95thQ:	0	8	3	0	39	0	0	0	0	50	0	2	

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	0	587	473	0	1456	0	0	0	0	875	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	473	0	1456	0	0	0	0	875	0	48
Added Vol:	0	30	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	617	473	0	1507	0	0	0	0	875	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	617	473	0	1507	0	0	0	0	875	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	473	0	1507	0	0	0	0	875	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	617	473	0	1507	0	0	0	0	875	0	48

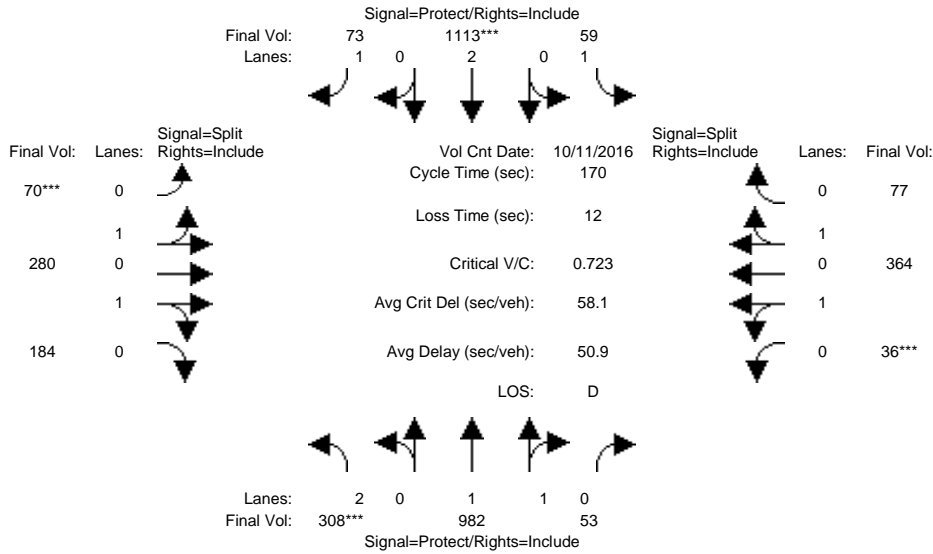
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.27	0.00	0.59	0.00	0.00	0.00	0.00	0.41	0.00	0.03
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.26	0.29	0.00	0.95	0.00	0.00	0.00	0.00	1.31	0.00	0.09
Delay/Veh:	0.0	8.6	0.3	0.0	49.4	0.0	0.0	0.0	0.0	184.0	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.3	0.0	49.4	0.0	0.0	0.0	0.0	184.0	0.0	24.3
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	C
HCM2k95thQ:	0	8	3	0	42	0	0	0	0	50	0	2

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
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 Existing PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	308	982	53	59	1113	73	70	280	184	36	364	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	982	53	59	1113	73	70	280	184	36	364	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	982	53	59	1113	73	70	280	184	36	364	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	982	53	59	1113	73	70	280	184	36	364	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	982	53	59	1113	73	70	280	184	36	364	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	982	53	59	1113	73	70	280	184	36	364	77

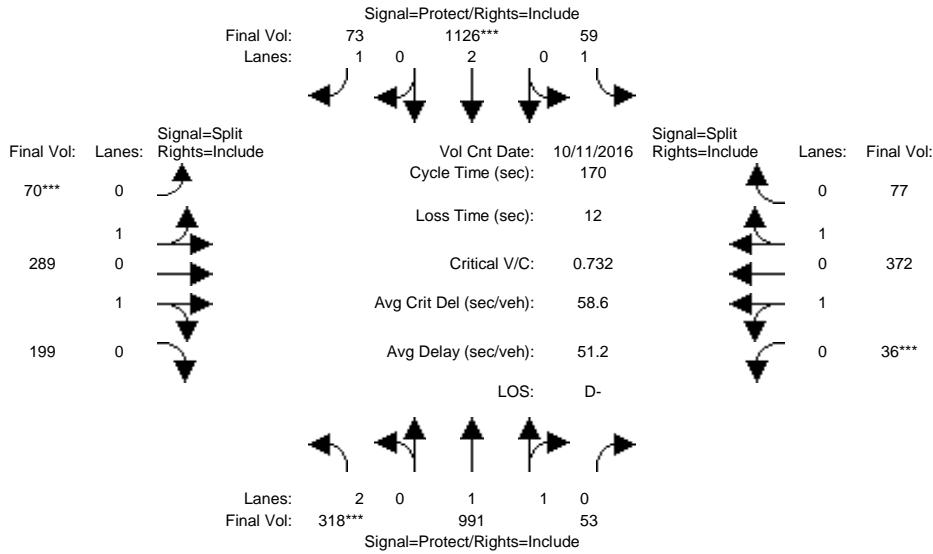
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.89	0.11	1.00	2.00	1.00	0.26	1.05	0.69	0.15	1.53	0.32
Final Sat.:	3150	3510	189	1750	3800	1750	472	1888	1240	272	2747	581

Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.03	0.29	0.04	0.15	0.15	0.15	0.13	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	23.0	80.1	80.1	11.8	68.9	68.9	34.9	34.9	34.9	31.2	31.2	31.2
Volume/Cap:	0.72	0.59	0.59	0.49	0.72	0.10	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	76.4	33.5	33.5	79.2	44.2	31.4	66.6	66.6	66.6	69.3	69.3	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	33.5	33.5	79.2	44.2	31.4	66.6	66.6	66.6	69.3	69.3	69.3
LOS by Move:	E-	C-	C-	E-	D	C	E	E	E	E	E	E
HCM2k95thQ:	17	32	32	7	41	5	24	24	24	22	22	22

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 Existing with Project PM Sensitivity Test
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing with Project PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	11 Oct 2016	<<	05:00:00	PM					
Base Vol:	308	982	53	59	1113	73	70	280	184	36	364	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	982	53	59	1113	73	70	280	184	36	364	77
Added Vol:	10	9	0	0	13	0	0	9	15	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	991	53	59	1126	73	70	289	199	36	372	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	991	53	59	1126	73	70	289	199	36	372	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	991	53	59	1126	73	70	289	199	36	372	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	991	53	59	1126	73	70	289	199	36	372	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.89	0.11	1.00	2.00	1.00	0.26	1.00	0.74	0.16	1.50	0.34
Final Sat.:	3150	3591	192	1750	3800	1750	458	1890	1301	277	2858	591

Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.03	0.30	0.04	0.15	0.15	0.15	0.13	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	23.4	80.3	80.3	12.0	68.8	68.8	35.5	35.5	35.5	30.2	30.2	30.2
Volume/Cap:	0.73	0.58	0.58	0.48	0.73	0.10	0.73	0.73	0.73	0.73	0.73	0.73
Delay/Veh:	76.6	33.2	33.2	78.9	44.6	31.5	66.5	66.5	66.5	70.3	70.3	70.3
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:	76.6	33.2	33.2	78.9	44.6	31.5	66.5	66.5	66.5	70.3	70.3	70.3
LOS by Move:	E-	C-	C-	E-	D	C	E	E	E	E	E	E
HCM2k95thQ:	17	32	32	7	41	5	25	25	25	22	22	22

Note: Queue reported is the number of cars per lane.

**APPENDIX G:
SIGNAL WARRANTS**



Major Street **Page Mill Road**
 Minor Street **I-280 SB Ramps**

Project **Stanford GUP EIR**
 Scenario **2018 Plus Project**
 Peak Hour **AM**

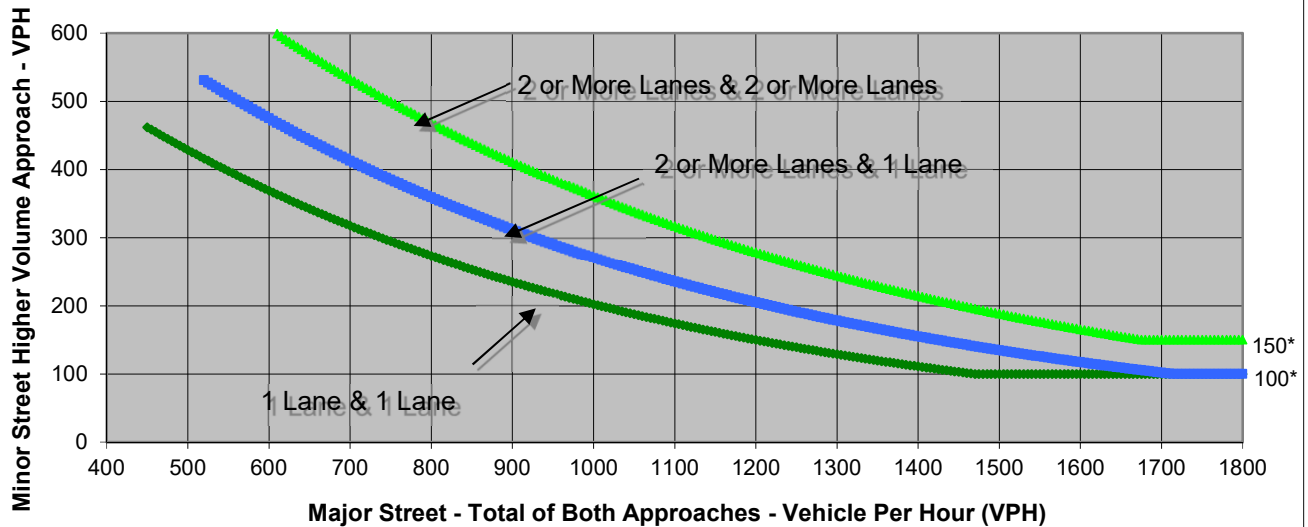
Turn Movement Volumes

	NB	SB	EB	WB
Left	70	803	0	50
Through	0	340	398	363
Right	90	50	180	650
Total	160	1,193	578	1,063

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,641	1,193	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Page Mill Road**
 Minor Street **I-280 SB Ramps**

Project **Stanford GUP EIR**
 Scenario **2018 Plus Project**
 Peak Hour **PM**

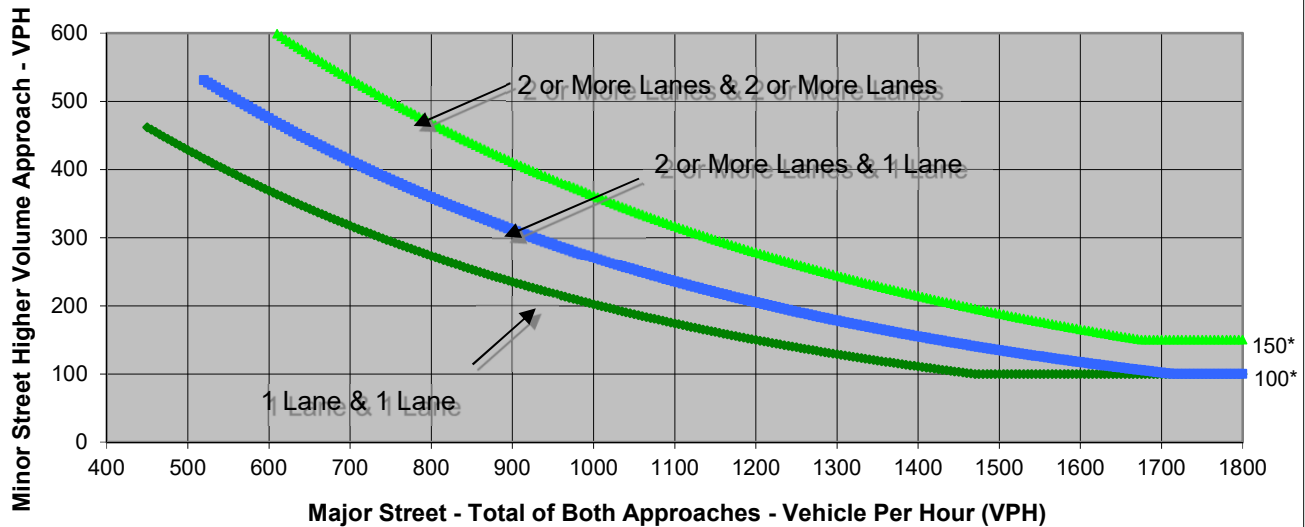
Turn Movement Volumes

	NB	SB	EB	WB
Left	170	537	0	50
Through	0	290	294	357
Right	450	100	80	1,037
Total	620	927	374	1,444

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,818	927	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Page Mill Road
 Minor Street I-280 SB Ramps

Project Stanford GUP EIR
 Scenario 2035 Plus Project
 Peak Hour AM

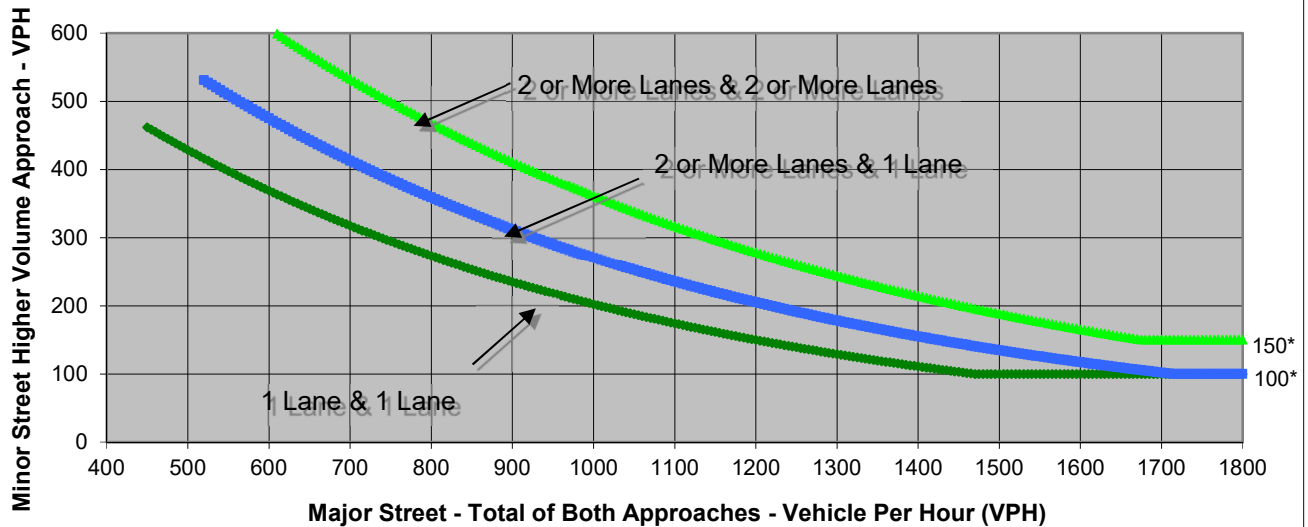
Turn Movement Volumes

	NB	SB	EB	WB
Left	110	1,270	0	60
Through	0	340	508	342
Right	190	50	180	751
Total	300	1,660	688	1,153

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,841	1,660	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Page Mill Road**
 Minor Street **I-280 SB Ramps**

Project **Stanford GUP EIR**
 Scenario **2035 Plus Project**
 Peak Hour **PM**

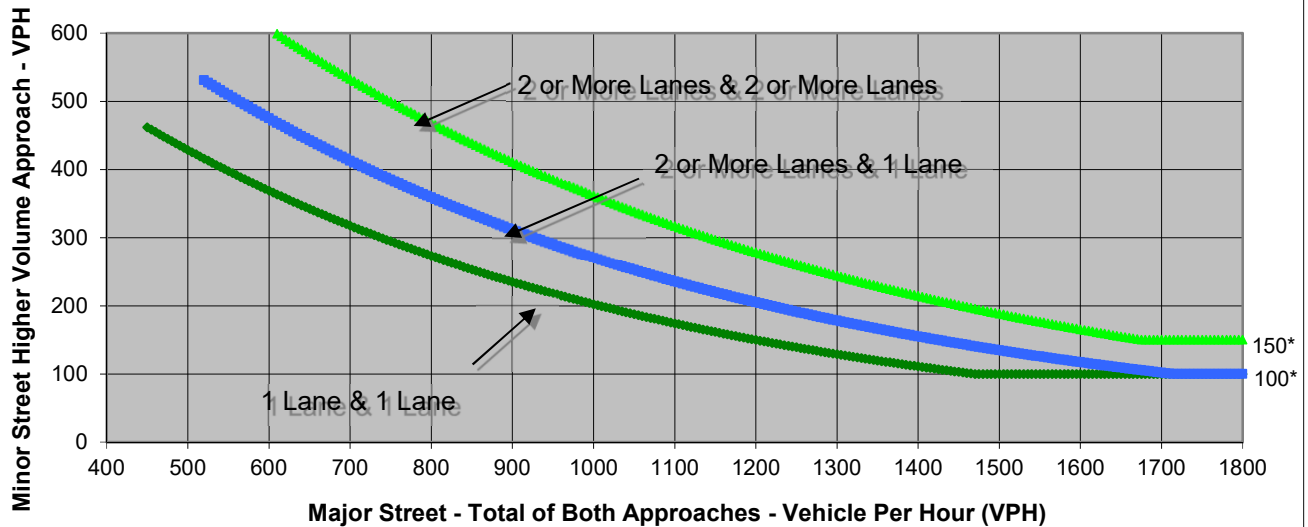
Turn Movement Volumes

	NB	SB	EB	WB
Left	170	973	0	50
Through	0	290	303	526
Right	450	50	80	1,278
Total	620	1,313	383	1,854

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,237	1,313	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Page Mill Road**
 Minor Street **I-280 SB Ramps**

Project **Stanford GUP EIR**
 Scenario **Existing Plus Project**
 Peak Hour **AM**

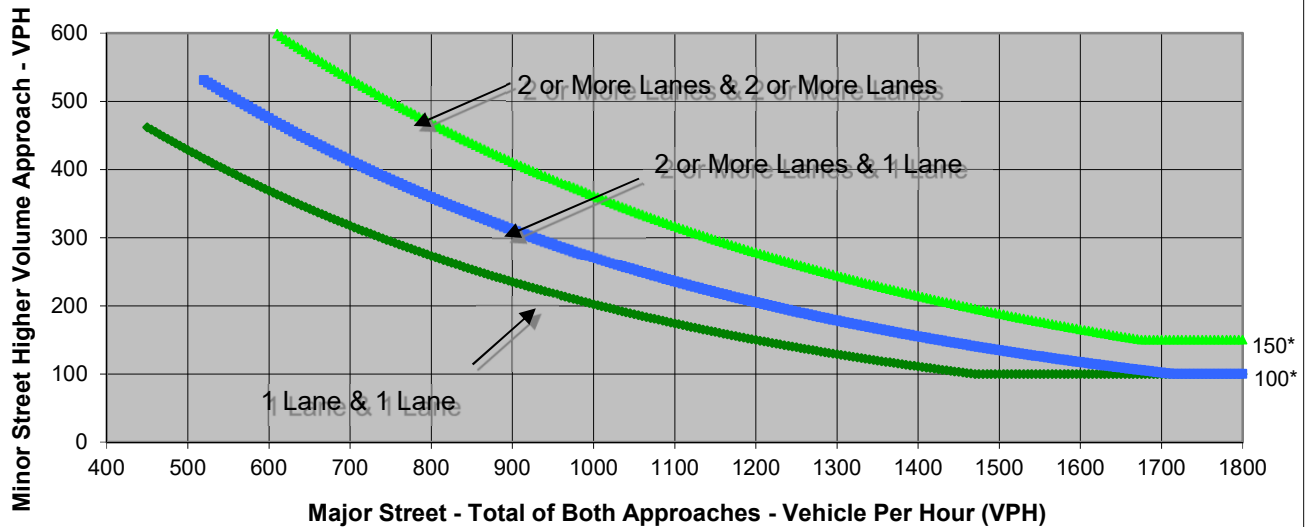
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	745	0	52
Through	0	333	388	180
Right	186	41	172	629
Total	241	1,119	560	861

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,421	1,119	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Page Mill Road
 Minor Street I-280 SB Ramps

Project Stanford GUP EIR
 Scenario Existing Plus Project
 Peak Hour PM

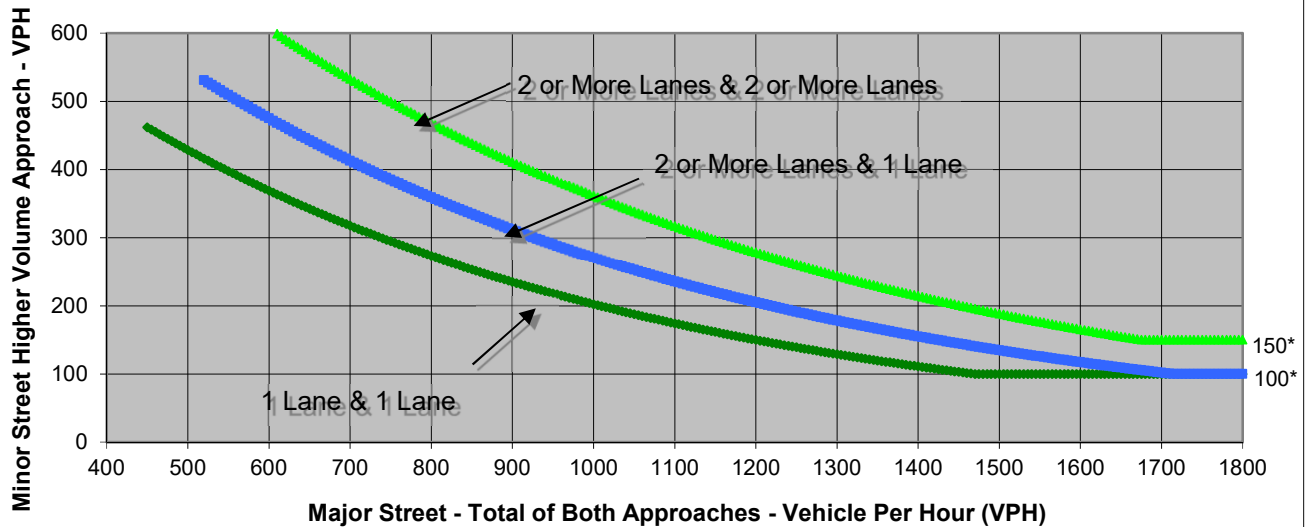
Turn Movement Volumes

	NB	SB	EB	WB
Left	161	509	0	45
Through	0	289	228	351
Right	446	44	79	991
Total	607	842	307	1,387

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street Page Mill Road	Minor Street I-280 SB Ramps	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,694	842	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street University Avenue
 Minor Street Adams Drive

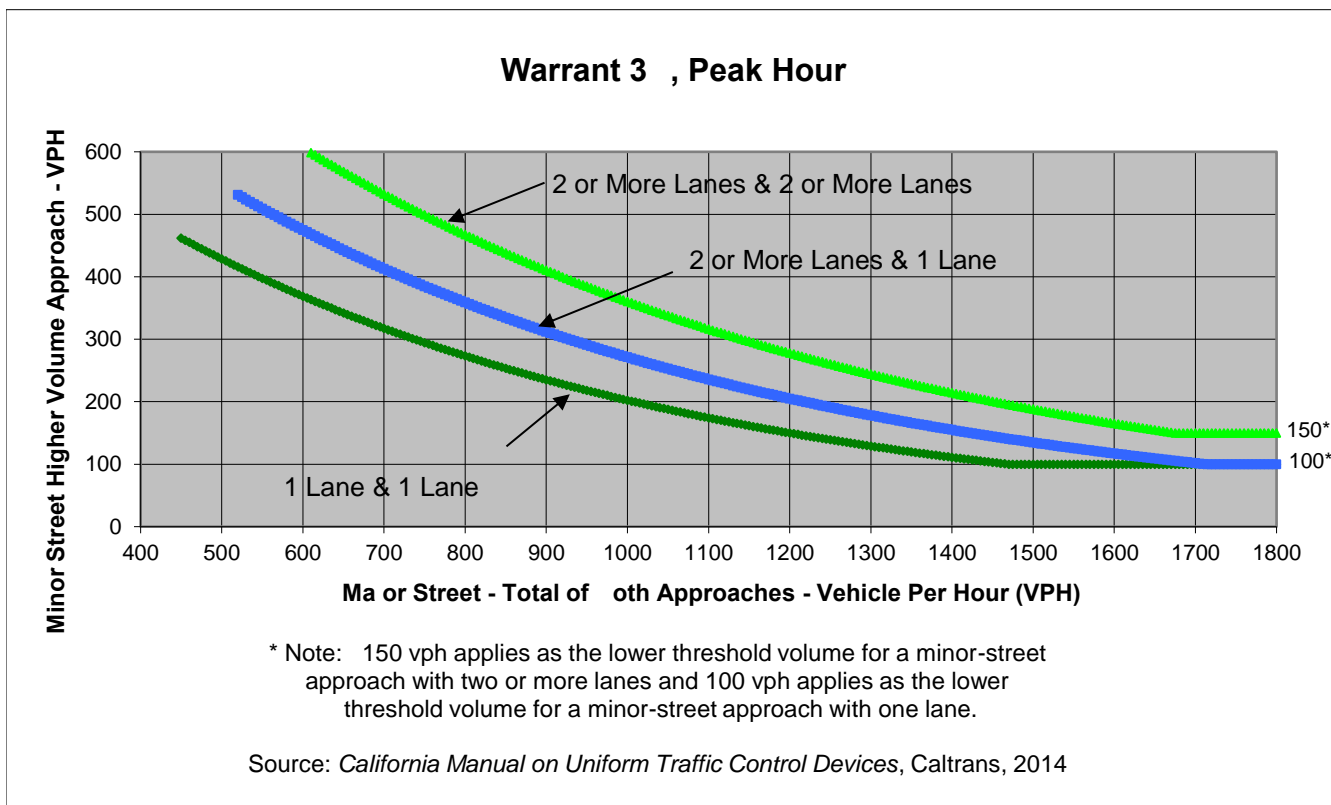
Project Stanford 2018 GUP EIR
 Scenario 2018 Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	50	0	20	0
Through	530	1,450	0	0
Right	0	0	10	0
Total	580	1,450	30	0

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	University Avenue	Adams Drive	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,030	30	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street University Avenue
 Minor Street Adams Drive

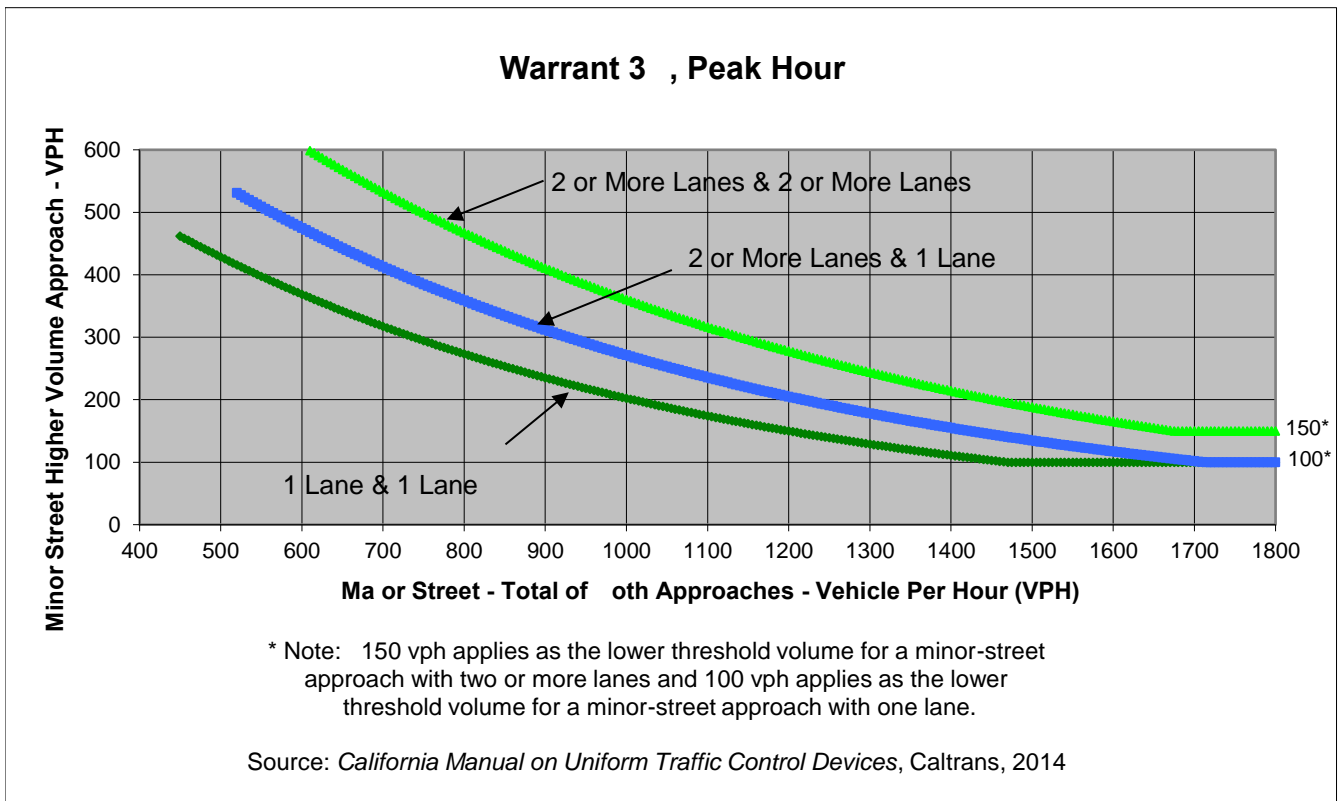
Project Stanford 2018 GUP EIR
 Scenario 2018 Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	30	0
Through	1,840	510	0	0
Right	0	20	30	0
Total	1,860	530	60	0

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	University Avenue	Adams Drive	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	2,390	60	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street University Avenue
 Minor Street Adams Drive

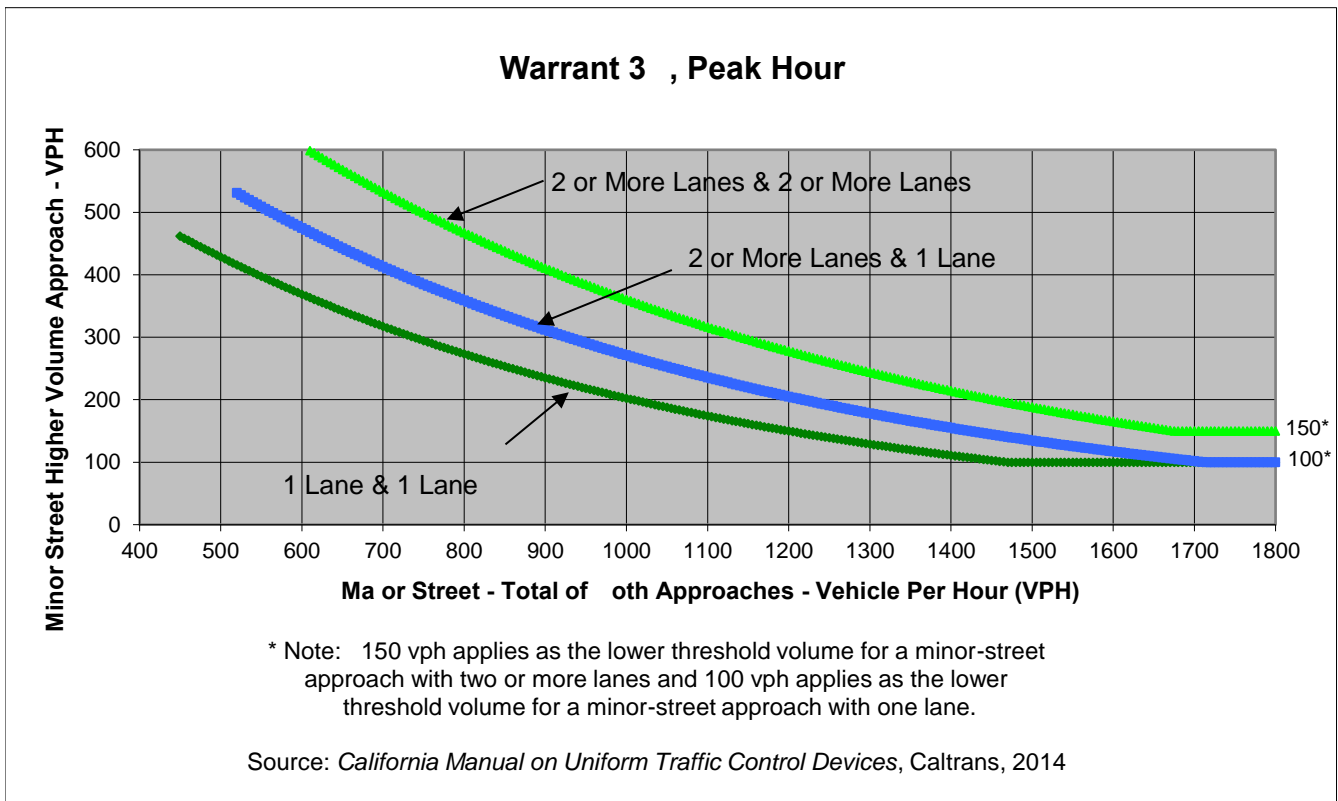
Project Stanford 2018 GUP EIR
 Scenario 2035 Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	180	0	20	0
Through	631	1,635	0	0
Right	0	140	10	0
Total	811	1,775	30	0

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	University Avenue	Adams Drive	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,586	30	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street University Avenue
 Minor Street Adams Drive

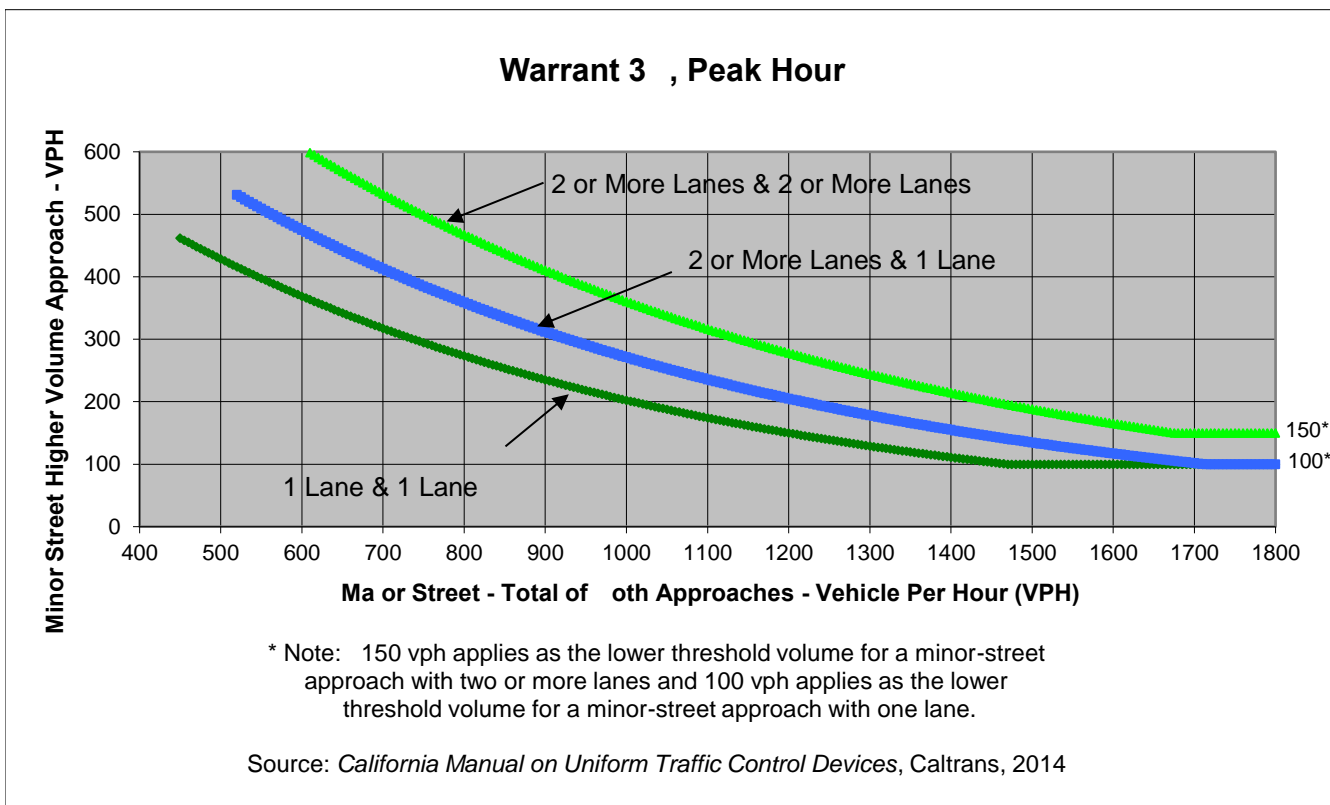
Project Stanford 2018 GUP EIR
 Scenario 2035 Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	30	0
Through	1,888	660	0	0
Right	0	20	30	0
Total	1,908	680	60	0

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	University Avenue	Adams Drive	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	2,588	60	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

**APPENDIX H:
RAMP QUEUING CALCULATION SHEETS**



RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: E listing (min. rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 803
 3-hour Peak Period Volume: 1,590

HOV Bypass (%)	0%
Metered Volume (veh/hr)	803
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	420	1%	21	21	0	0	0.00	0	154	154
6:15-6:30	420	2%	35	35	0	0	0.00	0	274	274
6:30-6:45	420	3%	45	45	0	0	0.00	0	393	393
6:45-7:00	420	3%	53	53	0	0	0.00	0	513	513
7:00-7:15	420	9%	141	141	36	36	9.00	141	635	635
7:15-7:30	420	10%	154	154	49	85	21.25	154	683	683
7:30-7:45	420	10%	165	165	60	145	36.25	165	726	726
7:45-8:00	420	11%	175	175	70	215	53.75	175	766	766
8:00-8:15	420	12%	189	189	84	299	74.75	189	803	803
8:15-8:30	420	12%	197	197	92	391	97.75	197	614	614
8:30-8:45	420	13%	205	205	100	491	122.75	205	417	982
8:45-9:00	420	13%	212	212	107	598	149.50	212	212	2215

Total Delay (veh-4hr)	565
Total Vehicles Delayed (veh)	1,438
Average Delay (hr)	0.39
Average Delay (min)	23.57

Maximum Queue (veh)	598
Maximum Queue (ft)	17,940

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: E listing (min. rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 720
 4-hour Peak Period Volume: 2,456

HOV Bypass (%)	0%
Metered Volume (veh/hr)	720
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	420	4%	97	97	0	0	0.00	0	720	720
3:15-3:30	420	7%	164	164	59	59	14.75	164	780	780
3:30-3:45	420	9%	211	211	106	165	41.25	211	788	788
3:45-4:00	420	10%	248	248	143	308	77.00	248	761	761
4:00-4:15	420	6%	157	157	52	360	90.00	157	708	708
4:15-4:30	420	7%	172	172	67	427	106.75	172	662	662
4:30-4:45	420	7%	184	184	79	506	126.50	184	606	606
4:45-5:00	420	8%	195	195	90	596	149.00	195	542	542
5:00-5:15	420	5%	111	111	6	602	150.50	111	471	471
5:15-5:30	420	5%	116	116	11	613	153.25	116	494	494
5:30-5:45	420	5%	120	120	15	628	157.00	120	515	515
5:45-6:00	420	5%	124	124	19	647	161.75	124	536	536
6:00-6:15	420	5%	134	134	29	676	169.00	134	556	556
6:15-6:30	420	6%	137	137	32	708	177.00	137	422	422
6:30-6:45	420	6%	141	141	36	744	186.00	141	285	2241
6:45-7:00	420	6%	144	144	39	783	195.75	144	144	4458

Total Delay (veh-4hr)	1,956
Total Vehicles Delayed (veh)	2,358
Average Delay (hr)	0.83
Average Delay (min)	49.76

Maximum Queue (veh)	783
Maximum Queue (ft)	23,490

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: E isting (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 803
 3-hour Peak Period Volume: 1,590

HOV Bypass (%)	0%
Metered Volume (veh/hr)	803
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	21	21	0	0	0.00	0	154	154
6:15-6:30	900	2%	35	35	0	0	0.00	0	274	274
6:30-6:45	900	3%	45	45	0	0	0.00	0	393	393
6:45-7:00	900	3%	53	53	0	0	0.00	0	513	513
7:00-7:15	900	9%	141	141	0	0	0.00	0	635	635
7:15-7:30	900	10%	154	154	0	0	0.00	0	683	683
7:30-7:45	900	10%	165	165	0	0	0.00	0	726	726
7:45-8:00	900	11%	175	175	0	0	0.00	0	766	766
8:00-8:15	900	12%	189	189	0	0	0.00	0	803	803
8:15-8:30	900	12%	197	197	0	0	0.00	0	614	614
8:30-8:45	900	13%	205	205	0	0	0.00	0	417	417
8:45-9:00	900	13%	212	212	0	0	0.00	0	212	212

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: E isting (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 720
 4-hour Peak Period Volume: 2,456

HOV Bypass (%)	0%
Metered Volume (veh/hr)	720
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	4%	97	97	0	0	0.00	0	720	720
3:15-3:30	900	7%	164	164	0	0	0.00	0	780	780
3:30-3:45	900	9%	211	211	0	0	0.00	0	788	788
3:45-4:00	900	10%	248	248	23	23	5.75	248	761	761
4:00-4:15	900	6%	157	157	0	0	0.00	0	708	708
4:15-4:30	900	7%	172	172	0	0	0.00	0	662	662
4:30-4:45	900	7%	184	184	0	0	0.00	0	606	606
4:45-5:00	900	8%	195	195	0	0	0.00	0	542	542
5:00-5:15	900	5%	111	111	0	0	0.00	0	471	471
5:15-5:30	900	5%	116	116	0	0	0.00	0	494	494
5:30-5:45	900	5%	120	120	0	0	0.00	0	515	515
5:45-6:00	900	5%	124	124	0	0	0.00	0	536	536
6:00-6:15	900	5%	134	134	0	0	0.00	0	556	556
6:15-6:30	900	6%	137	137	0	0	0.00	0	422	422
6:30-6:45	900	6%	141	141	0	0	0.00	0	285	291
6:45-7:00	900	6%	144	144	0	0	0.00	0	144	398

Total Delay (veh-4hr)	6
Total Vehicles Delayed (veh)	248
Average Delay (hr)	0.02
Average Delay (min)	1.39

Maximum Queue (veh)	23
Maximum Queue (ft)	690

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: E isting (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,297
 3-hour Peak Period Volume: 1,927

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,102
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	250	1%	14	12	0	0	0.00	0	169	144
6:15-6:30	250	2%	37	31	0	0	0.00	0	255	217
6:30-6:45	250	3%	53	45	0	0	0.00	0	329	280
6:45-7:00	250	3%	65	55	0	0	0.00	0	397	337
7:00-7:15	250	5%	100	85	0	0	0.00	0	462	393
7:15-7:30	250	6%	111	94	0	0	0.00	0	664	564
7:30-7:45	250	6%	121	103	0	0	0.00	0	871	740
7:45-8:00	250	7%	130	111	0	0	0.00	0	1082	920
8:00-8:15	250	16%	302	257	132	132	32.93	257	1297	1102
8:15-8:30	250	16%	318	270	145	277	69.25	270	995	846
8:30-8:45	250	17%	332	282	157	434	108.55	282	677	937
8:45-9:00	250	18%	345	293	168	602	150.61	293	345	1757

Total Delay (veh-4hr)	361
Total Vehicles Delayed (veh)	1,102
Average Delay (hr)	0.33
Average Delay (min)	19.67

Maximum Queue (veh)	602
Maximum Queue (ft)	18,090

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: E isting (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,275
 4-hour Peak Period Volume: 4,824

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,084
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	250	2%	97	82	0	0	0.00	0	1167	992
3:15-3:30	250	5%	254	216	91	91	22.73	216	1341	1140
3:30-3:45	250	8%	365	310	185	276	69.04	310	1389	1181
3:45-4:00	250	9%	451	383	258	535	133.63	383	1353	1150
4:00-4:15	250	6%	271	230	105	640	159.96	230	1254	1066
4:15-4:30	250	6%	302	257	132	772	192.89	257	1280	1088
4:30-4:45	250	7%	329	280	155	926	231.55	280	1290	1097
4:45-5:00	250	7%	352	299	174	1100	275.10	299	1287	1094
5:00-5:15	250	6%	297	252	127	1228	306.96	252	1274	1083
5:15-5:30	250	6%	312	265	140	1368	342.01	265	1247	1060
5:30-5:45	250	7%	326	277	152	1520	380.04	277	1213	1031
5:45-6:00	250	7%	339	288	163	1683	420.83	288	1173	997
6:00-6:15	250	6%	270	230	105	1788	446.95	230	1127	958
6:15-6:30	250	6%	278	236	111	1899	474.78	236	857	728
6:30-6:45	250	6%	286	243	118	2017	504.30	243	579	4988
6:45-7:00	250	6%	293	249	124	2141	535.31	249	293	8761

Total Delay (veh-4hr)	4,496
Total Vehicles Delayed (veh)	4,016
Average Delay (hr)	1.12
Average Delay (min)	67.17

Maximum Queue (veh)	2141
Maximum Queue (ft)	64,260

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: E isting (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,297
 3-hour Peak Period Volume: 1,927

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,102
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	14	12	0	0	0.00	0	169	144
6:15-6:30	900	2%	37	31	0	0	0.00	0	255	217
6:30-6:45	900	3%	53	45	0	0	0.00	0	329	280
6:45-7:00	900	3%	65	55	0	0	0.00	0	397	337
7:00-7:15	900	5%	100	85	0	0	0.00	0	462	393
7:15-7:30	900	6%	111	94	0	0	0.00	0	664	564
7:30-7:45	900	6%	121	103	0	0	0.00	0	871	740
7:45-8:00	900	7%	130	111	0	0	0.00	0	1082	920
8:00-8:15	900	16%	302	257	0	0	0.00	0	1297	1102
8:15-8:30	900	16%	318	270	0	0	0.00	0	995	846
8:30-8:45	900	17%	332	282	0	0	0.00	0	677	575
8:45-9:00	900	18%	345	293	0	0	0.00	0	345	293

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: E isting (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,275
 4-hour Peak Period Volume: 4,824

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,084
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	2%	97	82	0	0	0.00	0	1167	992
3:15-3:30	900	5%	254	216	0	0	0.00	0	1341	1140
3:30-3:45	900	8%	365	310	0	0	0.00	0	1389	1181
3:45-4:00	900	9%	451	383	0	0	0.00	0	1353	1150
4:00-4:15	900	6%	271	230	0	0	0.00	0	1254	1066
4:15-4:30	900	6%	302	257	0	0	0.00	0	1280	1088
4:30-4:45	900	7%	329	280	0	0	0.00	0	1290	1097
4:45-5:00	900	7%	352	299	0	0	0.00	0	1287	1094
5:00-5:15	900	6%	297	252	0	0	0.00	0	1274	1083
5:15-5:30	900	6%	312	265	0	0	0.00	0	1247	1060
5:30-5:45	900	7%	326	277	0	0	0.00	0	1213	1031
5:45-6:00	900	7%	339	288	0	0	0.00	0	1173	997
6:00-6:15	900	6%	270	230	0	0	0.00	0	1127	958
6:15-6:30	900	6%	278	236	0	0	0.00	0	857	728
6:30-6:45	900	6%	286	243	0	0	0.00	0	579	492
6:45-7:00	900	6%	293	249	0	0	0.00	0	293	249

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 817

3-hour Peak Period Volume: 1,618

HOV Bypass (%)	0%
Metered Volume (veh/hr)	817
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	420	1%	21	21	0	0	0.00	0	156	156
6:15-6:30	420	2%	35	35	0	0	0.00	0	278	278
6:30-6:45	420	3%	46	46	0	0	0.00	0	399	399
6:45-7:00	420	3%	54	54	0	0	0.00	0	521	521
7:00-7:15	420	9%	143	143	38	38	9.50	143	645	645
7:15-7:30	420	10%	156	156	51	89	22.25	156	694	694
7:30-7:45	420	10%	168	168	63	152	38.00	168	739	739
7:45-8:00	420	11%	178	178	73	225	56.25	178	779	779
8:00-8:15	420	12%	192	192	87	312	78.00	192	816	816
8:15-8:30	420	12%	201	201	96	408	102.00	201	624	624
8:30-8:45	420	13%	208	208	103	511	127.75	208	423	1012
8:45-9:00	420	13%	215	215	110	621	155.25	215	215	2265

Total Delay (veh-4hr)	589
Total Vehicles Delayed (veh)	1,461
Average Delay (hr)	0.40
Average Delay (min)	24.19

Maximum Queue (veh)	621
Maximum Queue (ft)	18,630

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 803

4-hour Peak Period Volume: 2,739

HOV Bypass (%)	0%
Metered Volume (veh/hr)	803
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	420	4%	108	108	3	3	0.75	108	804	804
3:15-3:30	420	7%	183	183	78	81	20.25	183	871	871
3:30-3:45	420	9%	236	236	131	212	53.00	236	879	879
3:45-4:00	420	10%	277	277	172	384	96.00	277	848	848
4:00-4:15	420	6%	175	175	70	454	113.50	175	789	789
4:15-4:30	420	7%	191	191	86	540	135.00	191	738	738
4:30-4:45	420	7%	205	205	100	640	160.00	205	676	676
4:45-5:00	420	8%	218	218	113	753	188.25	218	605	605
5:00-5:15	420	5%	124	124	19	772	193.00	124	526	526
5:15-5:30	420	5%	129	129	24	796	199.00	129	551	551
5:30-5:45	420	5%	134	134	29	825	206.25	134	575	575
5:45-6:00	420	5%	139	139	34	859	214.75	139	598	598
6:00-6:15	420	5%	149	149	44	903	225.75	149	620	620
6:15-6:30	420	6%	153	153	48	951	237.75	153	471	471
6:30-6:45	420	6%	157	157	52	1003	250.75	157	318	2877
6:45-7:00	420	6%	161	161	56	1059	264.75	161	161	5459

Total Delay (veh-4hr)	2,559
Total Vehicles Delayed (veh)	2,739
Average Delay (hr)	0.93
Average Delay (min)	56.05

Maximum Queue (veh)	1059
Maximum Queue (ft)	31,770

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 817

3-hour Peak Period Volume: 1,618

HOV Bypass (%)	0%
Metered Volume (veh/hr)	817
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	21	21	0	0	0.00	0	156	156
6:15-6:30	900	2%	35	35	0	0	0.00	0	278	278
6:30-6:45	900	3%	46	46	0	0	0.00	0	399	399
6:45-7:00	900	3%	54	54	0	0	0.00	0	521	521
7:00-7:15	900	9%	143	143	0	0	0.00	0	645	645
7:15-7:30	900	10%	156	156	0	0	0.00	0	694	694
7:30-7:45	900	10%	168	168	0	0	0.00	0	739	739
7:45-8:00	900	11%	178	178	0	0	0.00	0	779	779
8:00-8:15	900	12%	192	192	0	0	0.00	0	816	816
8:15-8:30	900	12%	201	201	0	0	0.00	0	624	624
8:30-8:45	900	13%	208	208	0	0	0.00	0	423	423
8:45-9:00	900	13%	215	215	0	0	0.00	0	215	215

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 803

4-hour Peak Period Volume: 2,739

HOV Bypass (%)	0%
Metered Volume (veh/hr)	803
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	4%	108	108	0	0	0.00	0	804	804
3:15-3:30	900	7%	183	183	0	0	0.00	0	871	871
3:30-3:45	900	9%	236	236	11	11	2.75	236	879	879
3:45-4:00	900	10%	277	277	52	63	15.75	277	848	848
4:00-4:15	900	6%	175	175	0	13	3.25	175	789	789
4:15-4:30	900	7%	191	191	0	0	0.00	0	738	738
4:30-4:45	900	7%	205	205	0	0	0.00	0	676	676
4:45-5:00	900	8%	218	218	0	0	0.00	0	605	605
5:00-5:15	900	5%	124	124	0	0	0.00	0	526	526
5:15-5:30	900	5%	129	129	0	0	0.00	0	551	551
5:30-5:45	900	5%	134	134	0	0	0.00	0	575	575
5:45-6:00	900	5%	139	139	0	0	0.00	0	598	598
6:00-6:15	900	5%	149	149	0	0	0.00	0	620	620
6:15-6:30	900	6%	153	153	0	0	0.00	0	471	471
6:30-6:45	900	6%	157	157	0	0	0.00	0	318	340
6:45-7:00	900	6%	161	161	0	0	0.00	0	161	871

Total Delay (veh-4hr)	22
Total Vehicles Delayed (veh)	688
Average Delay (hr)	0.03
Average Delay (min)	1.90

Maximum Queue (veh)	63
Maximum Queue (ft)	1,890

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1383
 3-hour Peak Period Volume: 2,055

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,176
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	250	1%	15	13	0	0	0.00	0	179	152
6:15-6:30	250	2%	39	33	0	0	0.00	0	270	230
6:30-6:45	250	3%	56	48	0	0	0.00	0	350	298
6:45-7:00	250	3%	69	59	0	0	0.00	0	423	360
7:00-7:15	250	5%	106	90	0	0	0.00	0	492	418
7:15-7:30	250	6%	119	101	0	0	0.00	0	708	602
7:30-7:45	250	6%	129	110	0	0	0.00	0	928	789
7:45-8:00	250	7%	138	117	0	0	0.00	0	1153	980
8:00-8:15	250	16%	322	274	149	149	37.18	274	1383	1176
8:15-8:30	250	16%	339	288	163	312	77.96	288	1061	902
8:30-8:45	250	17%	354	301	176	488	121.94	301	722	1020
8:45-9:00	250	18%	368	313	188	676	168.89	313	368	1894

Total Delay (veh-4hr)	406
Total Vehicles Delayed (veh)	1,176
Average Delay (hr)	0.35
Average Delay (min)	20.72

Maximum Queue (veh)	676
Maximum Queue (ft)	20,280

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,305
 4-hour Peak Period Volume: 4,938

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,109
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	250	2%	100	85	0	0	0.00	0	1196	1017
3:15-3:30	250	5%	260	221	96	96	24.00	221	1373	1167
3:30-3:45	250	8%	374	318	193	289	72.23	318	1422	1209
3:45-4:00	250	9%	462	393	268	557	139.15	393	1384	1176
4:00-4:15	250	6%	277	235	110	667	166.76	235	1283	1091
4:15-4:30	250	6%	309	263	138	805	201.18	263	1310	1114
4:30-4:45	250	7%	336	286	161	965	241.33	286	1321	1123
4:45-5:00	250	7%	361	307	182	1147	286.79	307	1319	1121
5:00-5:15	250	6%	304	258	133	1281	320.14	258	1305	1109
5:15-5:30	250	6%	320	272	147	1428	356.89	272	1277	1085
5:30-5:45	250	7%	334	284	159	1586	396.61	284	1242	1056
5:45-6:00	250	7%	347	295	170	1756	439.10	295	1201	1021
6:00-6:15	250	6%	276	235	110	1866	466.50	235	1154	981
6:15-6:30	250	6%	285	242	117	1983	495.81	242	878	746
6:30-6:45	250	6%	293	249	124	2107	526.83	249	593	5197
6:45-7:00	250	6%	300	255	130	2237	559.33	255	300	9060

Total Delay (veh-4hr)	4,693
Total Vehicles Delayed (veh)	4,112
Average Delay (hr)	1.14
Average Delay (min)	68.47

Maximum Queue (veh)	2237
Maximum Queue (ft)	67,140

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,383
 3-hour Peak Period Volume: 2,055

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,176
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	15	13	0	0	0.00	0	179	152
6:15-6:30	900	2%	39	33	0	0	0.00	0	270	230
6:30-6:45	900	3%	56	48	0	0	0.00	0	350	298
6:45-7:00	900	3%	69	59	0	0	0.00	0	423	360
7:00-7:15	900	5%	106	90	0	0	0.00	0	492	418
7:15-7:30	900	6%	119	101	0	0	0.00	0	708	602
7:30-7:45	900	6%	129	110	0	0	0.00	0	928	789
7:45-8:00	900	7%	138	117	0	0	0.00	0	1153	980
8:00-8:15	900	16%	322	274	0	0	0.00	0	1383	1176
8:15-8:30	900	16%	339	288	0	0	0.00	0	1061	902
8:30-8:45	900	17%	354	301	0	0	0.00	0	722	614
8:45-9:00	900	18%	368	313	0	0	0.00	0	368	313

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,305
 4-hour Peak Period Volume: 4,938

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,109
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	2%	100	85	0	0	0.00	0	1196	1017
3:15-3:30	900	5%	260	221	0	0	0.00	0	1373	1167
3:30-3:45	900	8%	374	318	0	0	0.00	0	1422	1209
3:45-4:00	900	9%	462	393	0	0	0.00	0	1384	1176
4:00-4:15	900	6%	277	235	0	0	0.00	0	1283	1091
4:15-4:30	900	6%	309	263	0	0	0.00	0	1310	1114
4:30-4:45	900	7%	336	286	0	0	0.00	0	1321	1123
4:45-5:00	900	7%	361	307	0	0	0.00	0	1319	1121
5:00-5:15	900	6%	304	258	0	0	0.00	0	1305	1109
5:15-5:30	900	6%	320	272	0	0	0.00	0	1277	1085
5:30-5:45	900	7%	334	284	0	0	0.00	0	1242	1056
5:45-6:00	900	7%	347	295	0	0	0.00	0	1201	1021
6:00-6:15	900	6%	276	235	0	0	0.00	0	1154	981
6:15-6:30	900	6%	285	242	0	0	0.00	0	878	746
6:30-6:45	900	6%	293	249	0	0	0.00	0	593	504
6:45-7:00	900	6%	300	255	0	0	0.00	0	300	255

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 833

3-hour Peak Period Volume: 1,649

HOV Bypass (%)	0%
Metered Volume (veh/hr)	833
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	420	1%	21	21	0	0	0.00	0	159	159
6:15-6:30	420	2%	36	36	0	0	0.00	0	284	284
6:30-6:45	420	3%	47	47	0	0	0.00	0	407	407
6:45-7:00	420	3%	55	55	0	0	0.00	0	531	531
7:00-7:15	420	9%	146	146	41	41	10.25	146	657	657
7:15-7:30	420	10%	159	159	54	95	23.75	159	707	707
7:30-7:45	420	10%	171	171	66	161	40.25	171	753	753
7:45-8:00	420	11%	181	181	76	237	59.25	181	794	794
8:00-8:15	420	12%	196	196	91	328	82.00	196	833	833
8:15-8:30	420	12%	205	205	100	428	107.00	205	637	637
8:30-8:45	420	13%	212	212	107	535	133.75	212	432	1051
8:45-9:00	420	13%	220	220	115	650	162.50	220	220	2329

Total Delay (veh-4hr)	619
Total Vehicles Delayed (veh)	1,490
Average Delay (hr)	0.42
Average Delay (min)	24.92

Maximum Queue (veh)	650
Maximum Queue (ft)	19,500

Location: US 101 S

Ramp: Embarcadero Road

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 835

4-hour Peak Period Volume: 2,848

HOV Bypass (%)	0%
Metered Volume (veh/hr)	835
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	420	4%	112	112	7	7	1.75	112	835	835
3:15-3:30	420	7%	190	190	85	92	23.00	190	905	905
3:30-3:45	420	9%	245	245	140	232	58.00	245	914	914
3:45-4:00	420	10%	288	288	183	415	103.75	288	882	882
4:00-4:15	420	6%	182	182	77	492	123.00	182	820	820
4:15-4:30	420	7%	199	199	94	586	146.50	199	767	767
4:30-4:45	420	7%	213	213	108	694	173.50	213	703	703
4:45-5:00	420	8%	226	226	121	815	203.75	226	630	630
5:00-5:15	420	5%	129	129	24	839	209.75	129	548	548
5:15-5:30	420	5%	135	135	30	869	217.25	135	574	574
5:30-5:45	420	5%	140	140	35	904	226.00	140	598	598
5:45-6:00	420	5%	144	144	39	943	235.75	144	621	621
6:00-6:15	420	5%	155	155	50	993	248.25	155	644	644
6:15-6:30	420	6%	159	159	54	1047	261.75	159	489	489
6:30-6:45	420	6%	163	163	58	1105	276.25	163	330	3130
6:45-7:00	420	6%	167	167	62	1167	291.75	167	167	5814

Total Delay (veh-4hr)	2,800
Total Vehicles Delayed (veh)	2,847
Average Delay (hr)	0.98
Average Delay (min)	59.01

Maximum Queue (veh)	1167
Maximum Queue (ft)	35,010

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 833
 3-hour Peak Period Volume: 1,649

HOV Bypass (%)	0%
Metered Volume (veh/hr)	833
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	21	21	0	0	0.00	0	159	159
6:15-6:30	900	2%	36	36	0	0	0.00	0	284	284
6:30-6:45	900	3%	47	47	0	0	0.00	0	407	407
6:45-7:00	900	3%	55	55	0	0	0.00	0	531	531
7:00-7:15	900	9%	146	146	0	0	0.00	0	657	657
7:15-7:30	900	10%	159	159	0	0	0.00	0	707	707
7:30-7:45	900	10%	171	171	0	0	0.00	0	753	753
7:45-8:00	900	11%	181	181	0	0	0.00	0	794	794
8:00-8:15	900	12%	196	196	0	0	0.00	0	833	833
8:15-8:30	900	12%	205	205	0	0	0.00	0	637	637
8:30-8:45	900	13%	212	212	0	0	0.00	0	432	432
8:45-9:00	900	13%	220	220	0	0	0.00	0	220	220

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 835
 4-hour Peak Period Volume: 2,848

HOV Bypass (%)	0%
Metered Volume (veh/hr)	835
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	4%	112	112	0	0	0.00	0	835	835
3:15-3:30	900	7%	190	190	0	0	0.00	0	905	905
3:30-3:45	900	9%	245	245	20	20	5.00	245	914	914
3:45-4:00	900	10%	288	288	63	83	20.75	288	882	882
4:00-4:15	900	6%	182	182	0	40	10.00	182	820	820
4:15-4:30	900	7%	199	199	0	14	3.50	199	767	767
4:30-4:45	900	7%	213	213	0	2	0.50	213	703	703
4:45-5:00	900	8%	226	226	1	3	0.75	226	630	630
5:00-5:15	900	5%	129	129	0	0	0.00	0	548	548
5:15-5:30	900	5%	135	135	0	0	0.00	0	574	574
5:30-5:45	900	5%	140	140	0	0	0.00	0	598	598
5:45-6:00	900	5%	144	144	0	0	0.00	0	621	621
6:00-6:15	900	5%	155	155	0	0	0.00	0	644	644
6:15-6:30	900	6%	159	159	0	0	0.00	0	489	489
6:30-6:45	900	6%	163	163	0	0	0.00	0	330	371
6:45-7:00	900	6%	167	167	0	0	0.00	0	167	1561

Total Delay (veh-4hr)	41
Total Vehicles Delayed (veh)	1,353
Average Delay (hr)	0.03
Average Delay (min)	1.80

Maximum Queue (veh)	83
Maximum Queue (ft)	2,490

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S

Ramp: Oregon E press ay

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV

Peak Hour Volume: 1389

3-hour Peak Period Volume: 2,064

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,181
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	250	1%	15	13	0	0	0.00	0	180	153
6:15-6:30	250	2%	39	33	0	0	0.00	0	272	231
6:30-6:45	250	3%	56	48	0	0	0.00	0	352	299
6:45-7:00	250	3%	70	60	0	0	0.00	0	426	362
7:00-7:15	250	5%	107	91	0	0	0.00	0	495	421
7:15-7:30	250	6%	119	101	0	0	0.00	0	712	605
7:30-7:45	250	6%	130	111	0	0	0.00	0	933	793
7:45-8:00	250	7%	139	118	0	0	0.00	0	1158	984
8:00-8:15	250	16%	324	275	150	150	37.60	275	1388	1180
8:15-8:30	250	16%	340	289	164	314	78.60	289	1064	904
8:30-8:45	250	17%	355	302	177	491	122.79	302	724	1024
8:45-9:00	250	18%	369	314	189	680	169.95	314	369	1902

Total Delay (veh-4hr)	409
Total Vehicles Delayed (veh)	1,180
Average Delay (hr)	0.35
Average Delay (min)	20.80

Maximum Queue (veh)	680
Maximum Queue (ft)	20,400

Location: US 101 S

Ramp: Oregon E press ay

Scenario: ackground (2018) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV

Peak Hour Volume: 1,318

4-hour Peak Period Volume: 4,987

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,120
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	250	2%	101	86	0	0	0.00	0	1208	1027
3:15-3:30	250	5%	263	224	99	99	24.64	224	1387	1179
3:30-3:45	250	8%	377	320	195	294	73.50	320	1436	1221
3:45-4:00	250	9%	467	397	272	566	141.49	397	1399	1189
4:00-4:15	250	6%	280	238	113	679	169.74	238	1296	1102
4:15-4:30	250	6%	312	265	140	819	204.79	265	1323	1125
4:30-4:45	250	7%	340	289	164	983	245.79	289	1334	1134
4:45-5:00	250	7%	364	309	184	1168	291.89	309	1331	1131
5:00-5:15	250	6%	307	261	136	1304	325.88	261	1318	1120
5:15-5:30	250	6%	323	275	150	1453	363.26	275	1290	1097
5:30-5:45	250	7%	337	286	161	1615	403.63	286	1254	1066
5:45-6:00	250	7%	351	298	173	1788	446.96	298	1213	1031
6:00-6:15	250	6%	279	237	112	1900	475.00	237	1165	990
6:15-6:30	250	6%	287	244	119	2019	504.74	244	886	753
6:30-6:45	250	6%	296	252	127	2146	536.39	252	599	5286
6:45-7:00	250	6%	303	258	133	2278	569.53	258	303	9188

Total Delay (veh-4hr)	4,777
Total Vehicles Delayed (veh)	4,153
Average Delay (hr)	1.15
Average Delay (min)	69.02

Maximum Queue (veh)	2278
Maximum Queue (ft)	68,370

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,389
 3-hour Peak Period Volume: 2,064

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,181
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	15	13	0	0	0.00	0	180	153
6:15-6:30	900	2%	39	33	0	0	0.00	0	272	231
6:30-6:45	900	3%	56	48	0	0	0.00	0	352	299
6:45-7:00	900	3%	70	60	0	0	0.00	0	426	362
7:00-7:15	900	5%	107	91	0	0	0.00	0	495	421
7:15-7:30	900	6%	119	101	0	0	0.00	0	712	605
7:30-7:45	900	6%	130	111	0	0	0.00	0	933	793
7:45-8:00	900	7%	139	118	0	0	0.00	0	1158	984
8:00-8:15	900	16%	324	275	0	0	0.00	0	1388	1180
8:15-8:30	900	16%	340	289	0	0	0.00	0	1064	904
8:30-8:45	900	17%	355	302	0	0	0.00	0	724	615
8:45-9:00	900	18%	369	314	0	0	0.00	0	369	314

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: ackground (2018) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,318
 4-hour Peak Period Volume: 4,987

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,120
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	2%	101	86	0	0	0.00	0	1208	1027
3:15-3:30	900	5%	263	224	0	0	0.00	0	1387	1179
3:30-3:45	900	8%	377	320	0	0	0.00	0	1436	1221
3:45-4:00	900	9%	467	397	0	0	0.00	0	1399	1189
4:00-4:15	900	6%	280	238	0	0	0.00	0	1296	1102
4:15-4:30	900	6%	312	265	0	0	0.00	0	1323	1125
4:30-4:45	900	7%	340	289	0	0	0.00	0	1334	1134
4:45-5:00	900	7%	364	309	0	0	0.00	0	1331	1131
5:00-5:15	900	6%	307	261	0	0	0.00	0	1318	1120
5:15-5:30	900	6%	323	275	0	0	0.00	0	1290	1097
5:30-5:45	900	7%	337	286	0	0	0.00	0	1254	1066
5:45-6:00	900	7%	351	298	0	0	0.00	0	1213	1031
6:00-6:15	900	6%	279	237	0	0	0.00	0	1165	990
6:15-6:30	900	6%	287	244	0	0	0.00	0	886	753
6:30-6:45	900	6%	296	252	0	0	0.00	0	599	509
6:45-7:00	900	6%	303	258	0	0	0.00	0	303	258

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 813
 3-hour Peak Period Volume: 1,610

HOV Bypass (%)	0%
Metered Volume (veh/hr)	813
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	420	1%	21	21	0	0	0.00	0	154	154
6:15-6:30	420	2%	35	35	0	0	0.00	0	276	276
6:30-6:45	420	3%	45	45	0	0	0.00	0	397	397
6:45-7:00	420	3%	53	53	0	0	0.00	0	519	519
7:00-7:15	420	9%	143	143	38	38	9.50	143	643	643
7:15-7:30	420	10%	156	156	51	89	22.25	156	691	691
7:30-7:45	420	10%	167	167	62	151	37.75	167	735	735
7:45-8:00	420	11%	177	177	72	223	55.75	177	775	775
8:00-8:15	420	12%	191	191	86	309	77.25	191	812	812
8:15-8:30	420	12%	200	200	95	404	101.00	200	621	621
8:30-8:45	420	13%	207	207	102	506	126.50	207	421	1005
8:45-9:00	420	13%	214	214	109	615	153.75	214	214	2253

Total Delay (veh-4hr)	584
Total Vehicles Delayed (veh)	1,455
Average Delay (hr)	0.40
Average Delay (min)	24.07

Maximum Queue (veh)	615
Maximum Queue (ft)	18,450

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) No Pro ect (min. rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 726
 4-hour Peak Period Volume: 2,476

HOV Bypass (%)	0%
Metered Volume (veh/hr)	726
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	420	4%	98	98	0	0	0.00	0	726	726
3:15-3:30	420	7%	165	165	60	60	15.00	165	787	787
3:30-3:45	420	9%	213	213	108	168	42.00	213	795	795
3:45-4:00	420	10%	250	250	145	313	78.25	250	768	768
4:00-4:15	420	6%	159	159	54	367	91.75	159	715	715
4:15-4:30	420	7%	173	173	68	435	108.75	173	668	668
4:30-4:45	420	7%	186	186	81	516	129.00	186	612	612
4:45-5:00	420	8%	197	197	92	608	152.00	197	547	547
5:00-5:15	420	5%	112	112	7	615	153.75	112	475	475
5:15-5:30	420	5%	117	117	12	627	156.75	117	498	498
5:30-5:45	420	5%	121	121	16	643	160.75	121	520	520
5:45-6:00	420	5%	125	125	20	663	165.75	125	541	541
6:00-6:15	420	5%	135	135	30	693	173.25	135	561	561
6:15-6:30	420	6%	139	139	34	727	181.75	139	426	426
6:30-6:45	420	6%	142	142	37	764	191.00	142	287	2288
6:45-7:00	420	6%	145	145	40	804	201.00	145	145	4525

Total Delay (veh-4hr)	2,001
Total Vehicles Delayed (veh)	2,379
Average Delay (hr)	0.84
Average Delay (min)	50.46

Maximum Queue (veh)	804
Maximum Queue (ft)	24,120

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) No Project (m . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 813
 3-hour Peak Period Volume: 1,610

HOV Bypass (%)	0%
Metered Volume (veh/hr)	813
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	M . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	21	21	0	0	0.00	0	154	154
6:15-6:30	900	2%	35	35	0	0	0.00	0	276	276
6:30-6:45	900	3%	45	45	0	0	0.00	0	397	397
6:45-7:00	900	3%	53	53	0	0	0.00	0	519	519
7:00-7:15	900	9%	143	143	0	0	0.00	0	643	643
7:15-7:30	900	10%	156	156	0	0	0.00	0	691	691
7:30-7:45	900	10%	167	167	0	0	0.00	0	735	735
7:45-8:00	900	11%	177	177	0	0	0.00	0	775	775
8:00-8:15	900	12%	191	191	0	0	0.00	0	812	812
8:15-8:30	900	12%	200	200	0	0	0.00	0	621	621
8:30-8:45	900	13%	207	207	0	0	0.00	0	421	421
8:45-9:00	900	13%	214	214	0	0	0.00	0	214	214

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) No Project (m . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 726
 4-hour Peak Period Volume: 2,476

HOV Bypass (%)	0%
Metered Volume (veh/hr)	726
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	M . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	4%	98	98	0	0	0.00	0	726	726
3:15-3:30	900	7%	165	165	0	0	0.00	0	787	787
3:30-3:45	900	9%	213	213	0	0	0.00	0	795	795
3:45-4:00	900	10%	250	250	25	25	6.25	250	768	768
4:00-4:15	900	6%	159	159	0	0	0.00	0	715	715
4:15-4:30	900	7%	173	173	0	0	0.00	0	668	668
4:30-4:45	900	7%	186	186	0	0	0.00	0	612	612
4:45-5:00	900	8%	197	197	0	0	0.00	0	547	547
5:00-5:15	900	5%	112	112	0	0	0.00	0	475	475
5:15-5:30	900	5%	117	117	0	0	0.00	0	498	498
5:30-5:45	900	5%	121	121	0	0	0.00	0	520	520
5:45-6:00	900	5%	125	125	0	0	0.00	0	541	541
6:00-6:15	900	5%	135	135	0	0	0.00	0	561	561
6:15-6:30	900	6%	139	139	0	0	0.00	0	426	426
6:30-6:45	900	6%	142	142	0	0	0.00	0	287	293
6:45-7:00	900	6%	145	145	0	0	0.00	0	145	401

Total Delay (veh-4hr)	6
Total Vehicles Delayed (veh)	250
Average Delay (hr)	0.03
Average Delay (min)	1.50

Maximum Queue (veh)	25
Maximum Queue (ft)	750

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1304
 3-hour Peak Period Volume: 1,937

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,108
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	250	1%	14	12	0	0	0.00	0	169	144
6:15-6:30	250	2%	37	31	0	0	0.00	0	255	217
6:30-6:45	250	3%	53	45	0	0	0.00	0	330	281
6:45-7:00	250	3%	65	55	0	0	0.00	0	399	339
7:00-7:15	250	5%	100	85	0	0	0.00	0	465	395
7:15-7:30	250	6%	112	95	0	0	0.00	0	669	569
7:30-7:45	250	6%	122	104	0	0	0.00	0	877	745
7:45-8:00	250	7%	131	111	0	0	0.00	0	1089	926
8:00-8:15	250	16%	304	258	133	133	33.35	258	1305	1109
8:15-8:30	250	16%	320	272	147	280	70.10	272	1001	851
8:30-8:45	250	17%	334	284	159	439	109.83	284	681	944
8:45-9:00	250	18%	347	295	170	609	152.31	295	347	1770

Total Delay (veh-4hr)	366
Total Vehicles Delayed (veh)	1,109
Average Delay (hr)	0.33
Average Delay (min)	19.77

Maximum Queue (veh)	609
Maximum Queue (ft)	18,300

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) No Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,416
 4-hour Peak Period Volume: 5,357

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,204
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	250	2%	108	92	0	0	0.00	0	1297	1102
3:15-3:30	250	5%	282	240	115	115	28.68	240	1490	1267
3:30-3:45	250	8%	406	345	220	335	83.70	345	1543	1312
3:45-4:00	250	9%	501	426	301	636	158.91	426	1502	1277
4:00-4:15	250	6%	301	256	131	767	191.63	256	1392	1183
4:15-4:30	250	6%	335	285	160	926	231.56	285	1421	1208
4:30-4:45	250	7%	365	310	185	1112	277.88	310	1433	1218
4:45-5:00	250	7%	391	332	207	1319	329.71	332	1430	1216
5:00-5:15	250	6%	330	281	156	1474	368.59	281	1416	1204
5:15-5:30	250	6%	347	295	170	1644	411.08	295	1385	1177
5:30-5:45	250	7%	362	308	183	1827	456.75	308	1347	1145
5:45-6:00	250	7%	377	320	195	2022	505.61	320	1303	1108
6:00-6:15	250	6%	299	254	129	2152	537.90	254	1252	1064
6:15-6:30	250	6%	309	263	138	2289	572.31	263	953	810
6:30-6:45	250	6%	318	270	145	2435	608.64	270	644	5957
6:45-7:00	250	6%	326	277	152	2587	646.66	277	326	10148

Total Delay (veh-4hr)	5,410
Total Vehicles Delayed (veh)	4,462
Average Delay (hr)	1.21
Average Delay (min)	72.75

Maximum Queue (veh)	2587
Maximum Queue (ft)	77,610

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,304
 3-hour Peak Period Volume: 1,937

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,108
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	14	12	0	0	0.00	0	169	144
6:15-6:30	900	2%	37	31	0	0	0.00	0	255	217
6:30-6:45	900	3%	53	45	0	0	0.00	0	330	281
6:45-7:00	900	3%	65	55	0	0	0.00	0	399	339
7:00-7:15	900	5%	100	85	0	0	0.00	0	465	395
7:15-7:30	900	6%	112	95	0	0	0.00	0	669	569
7:30-7:45	900	6%	122	104	0	0	0.00	0	877	745
7:45-8:00	900	7%	131	111	0	0	0.00	0	1089	926
8:00-8:15	900	16%	304	258	0	0	0.00	0	1305	1109
8:15-8:30	900	16%	320	272	0	0	0.00	0	1001	851
8:30-8:45	900	17%	334	284	0	0	0.00	0	681	579
8:45-9:00	900	18%	347	295	0	0	0.00	0	347	295

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) No Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,416
 4-hour Peak Period Volume: 5,357

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,204
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E cess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	2%	108	92	0	0	0.00	0	1297	1102
3:15-3:30	900	5%	282	240	0	0	0.00	0	1490	1267
3:30-3:45	900	8%	406	345	0	0	0.00	0	1543	1312
3:45-4:00	900	9%	501	426	0	0	0.00	0	1502	1277
4:00-4:15	900	6%	301	256	0	0	0.00	0	1392	1183
4:15-4:30	900	6%	335	285	0	0	0.00	0	1421	1208
4:30-4:45	900	7%	365	310	0	0	0.00	0	1433	1218
4:45-5:00	900	7%	391	332	0	0	0.00	0	1430	1216
5:00-5:15	900	6%	330	281	0	0	0.00	0	1416	1204
5:15-5:30	900	6%	347	295	0	0	0.00	0	1385	1177
5:30-5:45	900	7%	362	308	0	0	0.00	0	1347	1145
5:45-6:00	900	7%	377	320	0	0	0.00	0	1303	1108
6:00-6:15	900	6%	299	254	0	0	0.00	0	1252	1064
6:15-6:30	900	6%	309	263	0	0	0.00	0	953	810
6:30-6:45	900	6%	318	270	0	0	0.00	0	644	547
6:45-7:00	900	6%	326	277	0	0	0.00	0	326	277

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S

Ramp: Embarcadero Road

Scenario: Cumulative (2035) With Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 829

3-hour Peak Period Volume: 1,641

HOV Bypass (%)	0%
Metered Volume (veh/hr)	829
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	420	1%	21	21	0	0	0.00	0	157	157
6:15-6:30	420	2%	36	36	0	0	0.00	0	281	281
6:30-6:45	420	3%	46	46	0	0	0.00	0	404	404
6:45-7:00	420	3%	54	54	0	0	0.00	0	528	528
7:00-7:15	420	9%	145	145	40	40	10.00	145	654	654
7:15-7:30	420	10%	159	159	54	94	23.50	159	704	704
7:30-7:45	420	10%	170	170	65	159	39.75	170	749	749
7:45-8:00	420	11%	180	180	75	234	58.50	180	790	790
8:00-8:15	420	12%	195	195	90	324	81.00	195	829	829
8:15-8:30	420	12%	204	204	99	423	105.75	204	634	634
8:30-8:45	420	13%	211	211	106	529	132.25	211	430	1042
8:45-9:00	420	13%	219	219	114	643	160.75	219	219	2314

Total Delay (veh-4hr)	612
Total Vehicles Delayed (veh)	1,483
Average Delay (hr)	0.41
Average Delay (min)	24.74

Maximum Queue (veh)	643
Maximum Queue (ft)	19,290

Location: US 101 S

Ramp: Embarcadero Road

Scenario: Cumulative (2035) With Pro ect (min. rate)

Configuration: 1 SOV 0 HOV

Peak Hour Volume: 758

4-hour Peak Period Volume: 2,586

HOV Bypass (%)	0%
Metered Volume (veh/hr)	758
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	420	4%	102	102	0	0	0.00	0	757	757
3:15-3:30	420	7%	172	172	67	67	16.75	172	821	821
3:30-3:45	420	9%	222	222	117	184	46.00	222	830	830
3:45-4:00	420	10%	261	261	156	340	85.00	261	802	802
4:00-4:15	420	6%	166	166	61	401	100.25	166	746	746
4:15-4:30	420	7%	181	181	76	477	119.25	181	697	697
4:30-4:45	420	7%	194	194	89	566	141.50	194	638	638
4:45-5:00	420	8%	205	205	100	666	166.50	205	571	571
5:00-5:15	420	5%	117	117	12	678	169.50	117	497	497
5:15-5:30	420	5%	122	122	17	695	173.75	122	521	521
5:30-5:45	420	5%	127	127	22	717	179.25	127	544	544
5:45-6:00	420	5%	131	131	26	743	185.75	131	565	565
6:00-6:15	420	5%	141	141	36	779	194.75	141	586	586
6:15-6:30	420	6%	145	145	40	819	204.75	145	445	445
6:30-6:45	420	6%	148	148	43	862	215.50	148	300	2526
6:45-7:00	420	6%	152	152	47	909	227.25	152	152	4862

Total Delay (veh-4hr)	2,226
Total Vehicles Delayed (veh)	2,484
Average Delay (hr)	0.90
Average Delay (min)	53.76

Maximum Queue (veh)	909
Maximum Queue (ft)	27,270

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) With Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 829
 3-hour Peak Period Volume: 1,641

HOV Bypass (%)	0%
Metered Volume (veh/hr)	829
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
SOV Storage Lanes	1
Maximum Storage (veh)	38

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	21	21	0	0	0.00	0	157	157
6:15-6:30	900	2%	36	36	0	0	0.00	0	281	281
6:30-6:45	900	3%	46	46	0	0	0.00	0	404	404
6:45-7:00	900	3%	54	54	0	0	0.00	0	528	528
7:00-7:15	900	9%	145	145	0	0	0.00	0	654	654
7:15-7:30	900	10%	159	159	0	0	0.00	0	704	704
7:30-7:45	900	10%	170	170	0	0	0.00	0	749	749
7:45-8:00	900	11%	180	180	0	0	0.00	0	790	790
8:00-8:15	900	12%	195	195	0	0	0.00	0	829	829
8:15-8:30	900	12%	204	204	0	0	0.00	0	634	634
8:30-8:45	900	13%	211	211	0	0	0.00	0	430	430
8:45-9:00	900	13%	219	219	0	0	0.00	0	219	219

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Embarcadero Road
 Scenario: Cumulative (2035) With Pro ect (ma . rate)

Configuration: 1 SOV 0 HOV
 Peak Hour Volume: 758
 4-hour Peak Period Volume: 2,586

HOV Bypass (%)	0%
Metered Volume (veh/hr)	758
Min/Max Metering Rate (veh/hr/ln)	420/900
Min/Max Discharge Rate (veh/15 min)	105/225

Storage Length (m)	351
Storage Length (ft)	1150
Storage Lanes	1
Maximum Storage (veh)	38

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	4%	102	102	0	0	0.00	0	757	757
3:15-3:30	900	7%	172	172	0	0	0.00	0	821	821
3:30-3:45	900	9%	222	222	0	0	0.00	0	830	830
3:45-4:00	900	10%	261	261	36	36	9.00	261	802	802
4:00-4:15	900	6%	166	166	0	0	0.00	0	746	746
4:15-4:30	900	7%	181	181	0	0	0.00	0	697	697
4:30-4:45	900	7%	194	194	0	0	0.00	0	638	638
4:45-5:00	900	8%	205	205	0	0	0.00	0	571	571
5:00-5:15	900	5%	117	117	0	0	0.00	0	497	497
5:15-5:30	900	5%	122	122	0	0	0.00	0	521	521
5:30-5:45	900	5%	127	127	0	0	0.00	0	544	544
5:45-6:00	900	5%	131	131	0	0	0.00	0	565	565
6:00-6:15	900	5%	141	141	0	0	0.00	0	586	586
6:15-6:30	900	6%	145	145	0	0	0.00	0	445	445
6:30-6:45	900	6%	148	148	0	0	0.00	0	300	309
6:45-7:00	900	6%	152	152	0	0	0.00	0	152	422

Total Delay (veh-4hr)	9
Total Vehicles Delayed (veh)	261
Average Delay (hr)	0.03
Average Delay (min)	2.07

Maximum Queue (veh)	36
Maximum Queue (ft)	1,080

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) With Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1310
 3-hour Peak Period Volume: 1,946

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,114
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	250	1%	14	12	0	0	0.00	0	170	145
6:15-6:30	250	2%	37	31	0	0	0.00	0	257	218
6:30-6:45	250	3%	53	45	0	0	0.00	0	332	282
6:45-7:00	250	3%	66	56	0	0	0.00	0	401	341
7:00-7:15	250	5%	101	86	0	0	0.00	0	466	396
7:15-7:30	250	6%	112	95	0	0	0.00	0	670	570
7:30-7:45	250	6%	122	104	0	0	0.00	0	879	747
7:45-8:00	250	7%	131	111	0	0	0.00	0	1092	928
8:00-8:15	250	16%	305	259	134	134	33.56	259	1309	1113
8:15-8:30	250	16%	321	273	148	282	70.53	273	1004	853
8:30-8:45	250	17%	335	285	160	442	110.46	285	683	948
8:45-9:00	250	18%	348	296	171	613	153.16	296	348	1776

Total Delay (veh-4hr)	368
Total Vehicles Delayed (veh)	1,113
Average Delay (hr)	0.33
Average Delay (min)	19.83

Maximum Queue (veh)	613
Maximum Queue (ft)	18,390

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) With Pro ect (min. rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,429
 4-hour Peak Period Volume: 5,407

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,215
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Min. Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	250	2%	109	93	0	0	0.00	0	1309	1113
3:15-3:30	250	5%	285	242	117	117	29.31	242	1504	1278
3:30-3:45	250	8%	409	348	223	340	84.98	348	1557	1323
3:45-4:00	250	9%	506	430	305	645	161.25	430	1516	1289
4:00-4:15	250	6%	304	258	133	778	194.60	258	1405	1194
4:15-4:30	250	6%	338	287	162	941	235.18	287	1434	1219
4:30-4:45	250	7%	368	313	188	1129	282.13	313	1446	1229
4:45-5:00	250	7%	395	336	211	1339	334.81	336	1444	1227
5:00-5:15	250	6%	333	283	158	1497	374.33	283	1429	1215
5:15-5:30	250	6%	350	298	173	1670	417.45	298	1398	1188
5:30-5:45	250	7%	366	311	186	1856	463.98	311	1360	1156
5:45-6:00	250	7%	380	323	198	2054	513.48	323	1315	1118
6:00-6:15	250	6%	302	257	132	2186	546.40	257	1264	1074
6:15-6:30	250	6%	312	265	140	2326	581.45	265	962	818
6:30-6:45	250	6%	321	273	148	2474	618.41	273	650	6047
6:45-7:00	250	6%	329	280	155	2628	657.08	280	329	10278

Total Delay (veh-4hr)	5,495
Total Vehicles Delayed (veh)	4,503
Average Delay (hr)	1.22
Average Delay (min)	73.21

Maximum Queue (veh)	2628
Maximum Queue (ft)	78,870

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERIN ANALYSIS

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) With Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,310
 3-hour Peak Period Volume: 1,946

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,114
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	2
Maximum Storage (veh)	93

Morning (AM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	1%	14	12	0	0	0.00	0	170	145
6:15-6:30	900	2%	37	31	0	0	0.00	0	257	218
6:30-6:45	900	3%	53	45	0	0	0.00	0	332	282
6:45-7:00	900	3%	66	56	0	0	0.00	0	401	341
7:00-7:15	900	5%	101	86	0	0	0.00	0	466	396
7:15-7:30	900	6%	112	95	0	0	0.00	0	670	570
7:30-7:45	900	6%	122	104	0	0	0.00	0	879	747
7:45-8:00	900	7%	131	111	0	0	0.00	0	1092	928
8:00-8:15	900	16%	305	259	0	0	0.00	0	1309	1113
8:15-8:30	900	16%	321	273	0	0	0.00	0	1004	853
8:30-8:45	900	17%	335	285	0	0	0.00	0	683	581
8:45-9:00	900	18%	348	296	0	0	0.00	0	348	296

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 S
 Ramp: Oregon E press ay
 Scenario: Cumulative (2035) With Pro ect (ma . rate)

Configuration: 2 SOV 1 HOV
 Peak Hour Volume: 1,429
 4-hour Peak Period Volume: 5,407

HOV Bypass (%)	15%
Metered Volume (veh/hr)	1,215
Min/Max Metering Rate (veh/hr/ln)	250/900
Min/Max Discharge Rate (veh/15 min)	62.5/225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	2
Maximum Storage (veh)	93

Evening (PM) Time Interval	Ma . Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flo s	E ccess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	2%	109	93	0	0	0.00	0	1309	1113
3:15-3:30	900	5%	285	242	0	0	0.00	0	1504	1278
3:30-3:45	900	8%	409	348	0	0	0.00	0	1557	1323
3:45-4:00	900	9%	506	430	0	0	0.00	0	1516	1289
4:00-4:15	900	6%	304	258	0	0	0.00	0	1405	1194
4:15-4:30	900	6%	338	287	0	0	0.00	0	1434	1219
4:30-4:45	900	7%	368	313	0	0	0.00	0	1446	1229
4:45-5:00	900	7%	395	336	0	0	0.00	0	1444	1227
5:00-5:15	900	6%	333	283	0	0	0.00	0	1429	1215
5:15-5:30	900	6%	350	298	0	0	0.00	0	1398	1188
5:30-5:45	900	7%	366	311	0	0	0.00	0	1360	1156
5:45-6:00	900	7%	380	323	0	0	0.00	0	1315	1118
6:00-6:15	900	6%	302	257	0	0	0.00	0	1264	1074
6:15-6:30	900	6%	312	265	0	0	0.00	0	962	818
6:30-6:45	900	6%	321	273	0	0	0.00	0	650	553
6:45-7:00	900	6%	329	280	0	0	0.00	0	329	280

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

**APPENDIX I:
FORECASTING REPORT**



STANFORD UNIVERSITY

2018 General Use Permit

Transportation Impact Analysis: Part 2

FORECASTING REPORT

May 2017

FEHR & PEERS

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Suite 675
San Jose, CA 95113
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**STANFORD 2018 GENERAL USE PERMIT:
TRANSPORTATION IMPACT ANALYSIS PART 2**

Forecasting Report

May 2017

**Prepared for:
Stanford University**

Prepared by:

FEHR  PEERS

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1. INTRODUCTION

This report describes the steps taken to develop traffic forecasts for the *Stanford 2018 General Use Permit: Transportation Impact Analysis (TIA) Part 2*. The process included use of the Santa Clara Valley Transportation Authority (VTA) Countywide Travel Demand Model (VTA Model) as well as a direct trip generation and assignment step for Stanford trips using the TRAFFIX modeling platform.

A key step in this process involved refining and validating the VTA Model within the traffic study area. Having a locally valid model ensures a high level of confidence in the traffic volume forecasts. The procedures for validating the VTA Model and producing future year traffic forecasts for the Project were described in the memo, *Forecasting Approach for the Stanford 2018 General Use Permit Traffic Impact Analysis* (Fehr & Peers, revised March 2017), and are described in more detail in this report.

Fehr & Peers used the locally validated VTA Model, along with the trip generation and distribution data presented in the *2018 General Use Permit: TIA Part 1* loaded into a TRAFFIX direct assignment model, to estimate future traffic volumes with the 2018 General Use Permit project. The VTA Model is a regional travel demand model covering the entire Bay Area, with higher level of geographic detail within Santa Clara County. The VTA Model receives its demographic inputs from the Association of Bay Area Governments (ABAG) Plan Bay Area regional land use projections, and produces estimates of regional travel flows based on a standard four-step modeling process. To ensure a high level of confidence in the forecasting process, the VTA Model was first refined and validated within the project study area. The validated model was then used, along with the TRAFFIX model, to produce intersection turn movement forecasts and freeway mainline volume forecasts within the Project's traffic study area for the following scenarios:

- Cumulative (2018) No Project Conditions: Year 2018 with the completion of the existing 2000 General Use Permit (except for the Escondido Village Graduate Residences project, which will not be occupied by 2018) and other local approved projects which would be built and fully occupied by fall 2018;
- Cumulative (2018) With Project Conditions: Year 2018 with the completion of the 2018 General Use Permit;
- Cumulative (2035) No Project Conditions: Year 2035 with the completion of the existing 2000 General Use Permit (including the Escondido Village Graduate



Residences project), background growth and reasonably foreseeable future projects;

- Cumulative (2035) With Project Conditions: Cumulative (2035) No Project Conditions with completion and occupancy of the 2018 General Use Permit.

This report documents the assumptions and data sources used to refine key model inputs, provides a summary of model performance in the context of procedures recommended by the California Transportation Commission (CTC) and validation standards promulgated by Caltrans and the Transportation Research Board, and it details how traffic forecasts were developed for the No Project and With Project cases. The model refinements comply with the Caltrans Travel Forecasting Guidelines (1992). Compliance with these guidelines indicates the model is appropriately sensitive to evaluate future land use and transportation system changes within the Project's study area.

2. VTA MODEL REFINEMENT

This chapter provides an overview of the model refinement process, including changes to the existing roadway network, land use, and trip tables to develop an updated base year (2016) model for the Project.

Overview

Fehr & Peers obtained the latest (2016) version of the VTA Model, validated by VTA with respect to 2013 data on traffic counts, transit ridership and other characteristics. The model also has two forecast scenarios: 2020, and 2040. Because the VTA model fully covers and extends beyond the entire nine county Bay Area region, Fehr & Peers conducted a detailed model review, refinement and validation procedure to assure its reliability as a source of traffic forecasts for the 2018 General Use Permit.

The VTA Model follows a conventional four-step process consisting of trip generation, trip distribution, travel mode split, and transportation network assignment. The VTA Model, as received from VTA staff, contains roadway network scenarios reflecting the years 2013, 2020 and 2040, and land uses for 2013 and 2040. Fehr & Peers reviewed the 2013 VTA Model land use, roadway network, and trip tables within the project study area and determined some updates and modifications were needed to more accurately reflect existing conditions. The review process and refinements are described below.

Initial Model Validation Results

The first step in the model refinement process was determining how well the 2013 VTA Model estimates existing traffic counts collected in fall 2016 for the *2018 General Use Permit: TIA Part 2*. The initial model validation results (discussed in further detail in Chapter 3) were then calculated to determine how well the unmodified 2013 model replicated 2016 conditions. The expectation was the model using 2013 land use data would underestimate 2016 traffic given that both land use and traffic counts had presumably increased between 2013 and 2016. As expected, the unmodified 2013 VTA Model underestimated the two-way sum of all links where traffic counts were collected by 16 percent. The initial model validation results confirm initial presumptions and support the need for updating the 2013 Model to 2016 conditions.



Model Network Update

Roadway network attribute data such as the number of lanes, roadway classification, and travel speed were updated to 2016 conditions based on field data collected by Fehr & Peers within the traffic study area in the fall of 2016 and recent aerial imagery. The changes made are shown in **Table 2-1**. Most of these changes are corrections to the coding to reflect actual network conditions.

Table 2-1
Network Modifications Made to VTA Base Year Model to Represent Base Year (2016) Roadway Projects

Roadway Segment	Change
Travel Lanes	
Page Mill Road / 280 SB Off Ramp Diagonal	Changed from 1 lane to 2 lanes
Page Mill Road / 280 SB On Ramp Loop	Changed from 1 lane to 2 lanes
280 Southbound through Page Mill Road Interchange	Changed from 4 lanes to 3 lanes
Sand Hill Rd between Arboretum Road and El Camino Real	Changed from 2 lanes in each direction to 1 lane in each direction
Arbor Road, Creek Drive, and University Drive	Changed from 3 lanes in each direction to 1 lane in each direction
Speed	
Embarcadero Rd between El Camino Real and 101	Changed from various speeds to 25 MPH
Oregon Expressway between El Camino Real to 101	Changed from various speeds to 35 MPH
Arboretum Rd between Sand Hill Rd and Palm Dr	Changed from 30 MPH to 25 MPH
Arboretum Rd between Palm Dr and Galvez St	Changed from 35 MPH to 25 MPH
Galvez St between Serra St and El Camino Real	Changed from 30 MPH to 25 MPH
Page Mill Rd between 280 and El Camino Real	Changed from 45 MPH to 35 MPH
Alpine Rd between 280 and Junipero Serra Blvd*	Changed from 45 MPH to 35 MPH
Alpine Rd between 280 and La Cuesta Dr*	Changed from 30 MPH to 45 MPH in the NB and 35 in the SB direction
Facility Type	
Alpine Rd between 280 Ramps and Junipero Serra Blvd*	Changed from Major Arterial to Expressway
Arboretum Rd between Sand Hill Rd and Galvez St	Changed from Major Arterial to Minor Arterial/Collector
Galvez St between Campus Drive and Arboretum Rd	Changed from Major Arterial to Minor Arterial/Collector

* Coding change was made to attract traffic to Alpine Road, to reflect observed traffic patterns.
Source: Fehr & Peers, March 2017.

At the node (intersection and TAZs) level, links were split where needed to reflect study intersections that were not previously in the model. The following intersections were added to the model network:

- Study Intersections:
 - Intersection 74: Hamilton Avenue at Willow Road
 - Intersection 81: Town & Country Driveway at Embarcadero Road
 - Intersection 44: El Camino Real and Cambridge Avenue
- Intersections added to improve network traffic loading:
 - Alpine Road and Hewlett Foundation Drive
 - Campus Drive near Driving Range
 - Campus Drive south of Mayfield Avenue
 - Foothill Expressway and University Club

In addition, intersection turn prohibitions were checked to better replicate actual driving conditions. The following turn prohibitions were added :

- Alpine Road South of I-280 Ramps: Prohibit U-turn from SB Alpine Road to NB Alpine Road
- Bryant Street and Embarcadero Road: Prohibit through movement on Bryant Street
- Waverly Street and Embarcadero Road: Prohibit through movement on Waverly Street
- Churchill Ave and Embarcadero Road: Prohibit left turn from NB Churchill Avenue to SB Embarcadero Road
- Willow Road at US-101 Ramps: Prohibit left turn from SB Willow Road to SB On-Ramp to US-101

The model's transit network and bridge tolls were also reviewed and found to represent current conditions. Following transit lines were reviewed:

- Dumbarton Express Route: DB
- Local Bus Routes: 35, 22, 89
- Sam Trans Bus Route: El Camino Real (ECR)
- Express Bus Routes: 522,182,104,103,102,101

Land Use Update

The model's 2013 land use was reviewed and updated to represent 2016 conditions within the jurisdictions of Palo Alto, East Palo Alto and Menlo Park, using available information on

several developments that were not accurately represented in the 2013 model. The 2013 and updated 2016 citywide housing and employment totals are shown in **Table 2-2**. The Stanford campus land uses were also adjusted to allow the model to better represent the total campus trip generation, as compared to the cordon counts. No other changes to the 2013 model land use outside these areas were made.

Table 2-2
2013 and 2016 Land Use Comparison

City	Unmodified 2013 ¹	Updated 2016 ^{1,2}	Change
Palo Alto Residential Land Use	30,875 HHs	30,875 HHs	0
Palo Alto Non-Residential Land Use	98,532 jobs	108,188 jobs	9,656 jobs
East Palo Alto Residential Land Use	4,716 HHs	4,716 HHs	0
East Palo Alto Non-Residential Land Use	2,110 jobs	2,110 jobs	0
Menlo Park Residential Land Use	13,369 HHs	14,855 HHs	1,486 HHs
Menlo Park Non-Residential Land Use	28,618 jobs	36,495 jobs	7,877 jobs

Notes:

1. HHs=households
2. Updates include: increased employment in the Stanford Research Park (from 11,900 jobs to 23,800 jobs) and increased employment at the Stanford Medical Center (from 4,500 jobs to 9,700 jobs), consistent with the City of Palo Alto's Comprehensive Plan existing conditions model land use files; and several other adjustments, including additions and reductions, to specific TAZs based on Fehr & Peers' knowledge of current development levels at the TAZ level.

In addition to the above changes, the K-12 student enrollment value in TAZs 443 and 465 was process, which factors the origins and destinations of trips generated by the model for Stanford University TAZs to observed trip generation. This process allows for the relative distribution of trips generated by the model for Stanford University TAZs to be maintained, and also allows the model to assign Stanford vehicular traffic to the model roadway network using standard model impedance functions that take into account delay from Stanford trips as well as non-Stanford trips.

The specific sources of data used to modify the trip generation data for Stanford zones are *Stanford 2018 General Use Permit: Transportation Impact Analysis Part 1 - Trip Generation and Trip Distribution*, Fehr & Peers, Revised February 2017 and *2018 General Use Permit: Peak Hour Trip Generation Analysis Methodology*, Fehr & Peers, February 2017.

The VTA Model traffic volume assignment was then run with the updated 2016 roadway network and refined Stanford vehicle trip tables. Model validation results were then recalculated to determine how well the model replicated 2016 conditions.

Iterative Model Calibration

After updating the VTA Model's roadway network and land use and refining Stanford vehicle trip tables, the updated 2016 model met most but not all of the model validation criteria. In order to meet the remaining validation criteria an iterative process of calibrating roadway network attribute data was conducted until all model validation criteria were met. This is described in the next section.

3. MODEL VALIDATION

Following the update of the 2013 VTA Model to 2016 conditions the model was iteratively calibrated and validated to traffic counts collected in the fall of 2016. The model validation process involved the calibration of model parameters in the roadway network files, where parameters were iteratively adjusted until the model attained validation criteria drawn from the Caltrans Travel Forecasting Guidelines (1992).

Procedure

Static model validation measures how well the model's current traffic volume estimates replicate current traffic counts for local roadways were validated within the study area.

The Caltrans Travel Forecasting Guidelines (1992) establish criteria for determining whether a model is valid and acceptable for forecasting future year traffic volumes. The model validation results were compared to the following validation thresholds:

- At least 75 percent of the roadway links for which counts are available should be within the maximum desirable deviation, which ranges from approximately 14 to 68 percent depending on total volume (the larger the volume, the less deviation is permitted).
- The correlation coefficient between the actual ground counts and the estimated traffic volumes should be greater than 88 percent.
- The percent root mean square (RMSE) should not exceed 40 percent.
- Model/Count Ratio is also reported. Although there is no specified threshold for this metric, Fehr & Peers uses a threshold of "Within 10%" of the sum of all locations.

The static model validation process began with the unmodified base year (2013) VTA Model and calculation of the validation statistics listed above. The model's roadway network and land use was then updated to 2016 conditions as described in the previous section. The validation statistics were then re-calculated for the 2016 Model.

As expected, while model performance improved, the updated 2016 VTA Model did not meet all of the guidelines for model accuracy. Roadway network attribute data including roadway classification and travel speed were further modified and the model was re-run in

an iterative process until the model met all of the validation statistics listed above. Modifications such as these are necessary for the model to accurately assign traffic to the roadway network; they represent a proxy to account for variables not included in the model roadway network such as travel lane width, intersection and driveway spacing, signal timings, pavement quality, and other variables affecting route choice. During model calibration, travel speed adjustments are usually made in a manner that maintains the same free-flow speed in both directions of travel on individual links, and modifications are usually limited to a maximum change of 5 to 10 mph in 5 mph increments.

Results

The results for the unmodified 2013 VTA Model for traffic counts collected in the Project’s study area in fall 2016 are shown in **Table 3-1**. The results for the updated 2016 VTA Model are shown in **Table 3-2**. The green shading indicates that all acceptance criteria were met.

Table 3-1		
Model Validation Results: Unmodified 2013 VTA Model		
Validation Statistic	Criterion for Acceptance	Model Results
		Daily
% of Links within Caltrans Standard Deviations	75%	54%
Two-way Sum of All Links Counted	Within 10%	-16%
Correlation Coefficient	Greater than 88%	0.80
% Root Mean Square Error	40% or less	32%

Source: Fehr & Peers, March 2017

Table 3-2		
Model Validation: Updated 2016 VTA Model		
Validation Statistic	Criterion for Acceptance	Model Results
		Daily
% of Links within Caltrans Standard Deviations	75%	92%
2-way Sum of All Links Counted	Within 10%	-9%
Correlation Coefficient	Greater than 88%	0.91
RMSE	40% or less	18%

Source: Fehr & Peers, March 2017.

As shown in Table 3-1, the unmodified 2013 VTA Model only met one of the four guidelines for model accuracy. However, this model represented 2013 land use and transportation



network conditions within and around the Project's study area. This model served as the starting point for the model update and refinement process and did not contain any of the roadway network, land use, or trip table modifications made (discussed in Chapter 2).

As shown in Table 3-2, the updated 2016 VTA Model meets all of the guidelines for model accuracy, a critical step in ensuring a high level of confidence in the model sensitivity. Therefore, the 2016 VTA Model is considered to be valid to 2016 traffic conditions surrounding the Stanford University campus. This model run contains all roadway network, land use, and trip table changes made to the 2013 VTA model.

Conclusions

Based on the model validation results presented above, the final modified 2016 VTA Model has been tested and found to be suitable for use in the development of future year traffic forecasts within the Project's study area. This conclusion is reasonable because the model meets the Caltrans Travel Forecasting Guidelines criteria as described above.

4. FUTURE YEAR MODEL DEVELOPMENT: 2020

Following validation of the base year (2016) counts, the modifications to the model were applied to the future year (2020) VTA Model, to develop a model representing the year 2018, when the 2018 General Use Permit takes effect. This chapter provides an overview of the 2020 model development, including a summary of the roadway network and land use assumptions, along with the changes made to the trip tables to more accurately reflect existing Stanford vehicle trip generation.

This chapter also describes the development of the TRAFFIX model used to replace the VTA Model's projections of Stanford's No Project trip growth (the growth associated with the completion of the 2000 General Use Permit) with a direct (or "manual") distribution and assignment of the trip growth. The TRAFFIX model was also used to distribute and assign the Stanford Project trip growth (e.g., the 2018 General Use Permit trip growth).

2020 Model Network

The 2020 model roadway network attribute data such as the number of lanes, roadway classification, and travel speed were reviewed to ensure they accurately represent 2018 conditions. **Table 4-1** shows the major roadway network changes between the 2016 and 2020 models. Changes that were made by Fehr & Peers to correct the 2020 network coding are marked with an asterisk.

Table 4-1 2020 Roadway Network Changes Relative to 2016 Network		
Jurisdiction	Facility	Description
Santa Clara County	US-101 both directions	1 additional HOV 2+ lane (2 total) in each direction from University Ave to SR 85
Santa Clara County	US-101 both directions	1 additional aux lane from Marsh Road to SR 85

Note that the 2020 network was also corrected to reflect the correct number of lanes on I-280 Northbound between the Sand Hill Road Off-ramp and On-ramp (reduced from 4 lanes to 3 lanes) and on the I-280 Southbound collector/distributor roadway (reduced from 2 lanes to 1 lane).
Source: VTA 2020 Travel Demand Model; Fehr & Peers, March 2017



The 2020 model transit network and tolls were also reviewed to ensure all expected transit improvements were coded in the model; no additional changes were made. **Table 4-2** shows the transit network changes reflected in the 2020 model, relative to the 2016 model.

Table 4-2
2020 Transit Network Changes Relative to 2016 Network

Caltrain	Added stop at College Park for Diridon -- San Francisco line
Caltrain	Faster travel time between stations
SCVTA Shuttles	Lower headways on multiple routes (13,19,32,45,48,49,89)
BART	Extension to San Jose

Source: VTA 2020 Travel Demand Model; Fehr & Peers, March 2017.

2020 Land Use

A unique land use data set for the 2020 Model was not available from VTA. Therefore, Fehr & Peers performed a straight-line interpolation between the 2040 model land uses (discussed in Chapter 5) and the 2016 model land uses to derive the 2020 land uses. The land uses were then reviewed and checked for reasonableness. As part of this review, the land uses in particular TAZs were compared to the approved and pending project lists submitted by the Cities of Menlo Park and East Palo Alto, and checked against development projects described on the City of Palo Alto’s website. This was completed to ensure the TAZs contained at least as much new development as indicated by the cities (approved projects and pending projects with a completed traffic study were included). **Table 4-3** lists these projects.

Table 4-3
2020 Development Projects

Name	Description
2500 El Camino Real	Add 70 multi-family units
567 Maybell Avenue	Add 12 single family houses
2515 & 2585 El Camino Real	Add 10,000 sf of retail, 10,000 sf of office, 13 multi-family units
1451 – 1601 California Avenue	Add 180 multi-family units and remove 290,000 sf of office
195 Page Mill Road (Park Plaza)	Add 82 multi-family units
2747 Park Boulevard	Add 33,000 sf of office; remove 4,800 sf of retail
3639 Haven Avenue	Remove 36,471 sf of manufacturing and 40,837 sf of warehouse; add 394 multi-family units

**Table 4-3
2020 Development Projects**

Name	Description
3645 Haven Avenue	Remove 15,000 sf of manufacturing; add 146 multi-family units
1300 El Camino Real	Remove 10,000 sf of miscellaneous retail; add 202 multi-family units, 210,000 sf of office, and 7,000 sf of retail
151 Commonwealth Drive (Sobrato)	Remove 19,173 sf of office, 55,627 sf of warehouse, 163,058 sf of manufacturing; add 259,920 sf of office
1221 Willow Road	Add 42 units
100 – 190 Independence Road	Remove 63,360 sf of office; add 200,000 sf of office, 41,000 sf of health club, 197,000 sf hotel
100 – 155 Constitution Drive	Remove 133,690 sf of office; add 487,244 sf of office and 7,420 sf of restaurants
301 – 309 Constitution Drive	Remove 308,142 sf of manufacturing and 203,545 sf of office; add 962,400 sf of office and a 174,800 sf hotel
333 Ravenswood Avenue	Add 1,220 employees
500 El Camino Real	Removes Auto Dealer and Art Gallery; added 215 multi-family units, 143,900 sf of office and 10,000 sf of retail
2111 – 2121 Sand Hill Road	Add 39,010 sf of office

Sources: City of Menlo Park and City of East Palo Alto project list submittals, and Palo Alto Development Project website. Note that no East Palo Alto listed projects were approved or had completed traffic studies; thus none were included in the 2020 model. Floor area was converted to employment using the following rates: 4 employees per thousand square feet for office, manufacturing and wholesale uses; 2.85 employees per thousand square feet for retail uses.

In addition to the cities' TAZ changes, the growth in Stanford land uses was approximated to produce the trip generation associated with the completion of the 2000 General Use Permit, as described in *2018 General Use Permit: TIA Part 1*.

A comparison of updated base year (2016) land uses to future year (2020) land uses, with the adjustments noted above, for the three cities surrounding Stanford is provided in **Table 4-4**. The 2020 model land uses generally reflected at least as much development as contained in the projects in Table 4-3; only a few TAZ land uses required adjustment.



**Table 4-4
2016 and 2020 Land Use Comparison**

City	2016	2020	Change
Palo Alto Residential Land Use	30,875 HHs	32,517 HHs	1,642 HHs
Palo Alto Non-Residential Land Use	108,188 jobs	113,819 jobs	5,631 jobs
East Palo Alto Residential Land Use (DUs)	4,716 HHs	4,845 HHs	129 HHs
East Palo Alto Non-Residential Land Use	2,110 jobs	2,369 jobs	259 jobs
Menlo Park Residential Land Use	14,855 HHs	15,669 HHs	814 HHs
Menlo Park Non-Residential Land Use	36,495 jobs	44,720 jobs	8,225 jobs

Source: 2016 and 2040 VTA Models (used for interpolation); Fehr & Peers, March 2017.

Stanford Trip Growth: No Project

Step 1: VTA Model Process

The land uses in the Stanford University TAZs were reviewed and adjusted as described above, to approximate the Stanford uses within the limits of what the VTA model accommodates in its general definition of university land uses. Existing and No Project (2000 General Use Permit completion) Stanford vehicle trip generation in the 2020 model was accounted for at the trip table level using the Fratar process, which takes the inbound and outbound vehicle trip generation as an input and then factors the origins and destinations of trips generated by the model for Stanford University TAZs. This process allows for the relative distribution of trips generated by the model for Stanford University TAZs to be maintained, and also allows the model to assign Stanford vehicular traffic to the model roadway network using standard model impedance functions that take into account delay from Stanford trips as well as non-Stanford trips.

Step 2: TRAFFIX Manual Assignment

After the VTA modelling step, all Stanford University trips were removed from the model to determine the regional and local growth in the area excluding the additional Stanford University trips. This regional and local growth was then added to the existing 2016 turning movement counts. The trips associated with the No Project growth (2000 General Use Permit completion) were included in the turning movement volumes by manual-assignment within the TRAFFIX model. The TRAFFIX model reflects the actual residential

locations of Stanford commuters and the known trip distribution patterns for campus residents (described in *2018 General Use Permit: TIA Part 1*). The resulting vehicle trips were manually added during traffic demand forecast development described in Chapter 6.

The TRAFFIX model contains commuter and residential TAZs, into which the appropriate number of new trips was loaded using the trip generation levels described in the *2018 General Use Permit: TIA Part 1*. The trips were then assigned to regional “gateways” using the trip distribution information described in the *2018 General Use Permit: TIA Part 1*, and trip paths are defined based on the fastest path, using Fehr & Peers’ knowledge of local travel characteristics.

Stanford Trip Growth: With Project

The With Project forecasts were prepared by entering the 2018 General Use Permit Project trips, as defined in *2018 General Use Permit: TIA Part 1*, into the TRAFFIX model. The TRAFFIX model contains commuter and residential TAZs, into which the appropriate number of new trips was loaded using the trip generation levels described in the *2018 General Use Permit: TIA Part 1*. The trips were then assigned to regional “gateways” using the trip distribution information described in *2018 General Use Permit: TIA Part 1*, and trip paths are defined based on the fastest path, using Fehr & Peers’ knowledge of local travel characteristics. These trips were then added to the Cumulative (2018) No Project forecasts to produce the Cumulative (2018) With Project forecasts.

5. FUTURE YEAR MODEL DEVELOPMENT: 2040

Following validation of 2016 model estimates, the validation adjustments were applied to the 2040 VTA Model to produce a model representing background conditions for 2040 as a conservative cumulative traffic assumption for the 2035 evaluation of the full buildout of the 2018 General Use Permit. This chapter provides an overview of the 2040 model development, including a summary of 2040 roadway network and land use assumptions, along with the changes made to the trip tables to more accurately reflect existing Stanford vehicle trip generation.

This chapter also describes the use of the TRAFFIX model which was used to replace the VTA Model's projections of Stanford's No Project trip growth (the growth associated with the completion of the 2000 General Use Permit) with a direct (or "manual") distribution and assignment of the trip growth. The TRAFFIX model was also used to distribute and assign the Stanford Project trip growth (e.g., the 2018 General Use Permit trip growth).

2040 Model Network

The 2040 model roadway network attribute data such as the number of lanes, roadway classification, and travel speed were reviewed to confirm the network improvements match those expected to be in place by 2040. Major new regional roadway projects were checked against projects included in the 2040 Santa Clara County Valley Transportation Plan (VTP).

Table 5-1 lists the major network changes within the study area, relative to the 2020 model. The 2040 VTA Model also included a number of local roadway improvements in the model focus area that were maintained to ensure consistency with the official version of the model and the Regional Transportation Plan. Corrections made to the 2040 network to reflect current plans are marked with an asterisk.

**Table 5-1
2040 Roadway Network Changes Relative to 2020 Network**

Jurisdiction	Facility	Description
Santa Clara County	US-101 HOV both directions	1 additional HOV 3+ lane (2 total) in each direction from Whipple Rd to I-680
Santa Clara County	US 101 both directions	1 additional Aux lane from Marsh Road to SR 85
Santa Clara County	Page Mill Road	1 additional lane (3 total) in each direction between I-280 ramps and Foothill Expressway*
Santa Clara County	Page Mill Road	1 additional lane (3 total) in each direction between I-280 ramps*
Santa Clara County	I-280 both directions	1 additional lane (4 total) in each direction between El Monte Road and Magdalena Ave
Santa Clara County	SR 85 both directions	1 additional HOV 3+ lane (2 total) between I-280 and SR-87
Santa Clara County	SR 85 both directions	Convert HOV2+ to HOV 3+ between I-280 and SR-87
Santa Clara County	I-280 both directions	Convert HOV2+ to HOV 3+ between Magdalena Ave and I-680

* The 2040 VTA model network coding was corrected by Fehr & Peers to reflect current improvement plans. Source: VTA 2040 Travel Demand Model; Fehr & Peers, March 2017.

The 2040 model transit network and tolls were also reviewed to ensure all expected transit improvements were coded in the model; no additional changes were made. **Table 5-2** shows the transit network changes reflected in the 2040 model, relative to the 2020 model.

**Table 5-2
2040 Transit Network Changes Relative to 2020 Network**

Caltrain	Updates include: <ul style="list-style-type: none"> - Additional stops on San Francisco – Tamien line - Stop at College Park for Diridon – San Francisco line - Added Gilroy Shuttle - 6th hourly train during peak hours
Caltrain	Faster travel time between stations
Caltrain	Dumbarton Rail added for: <ul style="list-style-type: none"> - Union City to San Francisco/Millbrae - Union City to San Jose
SCVTA Shuttles	Lower headways on multiple routes (42,45,48,49,32,19,13,14,89)
SAMTrans	Added EL Camino Real Bus Rapid Transit, and higher headways for existing EL Camino Real northbound and southbound bus routes (non-BRT)
ACE Rail	Lower headways in future year



Table 5-2
2040 Transit Network Changes Relative to 2020 Network

BART	Lower Headways on following lines - Pittsburg – Daily city - Pleasant Hill - Daily city - East Dublin – Daily city - Richmond – Daily city
BART	Extension to San Jose

Source: VTA 2040 Travel Demand Model; Fehr & Peers, March 2017.

2040 Land Use

Land use from the 2040 VTA Model was reviewed and checked for reasonableness. As part of this review, the land uses in particular TAZs were compared to approved and pending project lists submitted by the Cities of Menlo Park and East Palo Alto, and checked against development projects described on the City of Palo Alto’s website, to ensure the TAZs contained at least as much new development as indicated by the cities. Only approved projects and pending projects with a completed traffic study were included. No additional projects aside from those listed in Table 4-3 in Chapter 4 were added to the 2040 VTA Model land use. The 2040 Model land uses outside these three jurisdictions was retained as a reflection of growth projected for other communities and throughout the region under the 2040 economic growth forecasts and the *Plan Bay Area Sustainable Communities Strategy*.

A comparison of the updated 2040 land uses to the 2020 land uses is provided in **Table 5-3**.

**Table 5-3
2020 and 2040 Land Use Comparison**

City	2020	2040	Change
Palo Alto Residential Land Use	32,517 HHs	38,405 HHs	5,888 HHs
Palo Alto Non-Residential Land Use	113,819 jobs	137,932 jobs	24,113 jobs
East Palo Alto Residential Land Use (DUs)	4,845 HHs	7,114 HHs	2,269 HHs
East Palo Alto Non-Residential Land Use	2,369 jobs	3,408 jobs	1,039 jobs
Menlo Park Residential Land Use	15,669 HHs	18,670 HHs	3,001 HHs
Menlo Park Non-Residential Land Use	44,720 jobs	49,780 jobs	5,060 jobs

Sources: VTA 2020 and 2040 Models; Fehr & Peers, March 2017

Stanford Trip Growth: No Project

The Stanford No Project trip growth for the Cumulative (2035) No Project forecasts was handled similarly to the process in Chapter 4, Stanford Trip Growth: No Project. Please see that section for a description of the process. The one difference is the No Project trip generation in 2035 reflects completion of the Escondido Village Graduate Residences project, whereas the Cumulative (2018) No Project trip generation does not. The total No Project trip generation is the same for both years; the Cumulative (2018) No Project trip generation includes fewer campus resident trips and more commuter trips than the Cumulative (2035) No Project trip generation.

Stanford Trip Growth: With Project

The With Project forecasts were prepared using the same process as described in Section 4, Stanford Trip Growth: With Project. Please see that section for a description of the process.

A Note on Stanford Trip Distribution Assumptions

Because the residence locations of Stanford commuters may change over time, there was concern that the use of the manual assignment based on current Stanford residence data would not reflect these potential changes. To address this issue, the 2016 and 2040 VTA



models were reviewed to determine if substantial differences in the models' assignment of trips were apparent. The results indicated that housing availability would add slightly to longer distance commutes to/from the East Bay, and a 1% to 2% increase in trip lengths. However, this shift would not substantially change the trip distribution used for purposes of the intersection and local area freeway analysis. Therefore, the original local distribution information based on current Stanford employee residence data was retained.

6. TRAFFIC DEMAND FORECASTS: CUMULATIVE (2018) AND CUMULATIVE (2035)

After updating the roadway network and land use to future year (2020 and 2040) conditions, model runs were performed to produce raw model intersection turn movement forecasts and freeway mainline volume forecasts within the Project's study area.

However, raw intersection volume outputs from a travel demand model should rarely be applied directly in analysis, but rather adjusted to provide a more accurate forecast. The rationale for adjusting raw model volume outputs is that observed travel behavior is the result of aggregate nature of the travel model relative to individual street intersections and a highly complex mixture of variables, only some of which are included in any given travel demand model, and so an adjustment is needed to capture the variables not captured by the model itself. The adjustment takes the form of calibrating the model forecast-year outputs to align them with the base year comparison between field counts and the base year model volumes.

After running the models, the results were checked for reasonableness and adjustments were made to develop initial future year traffic demand forecasts to ensure traffic growth at the various intersections and freeway segments in the study area reasonably reflect the land use growth in the model.

Initial Cumulative (2018) No Project and Cumulative (2035) No Project Forecasts

Fehr & Peers developed intersection turning movement volume post-processor spreadsheets that applied the growth from the raw model volumes forecasted by the future year models to traffic counts collected in fall 2016. These initial future year forecasts were developed using the calibration process described below.



Adjusting Model Outputs

Travel demand models such as the VTA Model provide volume outputs that need to be adjusted in order to develop volume forecasts for the scenario being tested. This can be done several ways as defined in the *National Cooperative Highway Research Program Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design*, Transportation Research Board, December 1982¹. The three most common industry-standard procedures for adjusting model traffic forecasts were used for both link and turning movement volumes and are described below.

Difference Method

The difference between the base year field count and the base year model volume is added to the output model volume to develop the forecasted volume for the scenario being tested. For example, if the base year model volume for a roadway segment was 650 average daily traffic (ADT) while the field count was 700 ADT, then the difference method would suggest the output model volume on that roadway segment should be increased by 50 ADT to develop the forecasted volume for the scenario being tested. The difference method adjustment is summarized in the formula below.

$$\text{Scenario Forecast} = \text{Output Model Volume} + (\text{Field Count} - \text{Base Year Model Volume})$$

Ratio Method

The ratio method is similar, except it uses the ratio of the base year field count and the base year model volume to make the adjustment. For example, if the base year model volume for a roadway segment was 650 ADT while the field count was 700 ADT, then the ratio method would suggest the output model volume should be increased by 7.7% ($700 / 650 = 1.077$) to develop the forecasted volume for the scenario being tested. The ratio method adjustment is summarized in the formula below.

$$\text{Scenario Forecast} = \text{Output Model Volume} * (\text{Field Count} / \text{Base Year Model Volume})$$

¹ <http://teachamerica.com/tih/PDF/nchrp255.pdf>

Blended Method

The blended method takes the average of the ratio method and the difference method scenario forecasts. The blended method adjustment is summarized in the formula below.

$$\text{Scenario Forecast} = (\text{Difference Method Scenario Forecast} + \text{Ratio Method Scenario Forecast}) / 2$$

There are guidelines the Transportation Research Board has published based on the difference between base year field counts and base year model volumes:

- Use the ratio method if the difference is less than 50%
- Use the difference method if the difference is greater than 150%
- Otherwise use the blended method

The turn movement forecasts were developed using the process above. The reasonableness of the resulting forecasts was also checked based on knowledge of the area, comparisons to forecasts at adjacent locations, and off-model calculations of the trip generation, distribution, and assignment of adjacent land uses.

Cumulative (2018) and Cumulative (2035) No Project Forecasts

Initial Cumulative (2018) No Project and Cumulative (2035) No Project intersection forecasts were developed as described above, reflecting the regional and local growth found in the 2020 and 2040 VTA Model runs. Then, as described in Chapters 4 and 5 under Stanford Trip Growth, the Stanford No Project trips were added in the TRAFFIX model to better-reflect the known trip generation and distribution characteristics of these trips.

For the freeway forecasts, raw model volumes were used as the basis for total future demand. This is because current freeway conditions are congested during the peak hour and thus do not form an accurate basis for forecasting actual travel demand using the difference method in the model. Stanford No Project trips were added manually via the TRAFFIX model.



Cumulative (2018) and Cumulative (2035) With Project Forecasts

The Cumulative (2018) With Project and Cumulative (2035) With Project intersection and freeway forecasts were developed by adding the TRAFFIX manual trip assignments of Stanford 2018 General Use Permit Project trips to the Cumulative (2018) No Project and Cumulative (2035) No Project forecasts, respectively.

**APPENDIX J:
FUTURE FREEWAY ANALYSIS SPREADSHEETS**



Table J-1: 2018 Freeway Analysis

Freeway Segment	Segment Length	Peak Hour ¹	Existing		2018 No Project						2018 Plus Project											
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact? ⁶	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to Saratoga-Sunnyvale Road	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	42	7	0.9%	1.0%	0.9%	0.4%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	0.4	PM	2	-	2	1	4600	1650	0.95	0.43	0.95	0.44	NO	NO	29	5	0.0%	2.3%	0.6%	0.3%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	46	8	0.9%	1.0%	1.0%	0.5%	YES	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	0.4	PM	2	-	2	1	4600	1650	>1.0	0.43	>1.0	0.44	YES	NO	32	6	1.0%	2.3%	0.7%	0.4%	NO	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	1	4600	1650	>1.0	0.63	>1.0	0.63	YES	NO	51	9	1.0%	0.0%	1.1%	0.5%	YES	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	1	4600	1650	0.92	0.31	0.92	0.32	NO	NO	36	6	0.0%	3.2%	0.8%	0.4%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	1	6900	1650	0.85	0.57	0.86	0.57	NO	NO	27	3	1.2%	0.0%	0.4%	0.2%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	1	6900	1650	0.94	0.59	0.94	0.59	NO	NO	50	9	0.0%	0.0%	0.7%	0.5%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	0.94	AM	2	1	2	1	4600	1650	0.91	0.71	0.92	0.71	NO	NO	24	3	1.1%	0.0%	0.5%	0.2%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	45	8	0.9%	0.0%	1.0%	0.2%	YES	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	0.94	AM	2	1	2	1	4600	1650	0.89	0.71	0.89	0.71	NO	NO	20	4	0.0%	0.0%	0.4%	0.2%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	41	7	0	0.0%	0.9%	0.4%	NO	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	1	6900	1650	0.83	0.73	0.83	0.73	NO	NO	37	6	0.0%	0.0%	0.5%	0.4%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	1	6900	1650	0.82	0.36	0.82	0.36	NO	NO	23	4	0.0%	0.0%	0.3%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	1	6900	1650	0.81	0.73	0.81	0.73	NO	NO	37	6	0.0%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	1	6900	1650	0.81	0.36	0.81	0.36	NO	NO	23	4	0.0%	0.0%	0.3%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	1	6900	1650	>1.0	0.53	>1.0	0.53	YES	NO	46	8	0.8%	0.0%	0.7%	0.5%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	1	6900	1650	>1.0	0.33	>1.0	0.33	YES	NO	30	4	0.8%	0.0%	0.4%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.52	>1.0	0.52	YES	NO	46	8	0.0%	0.0%	0.7%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	1	0.34	>1.0	0.35	YES	NO	29	5	1.0%	2.9%	0.4%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	0.91	0.52	0.92	0.52	NO	NO	46	8	1.1%	0.0%	0.7%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.34	>1.0	0.35	YES	NO	29	5	1.0%	2.9%	0.4%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.39	>1.0	0.39	YES	NO	42	7	1.0%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	25	5	0	0.0%	0.4%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	0.93	0.39	0.93	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	1	6900	1650	0.98	0.56	0.98	0.56	NO	NO	2	1	0.0%	0.0%	0.0%	0.1%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	1	6900	1650	>1.0	0.66	>1.0	0.66	YES	NO	3	1	0.9%	0.0%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	1	6900	1650	0.86	0.69	0.86	0.7	NO	NO	3	2	0.0%	1.4%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	1	6900	1650	>1.0	0.69	>1.0	0.69	YES	NO	9	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	1	6900	1650	0.98	0.83	0.98	0.83	NO	NO	8	3	0.0%	0.0%	0.1%	0.2%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	1	6900	1650	>1.0	0.71	>1.0	0.72	YES	NO	20	3	0.9%	1.4%	0.3%	0.2%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	1	6900	1650	>1.0	0.83	>1.0	0.83	YES	NO	21	2	0.0%	0.0%	0.3%	0.1%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	1	6900	1650	0.98	0.41	0.98	0.41	NO	NO	12	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	10	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	1	6900	1650	0.92	0.48	0.92	0.48	NO	NO	5	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	4	0	0.0%	0.0%	0.1%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO

Table J-1: 2018 Freeway Analysis

Freeway Segment	Segment Length	Peak Hour ¹	Existing		2018 No Project						2018 Plus Project											
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact? ⁶	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.42	>1.0	0.42	YES	NO	19	3	0.0%	0.0%	0.3%	0.1%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.24	>1.0	0.24	YES	NO	39	7	1.0%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	0.96	0.45	0.96	0.45	NO	NO	20	4	0.0%	0.0%	0.3%	0.1%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	0.92	0.33	0.93	0.33	NO	NO	44	8	1.1%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.45	>1.0	0.45	YES	NO	20	4	0.0%	0.0%	0.3%	0.1%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.33	>1.0	0.33	YES	NO	44	8	0.9%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	1	6900	1650	>1.0	0.44	>1.0	0.44	YES	NO	20	4	0.0%	0.0%	0.3%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	1	6900	1650	>1.0	0.31	>1.0	0.31	YES	NO	44	8	0.0%	0.0%	0.6%	0.5%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	1	6900	1650	0.78	0.57	0.78	0.57	NO	NO	16	3	0.0%	0.0%	0.2%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	1	6900	1650	0.88	0.56	0.89	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	1	6900	1650	0.85	0.57	0.85	0.57	NO	NO	16	3	0.0%	0.0%	0.2%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	1	6900	1650	0.9	0.56	0.91	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.81	0.8	0.82	0.81	NO	NO	61	11	1.2%	1.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.76	0.52	0.77	0.52	NO	NO	44	7	1.3%	0.0%	0.6%	0.4%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	0.91	0.9	0.92	0.91	NO	NO	68	12	1.1%	1.1%	1.0%	0.7%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.86	0.57	0.87	0.57	NO	NO	52	5	1.2%	0.0%	0.8%	0.3%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.76	0.64	0.77	0.65	NO	NO	76	13	1.3%	1.6%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.75	0.51	0.76	0.52	NO	NO	57	6	1.3%	2.0%	0.8%	0.4%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	0.94	0.68	0.96	0.7	NO	NO	127	22	2.1%	2.9%	1.8%	1.3%	NO	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	0.88	0.44	0.9	0.44	NO	NO	93	12	2.3%	0.0%	1.3%	0.7%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	0.84	0.56	0.86	0.57	NO	NO	127	22	2.4%	1.8%	1.8%	1.3%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.81	0.25	0.83	0.26	NO	NO	89	16	2.5%	4.0%	1.3%	1.0%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	3	-	6900	-	0.98	-	0.99	-	NO	-	125	0	1.0%	-	1.8%	-	NO	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	3	-	6900	-	0.89	-	0.9	-	NO	-	95	0	1.1%	-	1.4%	-	NO	-
El Monte Road to La BARRANCA Road	1.1	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	119	0	1.4%	-	1.3%	-	NO	-
El Monte Road to La BARRANCA Road	1.1	PM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	93	0	1.4%	-	1.0%	-	NO	-
La BARRANCA Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	119	0	1.4%	-	1.3%	-	NO	-
La BARRANCA Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	93	0	1.4%	-	1.0%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.64	-	0.64	-	NO	-	36	0	0.0%	-	0.4%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	33	0	1.2%	-	0.4%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.59	-	0.59	-	NO	-	7	0	0.0%	-	0.1%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	12	0	0.0%	-	0.1%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.64	-	0.65	-	NO	-	47	0	1.6%	-	0.5%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.89	-	0.9	-	NO	-	107	0	1.1%	-	1.2%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.61	-	0.62	-	NO	-	47	0	1.6%	-	0.5%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	107	0	1.2%	-	1.2%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.62	-	0.63	-	NO	-	42	0	1.6%	-	0.5%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.85	-	0.86	-	NO	-	96	0	1.2%	-	1.0%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.66	-	0.66	-	NO	-	42	0	0.0%	-	0.5%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.9	-	0.91	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	86	0	1.4%	-	0.9%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	0.97	-	0.98	-	NO	-	86	0	1.0%	-	0.9%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.49	-	0.49	-	NO	-	38	0	0.0%	-	0.3%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.65	-	0.65	-	NO	-	86	0	0.0%	-	0.6%	-	NO	-

Table J-1: 2018 Freeway Analysis

Freeway Segment	Segment Length	Peak Hour ¹	Existing		2018 No Project						2018 Plus Project											
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact? ⁶	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.65	-	0.65	-	NO	-	54	0	0.0%	-	0.4%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.55	-	0.56	-	NO	-	54	0	1.8%	-	0.4%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	0.98	-	0.99	-	NO	-	95	0	1.0%	-	1.0%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.83	-	0.83	-	NO	-	54	0	0.0%	-	0.6%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	105	0	2.4%	-	1.1%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.74	-	0.74	-	NO	-	60	0	0.0%	-	0.7%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.86	-	0.87	-	NO	-	105	0	1.2%	-	1.1%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.74	-	0.74	-	NO	-	60	0	0.0%	-	0.7%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	AM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	117	0	2.4%	-	1.3%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	PM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	67	0	1.4%	-	0.7%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.88	-	0.89	-	NO	-	117	0	1.1%	-	1.3%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.74	-	0.74	-	NO	-	67	0	0.0%	-	0.7%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.77	-	0.77	-	NO	-	8	0	0.0%	-	0.1%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.65	-	0.65	-	NO	-	11	0	0.0%	-	0.1%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	24	0	0.0%	-	0.3%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.68	-	0.69	-	NO	-	40	0	1.5%	-	0.4%	-	NO	-
Page Mill Road to La BARRANCA Road	0.27	AM	4	-	4	-	9200	-	0.71	-	0.71	-	NO	-	66	0	0.0%	-	0.7%	-	NO	-
Page Mill Road to La BARRANCA Road	0.27	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	122	0	1.4%	-	1.3%	-	NO	-
La BARRANCA Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.71	-	0.71	-	NO	-	66	0	0.0%	-	0.7%	-	NO	-
La BARRANCA Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	122	0	1.4%	-	1.3%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	3	-	6900	-	0.84	-	0.85	-	NO	-	68	0	1.2%	-	1.0%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	3	-	6900	-	0.98	-	1	-	YES	-	127	0	2.0%	-	1.8%	-	YES	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.76	0.33	0.76	0.34	NO	NO	64	11	0.0%	3.0%	0.9%	0.7%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	0.87	0.32	0.89	0.34	NO	NO	125	22	2.3%	6.3%	1.8%	1.3%	NO	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	0.83	0.45	0.84	0.45	NO	NO	65	10	1.2%	0.0%	0.9%	0.6%	NO	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	0.96	0.47	0.97	0.48	NO	NO	125	22	1.0%	2.1%	1.8%	1.3%	NO	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.72	0.4	0.72	0.41	NO	NO	40	5	0.0%	2.5%	0.6%	0.3%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	0.81	0.36	0.82	0.37	NO	NO	75	13	1.2%	2.8%	1.1%	0.8%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.79	0.64	0.8	0.64	NO	NO	37	4	1.3%	0.0%	0.5%	0.2%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.9	0.53	0.91	0.54	NO	NO	67	12	1.1%	1.9%	1.0%	0.7%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.66	0.64	0.66	0.64	NO	NO	32	5	0.0%	0.0%	0.5%	0.3%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	0.79	0.43	0.8	0.43	NO	NO	60	11	1.3%	0.0%	0.9%	0.7%	NO	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted indicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA 2014 Conformance and Monitoring Report . Existing lanes within San Mateo County are from 2015 and are presented in the C/CAG Level of Service and Performance Measure Monitoring Report 2015 .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capacity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contributes more than one percent of capacity on a freeway segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Table J-2: 2035 Freeway Analysis

Freeway Segment ¹	Segment Length ²	Peak Hour ²	Existing		2035 No Project						2035 Plus Project												
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact ⁶		
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed
State Route 85 - Northbound																							
Saratoga Avenue to Saratoga-Sunnyvale Road	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	42	8	0.8%	25%	0.9%	0.2%	NO	NO	
Saratoga Avenue to Saratoga-Sunnyvale Road	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	29	6	1.0%	0%	0.6%	0.2%	NO	NO	
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	46	9	0.8%	25%	1.0%	0.3%	YES	NO	
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	32	6	0.9%	0%	0.7%	0.2%	NO	NO	
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.04	YES	NO	51	0	0.0%	0%	1.1%	0.0%	YES	NO	
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	2	4600	3300	0.97	0.03	0.98	0.03	NO	NO	36	3	1.0%	0%	0.8%	0.1%	NO	NO	
State Route 85 - Southbound																							
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	2	6900	3300	0.93	0.03	0.93	0.03	NO	NO	27	3	0.0%	0.0%	0.4%	0.1%	NO	NO	
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	2	6900	3300	>1.0	0.04	>1.0	0.04	YES	NO	50	8	1.0%	0.0%	0.7%	0.2%	NO	NO	
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	0.94	AM	2	1	2	2	4600	3300	>1.0	0.02	>1.0	0.02	YES	NO	24	0	0.0%	0.0%	0.5%	0.0%	NO	NO	
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	45	6	0.9%	0.0%	1.0%	0.2%	YES	NO	
Saratoga-Sunnyvale Road to Saratoga Avenue	0.94	AM	2	1	2	2	4600	3300	1	0.02	1	0.02	YES	NO	20	4	0.0%	0.0%	0.4%	0.1%	NO	NO	
Saratoga-Sunnyvale Road to Saratoga Avenue	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	41	6	0.9%	0.0%	0.9%	0.2%	NO	NO	
US 101 - Northbound (Santa Clara County)																							
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	2	6900	3300	1	0.13	1	0.13	YES	NO	49	8	0.0%	0.0%	0.7%	0.2%	NO	NO	
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	2	6900	3300	0.88	0.04	0.88	0.04	NO	NO	29	4	0.0%	0.0%	0.4%	0.1%	NO	NO	
Moffett Boulevard to SR 85	1.48	AM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.13	YES	NO	49	8	0.0%	0.0%	0.7%	0.2%	NO	NO	
Moffett Boulevard to SR 85	1.48	PM	3	1	3	2	6900	3300	0.88	0.04	0.88	0.04	NO	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO	
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	61	8	0.0%	0.0%	0.9%	0.2%	NO	NO	
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	37	5	0.0%	0.0%	0.5%	0.2%	NO	NO	
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	61	7	0.0%	0.0%	0.9%	0.2%	NO	NO	
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	36	5	0.0%	0.0%	0.5%	0.2%	NO	NO	
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	61	6	1.0%	0.0%	0.9%	0.2%	NO	NO	
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	36	3	0.0%	0.0%	0.5%	0.1%	NO	NO	
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	55	0	0.0%	0.0%	0.8%	0.0%	NO	NO	
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	31	1	0.0%	0.0%	0.4%	0.0%	NO	NO	
US 101 - Northbound (San Mateo County)																							
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	1	0.0%	0.0%	0.0%	0.0%	NO	NO	
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	2	0.8%	0.0%	0.0%	0.1%	NO	NO	
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	2	2	0.0%	0.0%	0.0%	0.1%	NO	NO	
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	3	4	0.0%	0.0%	0.0%	0.1%	NO	NO	
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	2	6900	3300	0.98	0.08	0.98	0.08	NO	NO	3	4	0.0%	0.0%	0.0%	0.1%	NO	NO	
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.08	YES	NO	9	8	0.9%	14.3%	0.1%	0.2%	NO	NO	
Marsh Road to Woodside Road*	1.81	AM	3	1	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	8	0	0.0%	0.0%	0.1%	0.0%	NO	NO	
Marsh Road to Woodside Road*	1.81	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	20	9	0.0%	12.5%	0.3%	0.3%	NO	NO	
US 101 - Southbound (San Mateo County)																							
Woodside Road to Marsh Road*	0.74	AM	4	-	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	21	4	0.0%	0.0%	0.3%	0.1%	NO	NO	
Woodside Road to Marsh Road*	0.74	PM	4	-	3	2	6900	3300	>1.0	0.06	>1.0	0.06	YES	NO	12	2	0.0%	0.0%	0.2%	0.1%	NO	NO	
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	10	2	0.0%	0.0%	0.1%	0.1%	NO	NO	
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	5	1	0.0%	0.0%	0.1%	0.0%	NO	NO	
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	2	6900	3300	>1.0	0.11	>1.0	0.11	YES	NO	4	2	0.0%	0.0%	0.1%	0.1%	NO	NO	
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	2	1	0.0%	0.0%	0.0%	0.0%	NO	NO	
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	2	6900	3300	>1.0	0.11	>1.0	0.11	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO	
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	2	0.9%	0.0%	0.0%	0.1%	NO	NO	

Table J-2: 2035 Freeway Analysis

Freeway Segment ¹	Segment Length ²	Peak Hour ²	Existing		2035 No Project						2035 Plus Project												
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact ⁶		
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	
US 101 - Southbound (Santa Clara County)																							
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	23	3	0.9%	0.0%	0.3%	0.1%	NO	NO	
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	50	7	0.0%	0.0%	0.7%	0.2%	NO	NO	
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	25	4	0.9%	0.0%	0.4%	0.1%	NO	NO	
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	56	8	0.9%	8.3%	0.8%	0.2%	NO	NO	
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	25	4	0.0%	0.0%	0.4%	0.1%	NO	NO	
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	56	8	0.8%	8.3%	0.8%	0.2%	NO	NO	
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	25	4	0.0%	0.0%	0.4%	0.1%	NO	NO	
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	2	6900	3300	>1.0	0.02	>1.0	0.03	YES	NO	56	8	0.6%	50.0%	0.8%	0.2%	NO	NO	
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	2	6900	3300	0.89	0.05	0.89	0.05	NO	NO	20	3	0.0%	0.0%	0.3%	0.1%	NO	NO	
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.14	YES	NO	45	6	0.0%	7.7%	0.7%	0.2%	NO	NO	
Moffett Boulevard to SR 237	1.68	AM	3	1	3	2	6900	3300	0.9	0.05	0.9	0.05	NO	NO	20	3	0.0%	0.0%	0.3%	0.1%	NO	NO	
Moffett Boulevard to SR 237	1.68	PM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.14	YES	NO	45	6	0.9%	7.7%	0.7%	0.2%	NO	NO	
Interstate 280 - Northbound (Santa Clara County)																							
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.92	0.16	0.93	0.17	NO	NO	61	11	1.1%	6.3%	0.9%	0.7%	NO	NO	
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.84	0.11	0.85	0.11	NO	NO	44	7	1.2%	0.0%	0.6%	0.4%	NO	NO	
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	1	0.15	>1.0	0.16	YES	NO	68	12	1.0%	6.7%	1.0%	0.7%	YES	NO	
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.91	0.11	0.92	0.11	NO	NO	52	5	1.1%	0.0%	0.8%	0.3%	NO	NO	
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.88	0.11	0.89	0.11	NO	NO	76	13	1.1%	0.0%	1.1%	0.8%	NO	NO	
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.81	0.08	0.82	0.08	NO	NO	57	6	1.2%	0.0%	0.8%	0.4%	NO	NO	
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	>1.0	0.11	>1.0	0.12	YES	NO	127	22	1.7%	9.1%	1.8%	1.3%	YES	NO	
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	>1.0	0.05	>1.0	0.06	YES	NO	93	12	1.0%	20.0%	1.3%	0.7%	YES	NO	
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.09	YES	NO	127	22	1.9%	12.5%	1.8%	1.3%	YES	NO	
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.88	0.04	0.9	0.04	NO	NO	89	16	2.3%	0.0%	1.3%	1.0%	NO	NO	
Magdalena Avenue to El Monte Road	1.14	AM	3	-	4	-	9200	-	0.82	-	0.83	-	NO	-	125	0	1.2%	-	1.4%	-	NO	-	
Magdalena Avenue to El Monte Road	1.14	PM	3	-	4	-	9200	-	0.69	-	0.7	-	NO	-	95	0	1.4%	-	1.0%	-	NO	-	
El Monte Road to La BARRANCA Road	1.1	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	119	0	1.2%	-	1.3%	-	NO	-	
El Monte Road to La BARRANCA Road	1.1	PM	4	-	4	-	9200	-	0.76	-	0.78	-	NO	-	93	0	2.6%	-	1.0%	-	NO	-	
La BARRANCA Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	119	0	1.2%	-	1.3%	-	NO	-	
La BARRANCA Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.76	-	0.78	-	NO	-	93	0	2.6%	-	1.0%	-	NO	-	
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.77	-	0.77	-	NO	-	36	0	0.0%	-	0.4%	-	NO	-	
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.92	-	0.92	-	NO	-	33	0	0.0%	-	0.4%	-	NO	-	
Interstate 280 - Northbound (San Mateo County)																							
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	7	0	0.0%	-	0.1%	-	NO	-	
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.9	-	0.92	-	NO	-	12	0	2.2%	-	0.1%	-	NO	-	
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	47	0	1.3%	-	0.5%	-	NO	-	
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	107	0	1.0%	-	1.2%	-	YES	-	
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	47	0	1.4%	-	0.5%	-	NO	-	
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	107	0	1.1%	-	1.2%	-	NO	-	
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	42	0	0.0%	-	0.5%	-	NO	-	
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-	
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.8	-	0.81	-	NO	-	42	0	1.3%	-	0.5%	-	NO	-	
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.95	-	0.97	-	NO	-	96	0	2.1%	-	1.0%	-	NO	-	
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.88	-	0.89	-	NO	-	86	0	1.1%	-	0.9%	-	NO	-	
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	86	0	EII	-	0.9%	-	NO	-	
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.59	-	0.59	-	NO	-	38	0	0.0%	-	0.3%	-	NO	-	
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.69	-	0.7	-	NO	-	86	0	1.4%	-	0.6%	-	NO	-	

Table J-2: 2035 Freeway Analysis

Freeway Segment ¹	Segment Length ²	Peak Hour ²	Existing		2035 No Project						2035 Plus Project											
			Lanes ²		Lanes ³		Capacity ⁴		v/c ⁵		v/c ⁵		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact ⁶	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.71	-	0.72	-	NO	-	54	0	1.4%	-	0.4%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.64	-	0.65	-	NO	-	54	0	1.6%	-	0.4%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	95	0	1.9%	-	1.0%	-	YES	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.97	-	0.97	-	NO	-	54	0	0.0%	-	0.6%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.93	-	0.94	-	NO	-	105	0	1.1%	-	1.1%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.83	-	0.84	-	NO	-	60	0	1.2%	-	0.7%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.94	-	0.95	-	NO	-	105	0	1.1%	-	1.1%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.83	-	0.84	-	NO	-	60	0	1.2%	-	0.7%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	AM	4	-	4	-	9200	-	0.95	-	0.95	-	NO	-	117	0	0.0%	-	1.3%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	PM	4	-	4	-	9200	-	0.83	-	0.84	-	NO	-	67	0	1.2%	-	0.7%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.99	-	0.99	-	NO	-	117	0	0.0%	-	1.3%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.85	-	0.85	-	NO	-	67	0	0.0%	-	0.7%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	8	0	0.0%	-	0.1%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	11	0	1.3%	-	0.1%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.89	-	0.9	-	NO	-	24	0	1.1%	-	0.3%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.8	-	0.81	-	NO	-	40	0	1.3%	-	0.4%	-	NO	-
Page Mill Road to La BARRANCA Road	0.27	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	66	0	1.3%	-	0.7%	-	NO	-
Page Mill Road to La BARRANCA Road	0.27	PM	4	-	4	-	9200	-	0.85	-	0.86	-	NO	-	122	0	1.2%	-	1.3%	-	NO	-
La BARRANCA Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	66	11	1.3%	-	0.7%	-	NO	-
La BARRANCA Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.85	-	0.86	-	NO	-	122	22	1.2%	-	1.3%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	4	-	9200	-	0.68	-	0.69	-	NO	-	68	10	1.5%	-	0.7%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	4	-	9200	-	0.86	-	0.88	-	NO	-	127	22	2.3%	-	1.4%	-	NO	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.87	0.03	0.88	0.03	NO	NO	64	5	1.1%	0.0%	0.9%	0.3%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	>1.0	0.07	>1.0	0.08	YES	NO	125	13	0.9%	28.6%	1.8%	0.8%	YES	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	1	0.04	1	0.04	YES	NO	65	4	0.0%	0.0%	0.9%	0.2%	NO	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	>1.0	0.09	>1.0	0.1	YES	NO	125	12	0.9%	11.1%	1.8%	0.7%	YES	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.8	0.05	0.8	0.05	NO	NO	40	5	0.0%	0.0%	0.6%	0.3%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	0.92	0.07	0.93	0.07	NO	NO	75	11	1.1%	0.0%	1.1%	0.7%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.91	0.08	0.91	0.08	NO	NO	37	4	0.0%	0.0%	0.5%	0.2%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	67	12	1.0%	9.1%	1.0%	0.7%	YES	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.82	0.07	0.82	0.07	NO	NO	32	5	0.0%	0.0%	0.5%	0.3%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	0.94	0.11	0.94	0.12	NO	NO	60	11	0.0%	9.1%	0.9%	0.7%	NO	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted indicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA 2014 Conformance and Monitoring Report . Existing lanes within San Mateo County are from 2015 and a presented in the C/CAG Level of Service and Performance Measure Monitoring Report 2015 .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capacity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contributes more than one percent of capacity on a freeway segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

**APPENDIX K:
TRANSIT DELAY ANALYSIS**



Transit Analysis - VTA Route 22

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
47	0.3	1.8	0.2	1.5
46	0.4	0	0.8	0
48	2.3	1.6	5.9	1.4
49	-0.4	-0.3	0	-0.4
50	6.3	0.9	7.9	2.4
51	-1	2.2	1.5	0.2
52	-1.3	-0.7	-0.7	-1
20	-1.7	4.9	-0.7	1.6
53	-0.7	0.8	-0.2	1.8
54	-0.1	-0.3	-0.4	-0.5
TOTAL	4.1	10.9	14.3	7

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
47	3.1	1	1.7	0.2
46	0.8	0	0.9	0
48	3.9	0.8	21.2	1.8
49	-0.2	-0.1	0.1	-0.1
50	6.3	0.9	9.5	2.5
51	0.8	0.4	3.1	0.6
52	-0.8	-0.4	0	-0.4
20	-1	13.1	-0.4	9.1
53	-0.2	5.2	0.5	5
54	-0.4	0.5	-0.1	-0.1
TOTAL	12.3	21.4	36.5	18.6

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - VTA Route 35

Background (2018)

Int. #	AM		PM	
	Northbound	Southbound	Northbound	Southbound
11	0	0	0	-0.3
12	0	1.2	0	0.3
45	0	1.2	0	1.8
35	-2.1	0	-0.7	0
46	-0.6	1.7	-0.5	1.5
47	0	-0.1	1.9	-0.7
56	0	0	1	0
66	0.7	0.6	1.2	1.2
21	0.5	0.2	0.5	0.4
69	-0.1	0.1	-0.1	0.3
54	-0.3	-0.3	-0.5	-0.5
TOTAL	-1.9	4.6	2.8	4

Cumulative (2035)

Int. #	AM		PM	
	Northbound	Southbound	Northbound	Southbound
11	0	0.7	0	1.6
12	0	1.4	0	0.2
45	0	1.2	0	2.5
35	-1.9	0	-0.9	0
46	-0.2	0.9	-0.6	1.8
47	0	0.1	0	0.8
56	0.8	0	4.3	0
66	6.2	6.2	6.8	7
21	11	0.4	3.8	7
69	0.2	0.3	0.1	1.3
54	0.5	0.5	-0.1	-0.1
TOTAL	16.6	11.7	13.4	22.1

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - VTA Route 89

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
30	0	0	0	0
29	0	0	0	0
19	0	0	-2.1	0
52	1.5	1.1	2.5	0.7
TOTAL	1.5	1.1	0.4	0.7

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
30	0	0	0	0
29	0	0	0	0
19	0	0	-2	0
52	2.3	0.9	2.2	0
TOTAL	2.3	0.9	0.2	0

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - Route 522

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
47	0	1.8	1.9	1.5
46	0.4	0	0.8	0
48	2.3	1.6	5.9	1.4
49	-0.4	-0.3	0	-0.4
50	6.3	0.9	7.9	2.4
51	-1	2.2	1.5	0.2
52	-1.3	-0.7	-0.7	-1
20	-1.7	4.9	-0.7	1.6
53	-0.7	0.8	-0.2	1.8
54	-0.1	-0.3	-0.4	-0.5
TOTAL	3.8	10.9	16	7

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
47	0	1	0	0.2
46	0.8	0	0.9	0
48	3.9	0.8	21.2	1.8
49	-0.2	-0.1	0.1	-0.1
50	6.3	0.9	9.5	2.5
51	0.8	0.4	3.1	0.6
52	-0.8	-0.4	0	-0.4
20	-1	13.1	-0.4	9.1
53	-0.2	5.2	0.5	5
54	-0.4	0.5	-0.1	-0.1
TOTAL	9.2	21.4	34.8	18.6

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - SamTrans 281

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
11	0	0	-0.3	0
12	1.2	0	0.3	0
35	0	-2.1	0	-0.7
45	1.2	0	1.8	0
46	1.7	-0.6	1.5	-0.5
47	-0.1	0	-0.7	1.9
55	0.5	0	0.4	0
64	0.4	0.4	0.2	-0.7
77	0.2	0.9	0.3	0.4
78	0	0.1	-0.1	0
79	-0.4	0.9	0	-0.2
80	0.2	-0.1	0.2	-0.3
73	0.2	0.2	0.6	0.7
TOTAL	5.1	-0.3	4.2	0.6

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
11	0.7	0	1.6	0
12	1.4	0	0.2	0
35	0	-1.9	0	-0.9
45	1.2	0	2.5	0
46	0.9	-0.2	1.8	-0.6
47	0.1	0	0.8	0
55	0.1	0	0.4	0
64	0.7	0.4	1.3	-0.8
77	0.6	3.4	0	-0.2
78	0.1	0.1	-0.1	0
79	-0.3	0.9	0	-0.2
80	0.2	0.2	0.2	-0.2
73	0.7	0.2	1	1
TOTAL	6.4	3.1	9.7	-1.9

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - SamTrans ECR

Background (2018)

Int. #	AM		PM	
	Northbound	Southbound	Northbound	Southbound
47	0	-0.1	0	-0.7
46	0	1.7	0	1.5
45	0	1.2	-0.2	1.8
12	-1	0	-0.2	0
44	-0.1	-0.2	0	-0.3
43	-0.3	-0.4	0	-0.4
42	-0.3	-0.2	-0.1	-0.3
41	-0.3	0.3	0.2	-0.4
40	-0.2	-0.1	-0.3	-0.5
39	-0.6	-0.3	-0.3	-0.4
38	-0.8	-0.1	0.2	-0.2
37	-0.4	0	0	-0.4
TOTAL	-4	1.8	-0.7	-0.3

Cumulative (2035)

Int. #	AM		PM	
	Northbound	Southbound	Northbound	Southbound
47	0	0.1	0	0.8
46	0	0.9	0	1.8
45	0	1.2	0	2.5
12	-0.6	0	-0.1	0
44	-0.1	-0.2	0	0.1
43	-0.3	-0.3	0	-0.1
42	0	0	-0.1	-0.1
41	0.5	1.3	3	-0.1
40	-0.6	-0.1	0.2	-0.1
39	-0.6	-0.3	-0.3	-0.5
38	-0.8	1.1	2.1	-0.1
37	1.3	0	5	-0.4
TOTAL	-1.2	3.7	9.8	3.8

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - AC Transit Dumbarton Express

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
36	-1.1	1.9	-0.3	0.2
46	-1.6	-0.6	-0.8	-0.5
47	-0.1	0	-0.7	1.9
55	0.5	-0.7	0.4	-0.4
64	0.1	0.5	-0.6	1.7
63	0.4	0.2	-0.1	0.5
62	0.8	-0.4	1.1	-0.3
72	-0.2	-0.1	0	0
84	0.1	0.1	0	0
85	0.1	0.1	0	-0.1
73	-0.3	-0.1	-0.1	0
74	0	0	-0.1	0
75	0	0.9	0.2	0.1
76	-0.1	0.1	0	-0.1
81	0.3	0	3.2	-0.1
TOTAL	-1.1	1.9	2.2	2.9

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
36	-2.3	0	-0.1	1
46	-1.1	-0.2	-0.7	-0.6
47	0.1	0	0.8	0
55	0.1	17.8	0.4	1
64	-0.1	0.6	-0.8	2.3
63	2	1.6	3.6	4.6
62	0.5	1.2	0.9	0.2
72	-0.2	-0.1	0	0.1
84	0.1	0.1	0	0
85	0.1	0.2	0	-0.1
73	-0.2	0	-0.1	0.5
74	0	0	-0.1	0
75	0	1.1	0.1	0.2
76	0	0.3	0.4	0.1
81	0.6	0	3	-0.1
TOTAL	-0.4	22.6	7.4	9.2

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - AC Transit Dumbarton Express 1

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
17	0.6	3.8	3.2	0.4
16	0	0.8	0.6	0.2
15	0	0	0	0
29	0	0	0	0
19	0.3	7.2	-1.5	5.8
20	-0.2	6.6	3	6.5
21	0.4	1.2	0.5	0.5
22	0	0	0.1	0.1
84	0	0.2	0	0
85	0	0.1	0.2	-0.1
73	-0.3	-0.1	-0.1	0
74	0	0	-0.1	0
75	0	0.9	0.2	0.1
76	-0.1	0.1	0	-0.1
81	0.3	0	3.2	-0.1
TOTAL	1	20.8	9.3	13.3

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
17	0.5	1	7	0.3
16	0	0.8	0.5	0.1
15	0	0	0	0
29	0	0	0	0
19	0.3	8.3	-1.1	9.2
20	-0.3	14.2	2.3	15.3
21	0.6	2.2	0.8	0.5
22	0.1	0	0.1	0
84	0	0.3	0	0
85	0	0.2	0.2	-0.1
73	-0.2	0	-0.1	0.5
74	0	0	-0.1	0
75	0	1.1	0.1	0.2
76	0	0.3	0.4	0.1
81	0.6	0	3	-0.1
TOTAL	1.6	28.4	13.1	26

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - AC Transit U-Line

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
35		0	2	
36		1.5	2.1	
48		-0.2	5.4	
82		-0.6	-0.4	
66		0.5	0.1	
67		-0.2	-0.1	
84		0	0	
85		0	0	
73		-0.1	-0.1	
74		0	-0.1	
75		0.9	0.2	
76		0.1	0	
81		0	3.2	
TOTAL		1.9	12.3	

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
35		0	1.9	
36		5.1	1.7	
48		5.4	17	
82		-0.3	-0.2	
66		5.3	5.8	
67		0.1	-0.1	
84		0	0	
85		0	0	
73		0	-0.1	
74		0	-0.1	
75		1.1	0.1	
76		0.3	0.4	
81		0	3	
TOTAL		17	29.4	

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - City of Palo Alto Embarcadero Shuttle

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
55	0.5	0	0.4	0
47	0.3	1.8	0.2	1.5
46	0.4	0	0.8	0
48	2.6	-0.2	3.6	-1
82	-1.5	-0.6	-0.4	-0.5
66	-0.1	0.5	0.1	-0.4
67	-0.5	-0.2	-0.1	-0.5
68	0.3	0.3	0.7	0.4
TOTAL	2	1.6	5.3	-0.5

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
55	0.1	0	0.4	0
47	3.1	1	1.7	0.2
46	0.8	0	0.9	0
48	2.7	5.4	4.8	0.6
82	-1.2	-0.3	-0.2	-0.4
66	-0.2	5.3	5.8	-0.3
67	-0.4	0.1	-0.1	-0.5
68	1	0.3	0.6	0.8
TOTAL	5.9	11.8	13.9	0.4

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

Transit Analysis - City of Palo Alto Crosstown Shuttle

Background (2018)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
55	0.5	-0.7	0.4	-0.4
21	0.2	0.5	0.4	0.5
69	0.1	0.1	0.3	0.3
TOTAL	0.8	-0.1	1.1	0.4

Cumulative (2035)

Int. #	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
55	0.1	17.8	0.4	1
21	0.4	11	7	3.8
69	0.3	0.3	1.3	1.3
TOTAL	0.8	29.1	8.7	6.1

Note:

Delay may be shown to decrease which can be due to change in allocated green time, change in critical movement, or negative trip generation.

**APPENDIX L:
MITIGATED STUDY INTERSECTION LOS CALCULATION SHEETS**



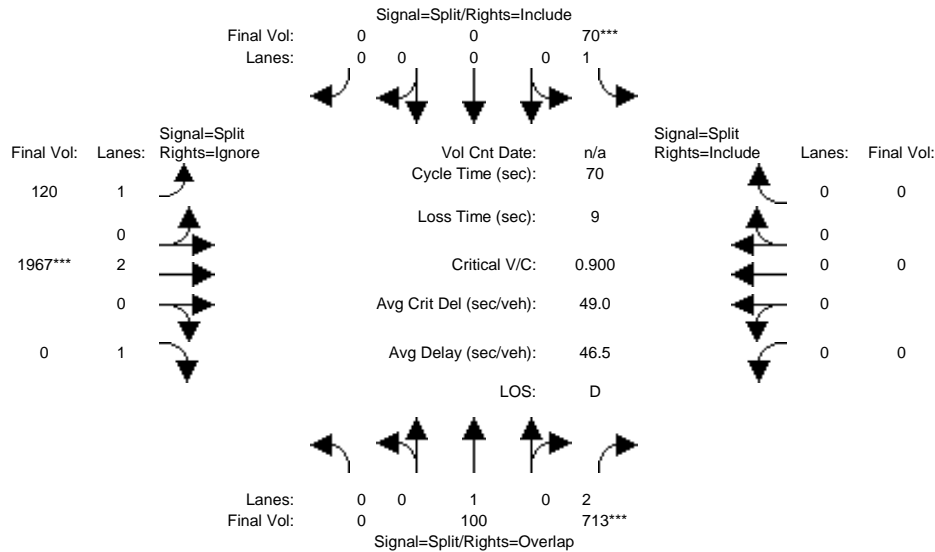
Stanford GUP TIA
 SJ15-1585
 2018 with Project Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	2018 MIT AM				2018 MIT PM					
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		
#2 Sand Hill Rd / I-280 NB Off-Ramp (MP)	D	46.5	0.900	49.0	B-	18.3	0.460	15.1		
#113 I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D+	37.2	0.691	33.2	D	42.3	0.753	42.1		
#17 Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	98.6	1.080	125.4	F	103.8	0.971	148.7		
#30 Foothill Expressway / Arastradero Road (SCC)	E	60.2	0.302	57.9	E	67.9	0.348	70.7		
#31 Foothill Expressway / San Antonio Road (SC CMP)	B-	19.2	0.716	23.7	C+	21.1	0.670	28.4		
#58 Alma Street / Charleston Road	D-	54.7	0.758	55.7	D-	54.8	0.787	61.9		

Stanford GUP TIA
 SJ15-1585
 2018 with Project Mitigations
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2018 MIT AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	3	0	0	0	0	167	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	713	70	0	0	120	1967	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	713	70	0	0	120	1967	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	713	70	0	0	120	1967	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	713	70	0	0	120	1967	0	0	0	0

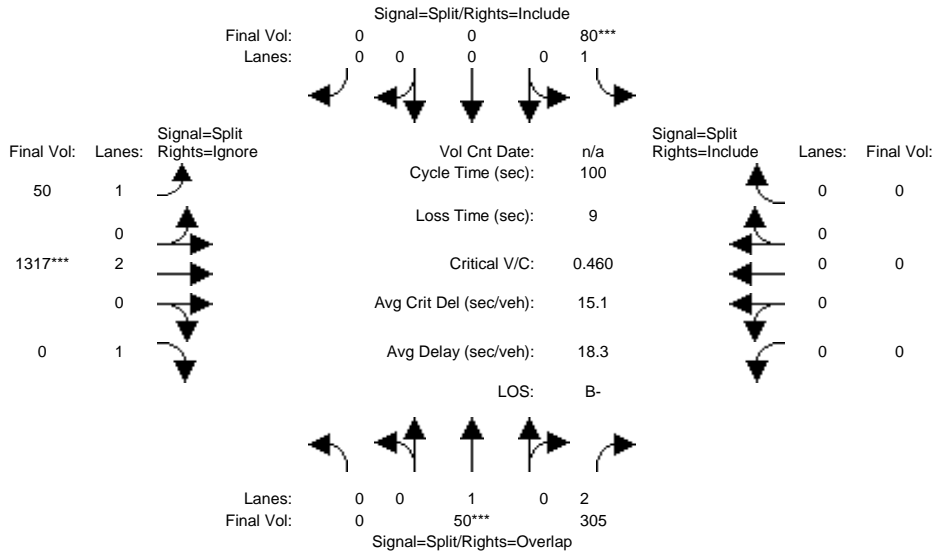
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.23	0.04	0.00	0.00	0.07	0.52	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	15.5	15.5	10.0	0.0	0.0	35.5	35.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	1.02	0.28	0.00	0.00	0.14	1.02	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	66.7	27.4	0.0	0.0	9.2	43.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	66.7	27.4	0.0	0.0	9.2	43.3	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	E	C	A	A	A	D	A	A	A	A
HCM2k95thQ:	0	4	28	3	0	0	3	51	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford GUP TIA
 SJ15-1585
 2018 with Project Mitigations
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2018 MIT PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	5	0	0	0	0	97	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	305	80	0	0	50	1317	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	305	80	0	0	50	1317	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	305	80	0	0	50	1317	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	305	80	0	0	50	1317	0	0	0	0

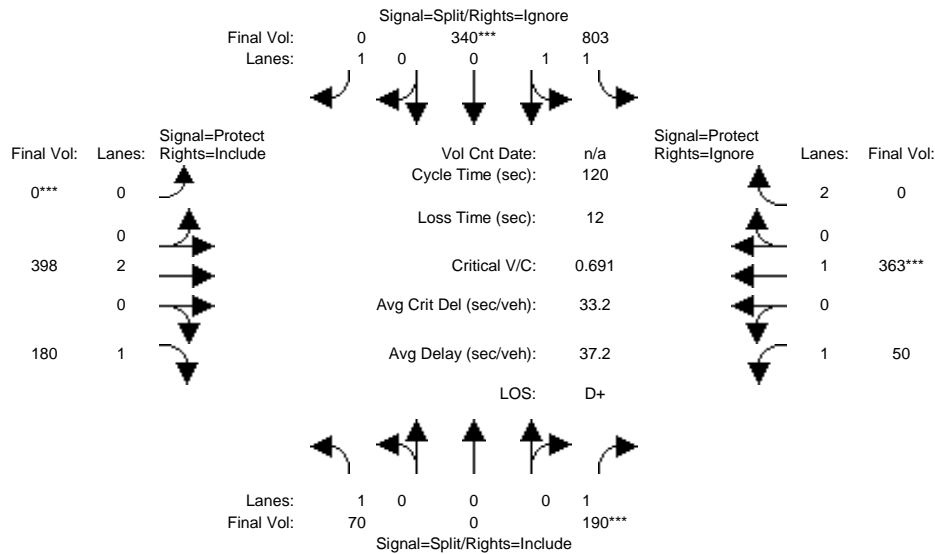
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.10	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	21.0	21.0	10.0	0.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.13	0.46	0.46	0.00	0.00	0.05	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.2	35.0	44.3	0.0	0.0	8.3	12.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.2	35.0	44.3	0.0	0.0	8.3	12.6	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	D+	D	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	3	10	5	0	0	1	23	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill 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	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	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	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	8	0	0	3	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	70	0	190	803	340	0	0	398	180	50	363	0

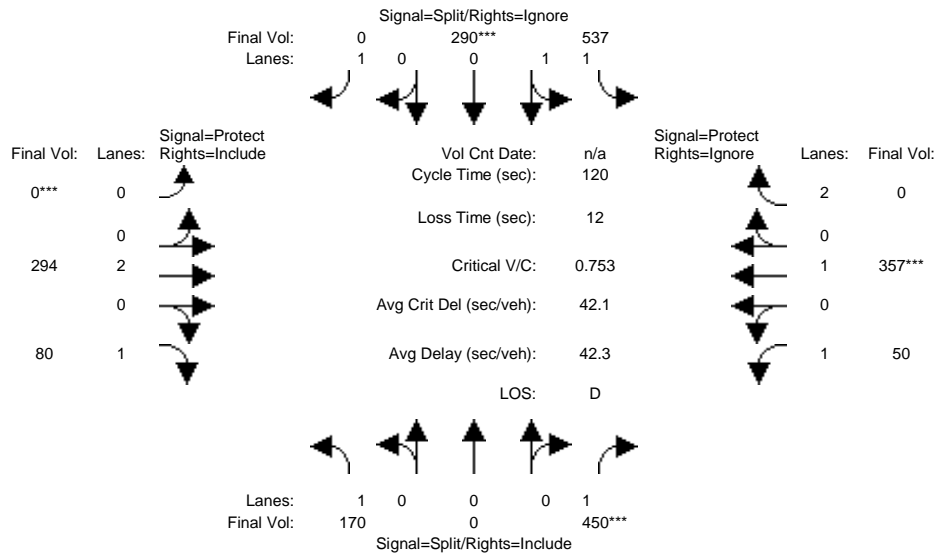
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2494	1056	1750	0	3800	1750	1750	1900	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.10	0.10	0.03	0.19	0.00
Crit Moves:			****		****		****				****	
Green Time:	18.9	0.0	18.9	55.9	55.9	0.0	0.0	21.3	21.3	11.9	33.2	0.0
Volume/Cap:	0.25	0.00	0.69	0.69	0.69	0.00	0.00	0.59	0.58	0.29	0.69	0.00
Delay/Veh:	44.9	0.0	55.1	26.5	26.5	0.0	0.0	46.7	47.9	51.1	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	0.0	55.1	26.5	26.5	0.0	0.0	46.7	47.9	51.1	42.7	0.0
LOS by Move:	D	A	E+	C	C	A	A	D	D	D-	D	A
HCM2k95thQ:	5	0	16	31	31	0	0	14	14	4	23	0

Note: Queue reported is the number of cars per lane.

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Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	4	0	0	7	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	920
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	537	290	0	0	294	80	50	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	0	0	294	80	50	357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	170	0	450	537	290	0	0	294	80	50	357	0

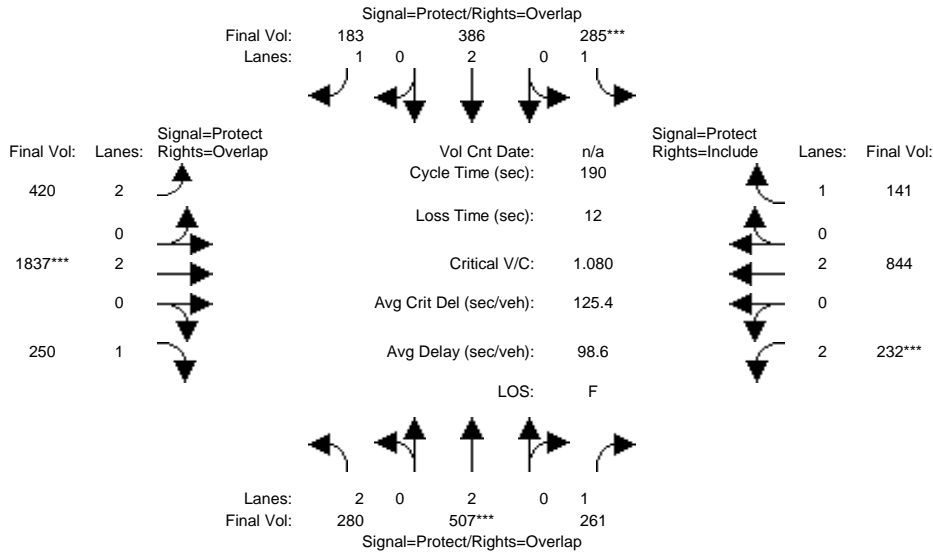
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.31	0.69	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2305	1245	1750	0	3800	1750	1750	1900	3150

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.26	0.23	0.23	0.00	0.00	0.08	0.05	0.03	0.19	0.00
Crit Moves:			****	****			****			****		
Green Time:	41.0	0.0	41.0	37.1	37.1	0.0	0.0	17.6	17.6	12.3	29.9	0.0
Volume/Cap:	0.28	0.00	0.75	0.75	0.75	0.00	0.00	0.53	0.31	0.28	0.75	0.00
Delay/Veh:	29.1	0.0	40.4	40.3	40.3	0.0	0.0	48.3	46.5	50.6	48.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	40.4	40.3	40.3	0.0	0.0	48.3	46.5	50.6	48.3	0.0
LOS by Move:	C	A	D	D	D	A	A	D	D	D	D	A
HCM2k95thQ:	10	0	30	28	28	0	0	11	6	4	24	0

Note: Queue reported is the number of cars per lane.

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	87	1	15	46	33	60	67	0	2	34	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	507	261	285	386	183	420	1837	250	232	844	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	507	261	285	386	183	420	1837	250	232	844	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	507	261	285	386	183	420	1837	250	232	844	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	507	261	285	386	183	420	1837	250	232	844	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

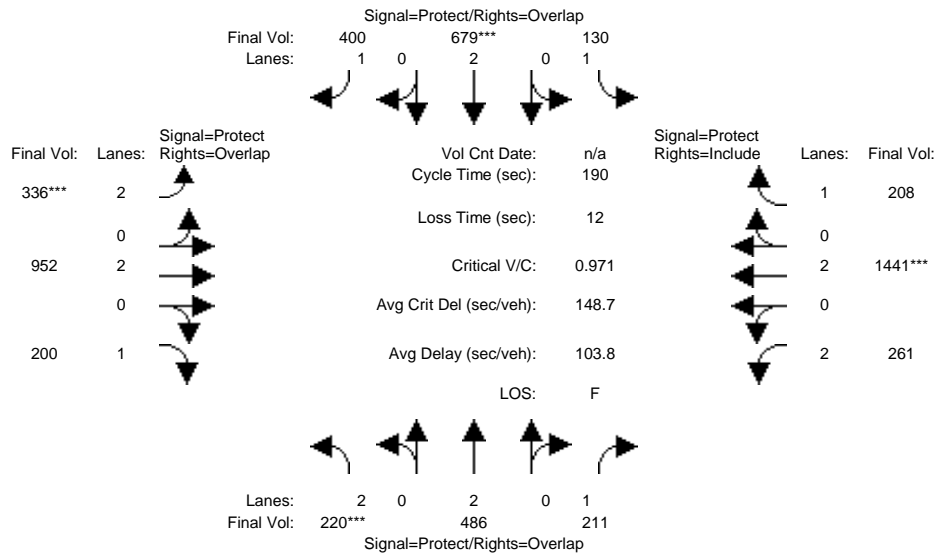
Capacity Analysis Module:

Vol/Sat:	0.09	0.13	0.15	0.33	0.20	0.10	0.13	0.48	0.14	0.07	0.22	0.08
Crit Moves:	****			****			****			****		
Green Time:	18.8	32.0	50.8	30.1	43.3	78.6	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.79	0.56	2.06	0.89	0.25	0.72	0.94	0.23	0.74	0.52	0.19
Delay/Veh:	116.8	87.3	65.2	584.3	95.7	38.9	81.5	67.4	25.1	104.3	64.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	87.3	65.2	584.3	95.7	38.9	81.5	67.4	25.1	104.3	64.0	54.0
LOS by Move:	F	F	E	F	F	D+	F	E	C	F	E	D-
HCM2k95thQ:	20	26	25	60	23	19	25	84	19	16	38	15

Note: Queue reported is the number of cars per lane.

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	66	1	30	89	70	56	42	0	1	61	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	486	211	130	679	400	336	952	200	261	1441	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	486	211	130	679	400	336	952	200	261	1441	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	486	211	130	679	400	336	952	200	261	1441	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	486	211	130	679	400	336	952	200	261	1441	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

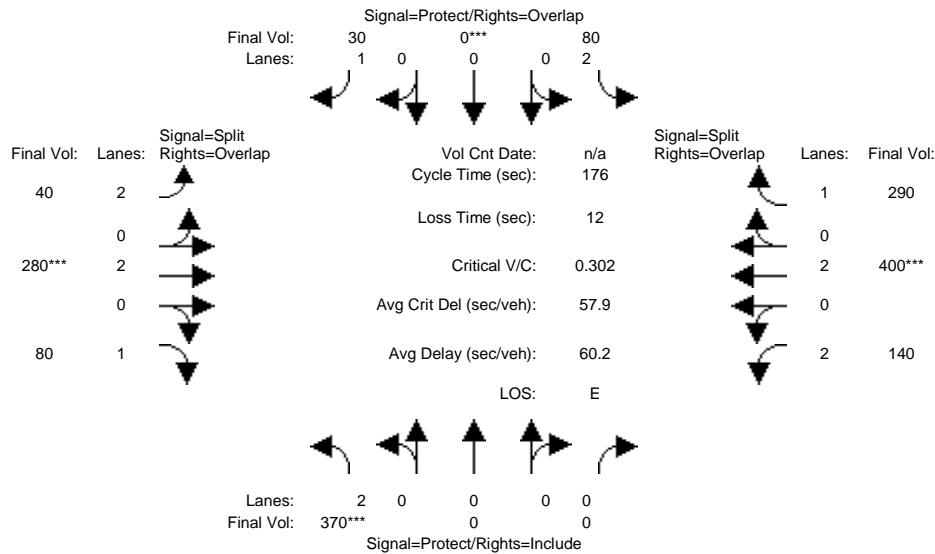
Capacity Analysis Module:

Vol/Sat:	0.07	0.13	0.12	0.15	0.36	0.23	0.11	0.25	0.11	0.08	0.38	0.12
Crit Moves:	***				****		****				****	
Green Time:	18.8	33.0	51.6	30.1	44.2	80.0	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.74	0.44	0.94	1.54	0.54	0.57	0.49	0.19	0.84	0.90	0.28
Delay/Veh:	95.3	83.5	61.6	142.1	330	44.8	76.0	40.6	24.7	114.7	88.4	57.3
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:	95.3	83.5	61.6	142.1	330	44.8	76.0	40.6	24.7	114.7	88.4	57.3
LOS by Move:	F	F	E	F	F	D	E-	D	C	F	F	E+
HCM2k95thQ:	15	25	20	18	55	39	21	37	15	19	69	21

Note: Queue reported is the number of cars per lane.

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1369	0	80	143	30	40	280	80	140	400	290
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	0	0	80	0	30	40	280	80	140	400	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	0	80	0	30	40	280	80	140	400	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	0	0	80	0	30	40	280	80	140	400	290

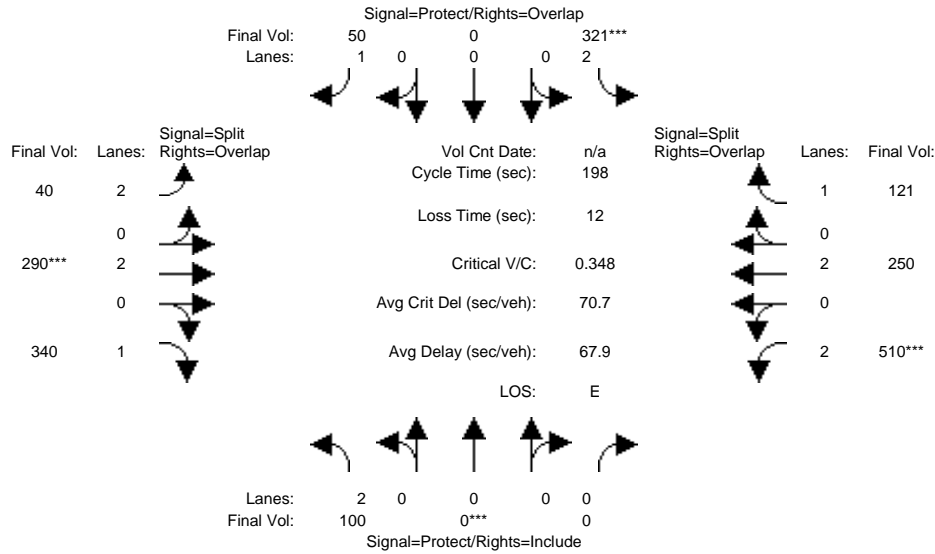
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3554	0	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.02	0.00	0.02	0.01	0.07	0.05	0.04	0.11	0.17
Crit Moves:	****			****			****			****		
Green Time:	38.4	0.0	0.0	20.6	0.0	63.7	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.48	0.00	0.00	0.19	0.00	0.05	0.05	0.30	0.10	0.22	0.52	0.52
Delay/Veh:	64.6	0.0	0.0	75.1	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	0.0	0.0	75.1	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.1
LOS by Move:	E	A	A	E-	A	D+	D-	E+	C	E	E	D-
HCM2k95thQ:	18	0	0	4	0	2	2	12	5	8	18	25

Note: Queue reported is the number of cars per lane.

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	46	0	1	73	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	376	0	321	1363	50	40	290	340	510	250	121
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	0	321	0	50	40	290	340	510	250	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	0	321	0	50	40	290	340	510	250	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	0	321	0	50	40	290	340	510	250	121

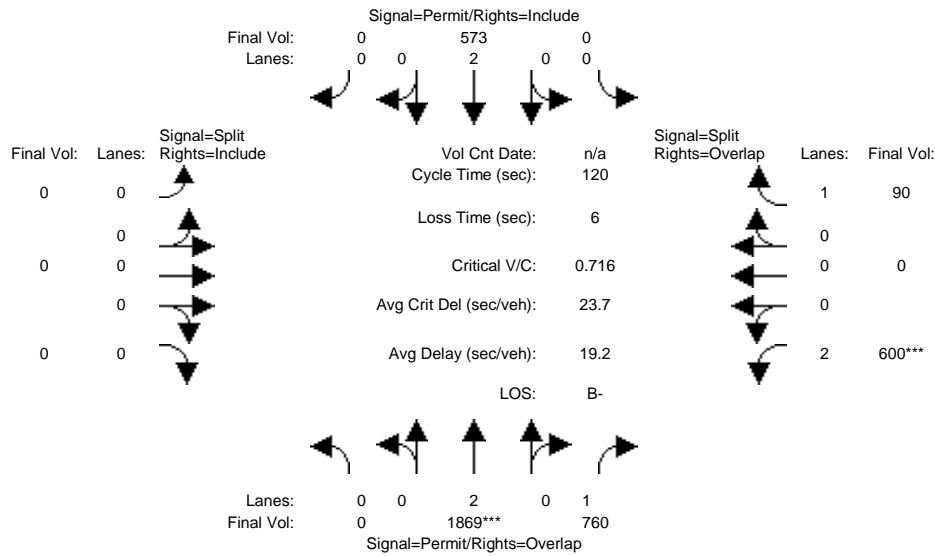
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3561	0	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.09	0.00	0.03	0.01	0.08	0.19	0.16	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	20.6	0.0	0.0	42.2	0.0	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.27	0.00	0.00	0.42	0.00	0.04	0.04	0.26	0.49	0.83	0.34	0.17
Delay/Veh:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	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:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	39.9
LOS by Move:	F	A	A	E	A	B	D-	E+	D	F	E	D
HCM2k95thQ:	6	0	0	17	0	2	2	13	30	33	13	10

Note: Queue reported is the number of cars per lane.

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	1790	760	-50	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	-50	540	0	0	0	0	600	0	90
Added Vol:	0	79	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1869	760	-50	573	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1869	760	0	573	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1869	760	0	573	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1869	760	0	573	0	0	0	0	600	0	90

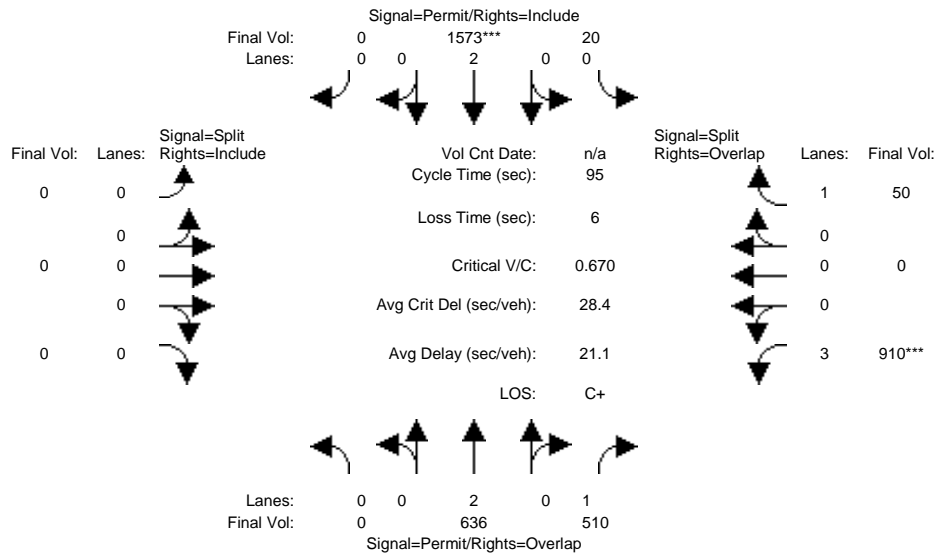
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	0.97	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3700	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.79	0.53	0.00	0.25	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.9	0.7	0.0	22.6	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.7	0.0	22.6	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2k95thQ:	0	43	7	0	17	0	0	0	0	20	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	590	510	20	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	20	1500	0	0	0	0	910	0	50
Added Vol:	0	46	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	636	510	20	1573	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	510	20	1573	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	510	20	1573	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	636	510	20	1573	0	0	0	0	910	0	50

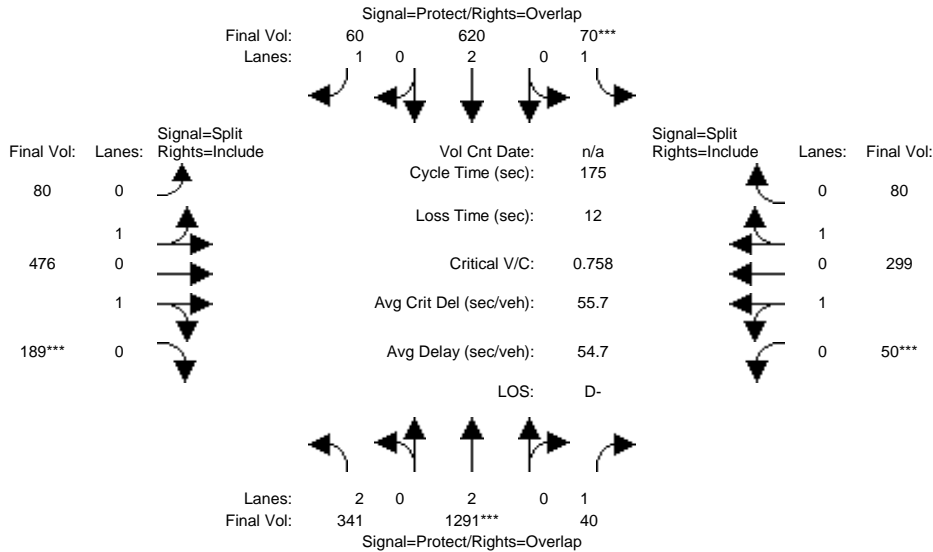
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	3800	1750	46	3654	0	0	0	0	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.29	0.43	0.43	0.00	0.00	0.00	0.00	0.20	0.00	0.03
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	59.3	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.27	0.31	0.69	0.69	0.00	0.00	0.00	0.00	0.63	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	27.3	27.3	0.0	0.0	0.0	0.0	30.4	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	27.3	27.3	0.0	0.0	0.0	0.0	30.4	0.0	24.3
LOS by Move:	A	A	A	C	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	9	4	38	38	0	0	0	0	18	0	2

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	Alma Street NB			Alma Street SB			Charleston Road EB			Charleston Road WB		
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	21	21	0	0	10	0	0	6	9	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1291	40	70	620	60	80	476	189	50	299	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1291	40	70	620	60	80	476	189	50	299	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1291	40	70	620	60	80	476	189	50	299	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	1291	40	70	620	60	80	476	189	50	299	80

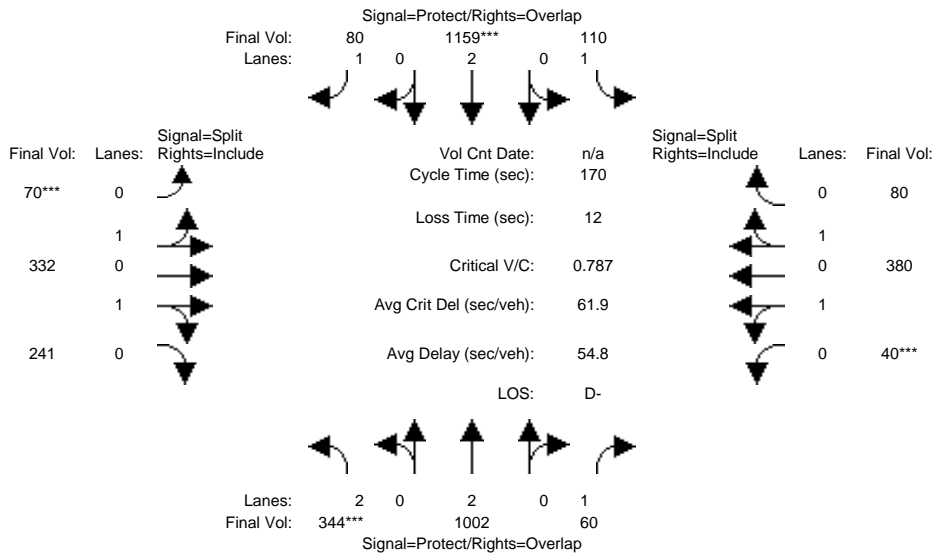
Saturation Flow Module:	Alma Street NB			Alma Street SB			Charleston Road EB			Charleston Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.40	0.37
Final Sat.:	3150	3800	1750	1750	3800	1750	387	2300	913	420	2509	671

Capacity Analysis Module:	Alma Street NB			Alma Street SB			Charleston Road EB			Charleston Road WB		
Vol/Sat:	0.11	0.34	0.02	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.0	78.5	106.0	9.2	52.7	100.5	47.8	47.8	47.8	27.5	27.5	27.5
Volume/Cap:	0.54	0.76	0.04	0.76	0.54	0.06	0.76	0.76	0.76	0.76	0.76	0.76
Delay/Veh:	63.8	42.4	13.9	111.5	51.6	16.4	61.7	61.7	61.7	76.4	76.4	76.4
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:	63.8	42.4	13.9	111.5	51.6	16.4	61.7	61.7	61.7	76.4	76.4	76.4
LOS by Move:	E	D	B	F	D-	B	E	E	E	E-	E-	E-
HCM2k95thQ:	18	47	2	11	24	3	33	33	33	21	21	21

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	14	12	0	0	19	0	0	12	21	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1002	60	110	1159	80	70	332	241	40	380	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1002	60	110	1159	80	70	332	241	40	380	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1002	60	110	1159	80	70	332	241	40	380	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	1002	60	110	1159	80	70	332	241	40	380	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.22	1.03	0.75	0.16	1.52	0.32
Final Sat.:	3150	3800	1750	1750	3800	1750	392	1859	1349	288	2736	576

Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.03	0.06	0.31	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	***				****		****			****		
Green Time:	23.6	72.2	102.2	17.2	65.9	104.4	38.6	38.6	38.6	30.0	30.0	30.0
Volume/Cap:	0.79	0.62	0.06	0.62	0.79	0.07	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.0	38.9	14.0	79.9	48.8	13.3	67.0	67.0	67.0	73.5	73.5	73.5
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:	80.0	38.9	14.0	79.9	48.8	13.3	67.0	67.0	67.0	73.5	73.5	73.5
LOS by Move:	E-	D+	B	E-	D	B	E	E	E	E	E	E
HCM2k95thQ:	20	34	3	13	45	4	29	29	29	23	23	23

Note: Queue reported is the number of cars per lane.

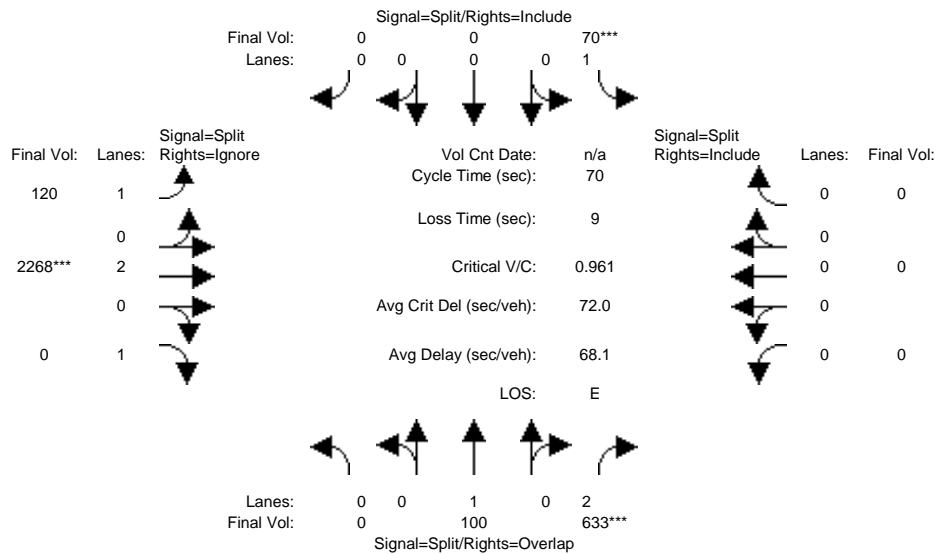
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Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	2035 MIT AM				2035 MIT PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2 Sand Hill Rd / I-280 NB Off-Ramp (MP)	E	68.1	0.961	72.0	B	15.7	0.490	12.3
#17 Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	130.1	1.128	151.8	F	150.4	1.207	239.1
#19 Hanover St / Page Mill Rd (SC CMP)	E-	76.6	0.632	77.5	D	50.9	0.631	52.6
#20 El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	70.7	0.956	79.1	F	83.0	1.017	99.0
#21 Middlefield Road / Oregon Expressway (SC CMP)	N/A							
#29 Foothill Expressway / Hillview Avenue (SCC)	N/A							
#30 Foothill Expressway / Arastradero Road (SCC)	D	41.4	0.345	28.0	E	74.0	0.497	91.2
#31 Foothill Expressway / San Antonio Road (SC CMP)	D	40.1	0.944	53.8	D	45.4	0.960	65.9
#32 Foothill Expressway / El Monte Avenue (SC CMP)	E	74.1	0.870	85.1	F	110.3	1.046	162.9
#33 Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	123.0	1.133	180.8	F	144.9	0.885	215.6
#37 El Camino Real / Encinal Avenue (MP)	D+	35.5	0.892	50.6	E	67.2	1.003	90.5
#38 El Camino Real / Valpariso Avenue (MP)	D-	52.5	0.918	65.2	D-	52.3	0.828	58.6
#41 El Camino Real / Ravenswood Avenue (MP)	D	47.6	0.882	53.3	E	63.7	0.943	68.9
#48 El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	53.1	0.829	58.2	E	71.1	1.017	81.2
#56 Alma Street / Hamilton Avenue	B+	10.0	0.762	11.4	D	39.3	1.080	76.8
#58 Alma Street / Charleston Road	F	121.7	1.125	129.7	F	119.9	1.154	145.8
#59 Middlefield Road / Marsh Road	D	41.7	0.969	54.2	E	68.6	1.043	93.9
#63 Middlefield Road / Lytton Avenue	N/A							
#66 Middlefield Road / Embarcadero Road	N/A							
#89 Central Expy / Moffett Blvd (SC CMP)	F	85.9	1.130	132.4	F	93.0	1.214	144.2
#90 Foothill Expy / Edith Ave (SCC)	N/A							

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	3	0	0	0	0	158	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	633	70	0	0	120	2268	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	633	70	0	0	120	2268	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	633	70	0	0	120	2268	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	100	633	70	0	0	120	2268	0	0	0	0

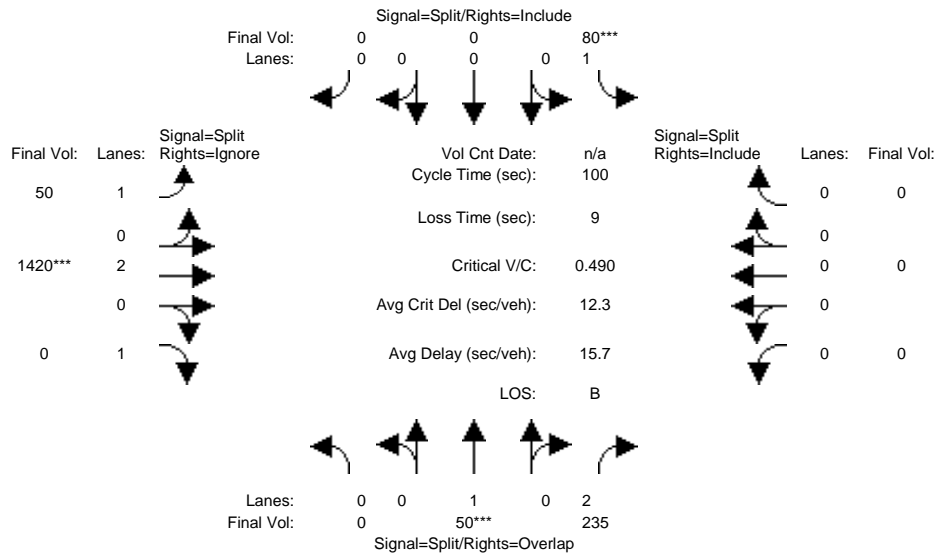
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.20	0.04	0.00	0.00	0.07	0.60	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	12.8	12.8	10.0	0.0	0.0	38.2	38.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	1.10	0.28	0.00	0.00	0.13	1.10	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.1	94.6	27.4	0.0	0.0	7.8	67.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.1	94.6	27.4	0.0	0.0	7.8	67.1	0.0	0.0	0.0	0.0
LOS by Move:	A	C	F	C	A	A	A	E	A	A	A	A
HCM2k95thQ:	0	4	29	3	0	0	3	65	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
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	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	5	0	0	0	0	70	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	235	80	0	0	50	1420	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	235	80	0	0	50	1420	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	235	80	0	0	50	1420	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	50	235	80	0	0	50	1420	0	0	0	0

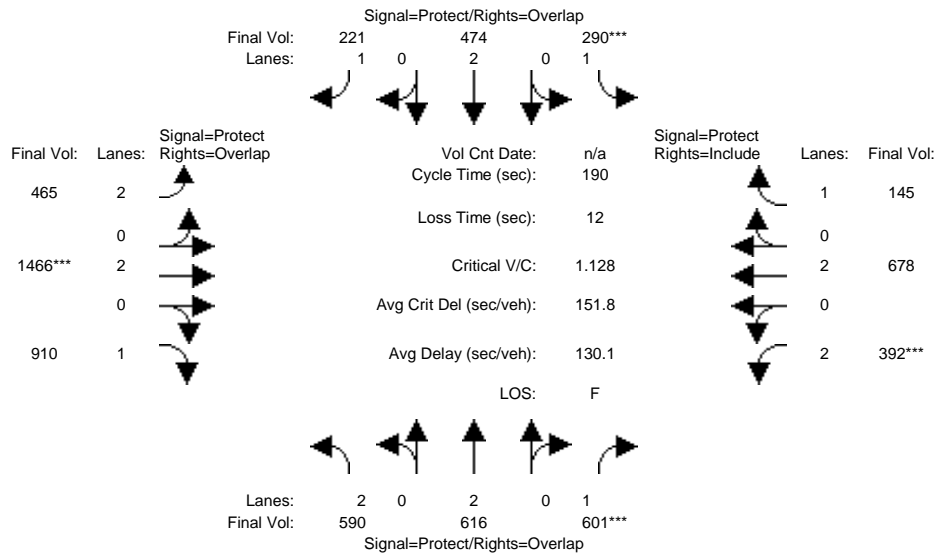
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.07	0.05	0.00	0.00	0.03	0.37	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	15.2	15.2	10.0	0.0	0.0	65.8	65.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.49	0.46	0.00	0.00	0.04	0.57	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	39.6	44.3	0.0	0.0	6.0	9.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	39.6	44.3	0.0	0.0	6.0	9.7	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	D	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	9	5	0	0	1	22	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothill						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	590	530	600	270	430	180	400	1770	910	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	530	600	270	430	180	400	1770	910	390	650	120
Added Vol:	0	86	1	20	44	41	65	63	0	2	28	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	616	601	290	474	221	465	1833	910	392	678	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	616	601	290	474	221	465	1466	910	392	678	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	616	601	290	474	221	465	1466	910	392	678	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	590	616	601	290	474	221	465	1466	910	392	678	145

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

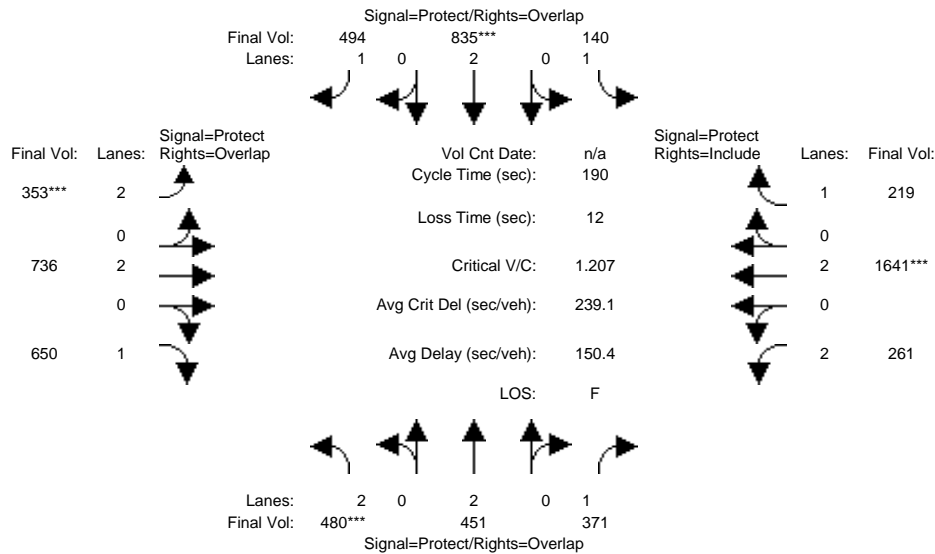
Capacity Analysis Module:

Vol/Sat:	0.19	0.16	0.34	0.33	0.25	0.13	0.15	0.39	0.52	0.12	0.18	0.08
Crit Moves:			****	****			****			****		
Green Time:	26.6	32.0	50.8	37.4	35.5	70.8	35.4	97.8	124.4	18.8	81.3	81.3
Volume/Cap:	1.34	0.96	1.28	1.68	1.34	0.34	0.79	0.75	0.79	1.26	0.42	0.19
Delay/Veh:	253.2	110	217.6	413.1	252	45.8	85.9	50.4	41.9	236.7	60.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	253.2	110	217.6	413.1	252	45.8	85.9	50.4	41.9	236.7	60.5	54.2
LOS by Move:	F	F	F	F	F	D	F	D	D	F	E	D-
HCM2k95thQ:	50	31	84	55	37	23	28	60	77	35	31	15

Note: Queue reported is the number of cars per lane.

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Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	480	390	370	100	750	410	280	890	650	260	1590	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	390	370	100	750	410	280	890	650	260	1590	180
Added Vol:	0	61	1	40	85	84	73	30	0	1	51	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	451	371	140	835	494	353	920	650	261	1641	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	451	371	140	835	494	353	736	650	261	1641	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	451	371	140	835	494	353	736	650	261	1641	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	451	371	140	835	494	353	736	650	261	1641	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

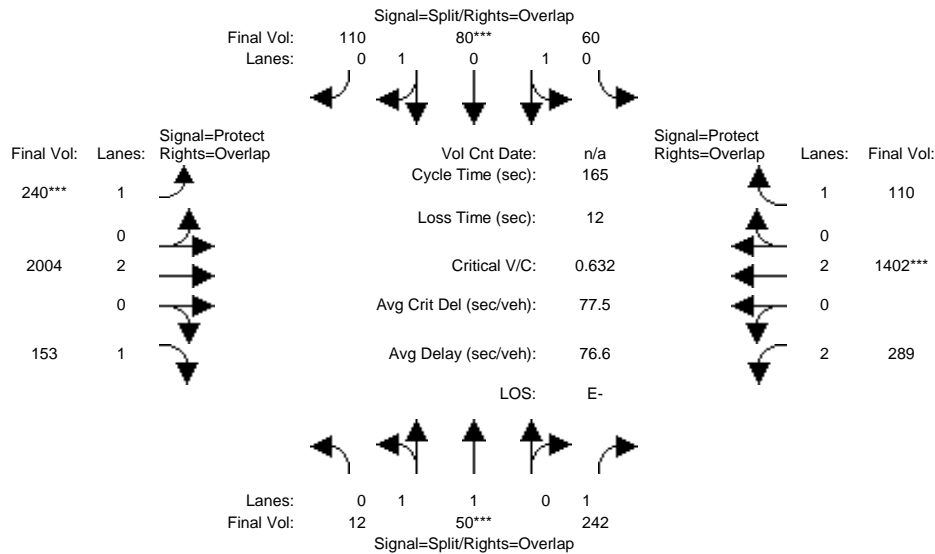
Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.21	0.16	0.44	0.28	0.11	0.19	0.37	0.08	0.43	0.13
Crit Moves:	***				****		****				****	
Green Time:	18.8	32.3	51.0	30.7	44.2	80.0	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	1.54	0.70	0.79	0.99	1.89	0.67	0.60	0.38	0.61	0.84	1.03	0.30
Delay/Veh:	349.1	82.3	77.4	156.9	486	49.6	76.8	37.7	35.6	114.7	116	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	349.1	82.3	77.4	156.9	486	49.6	76.8	37.7	35.6	114.7	116	57.7
LOS by Move:	F	F	E-	F	F	D	E-	D+	D+	F	F	E+
HCM2k95thQ:	48	23	38	19	75	47	22	28	53	18	85	22

Note: Queue reported is the number of cars per lane.

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1930	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1930	150	270	1350	110
Added Vol:	2	0	12	0	0	0	0	74	3	19	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	242	60	80	110	240	2004	153	289	1402	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	242	60	80	110	240	2004	153	289	1402	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	242	60	80	110	240	2004	153	289	1402	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	50	242	60	80	110	240	2004	153	289	1402	110

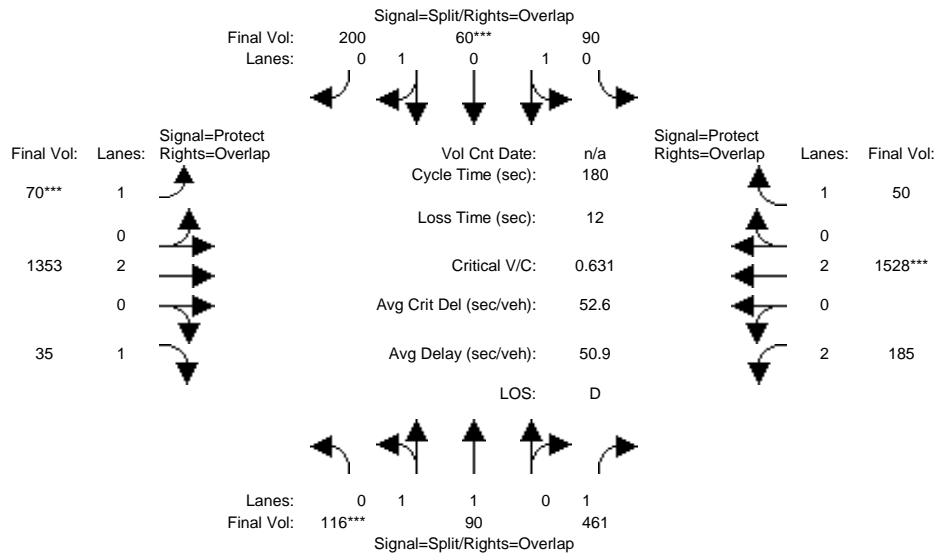
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.53	0.09	0.09	0.37	0.06
Crit Moves:	****			****			****			****		
Green Time:	22.3	22.3	43.8	25.8	25.8	42.1	16.3	85.1	107.4	21.5	90.2	116.0
Volume/Cap:	0.12	0.12	0.52	0.44	0.44	0.27	1.39	1.02	0.13	0.70	0.67	0.09
Delay/Veh:	73.1	73.1	61.1	74.0	74.0	57.4	291.7	84.9	19.4	85.5	41.6	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:	73.1	73.1	61.1	74.0	74.0	57.4	291.7	84.9	19.4	85.5	41.6	15.1
LOS by Move:	E	E	E	E	E	E+	F	F	B-	F	D	B
HCM2k95thQ:	3	3	23	14	14	12	39	97	11	17	51	7

Note: Queue reported is the number of cars per lane.

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Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	160	1460	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	160	1460	50
Added Vol:	6	0	31	0	0	0	0	53	5	25	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	90	461	90	60	200	70	1353	35	185	1528	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	90	461	90	60	200	70	1353	35	185	1528	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	90	461	90	60	200	70	1353	35	185	1528	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	90	461	90	60	200	70	1353	35	185	1528	50

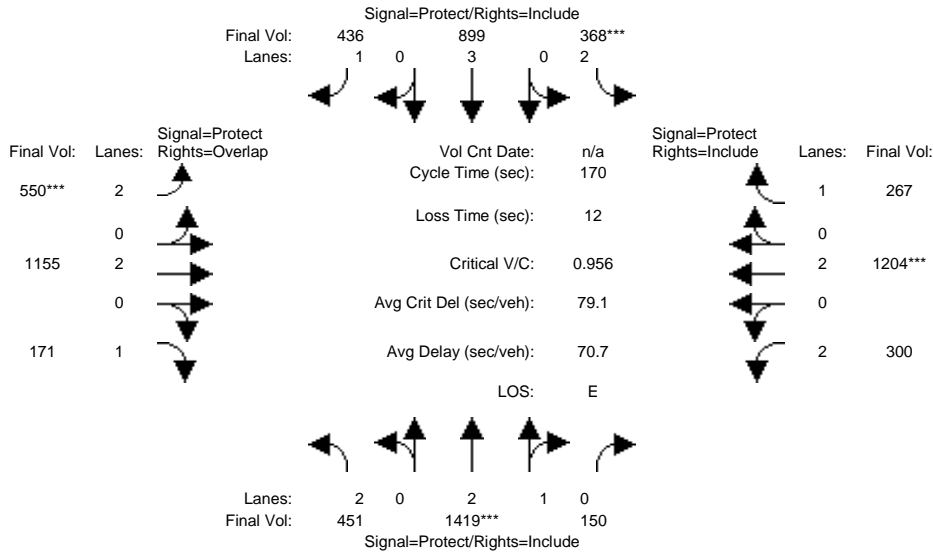
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.26	0.08	0.08	0.11	0.04	0.36	0.02	0.06	0.40	0.03
Crit Moves:	***			****			****			****		
Green Time:	38.0	38.0	61.6	28.1	28.1	45.9	17.8	92.6	130.6	23.6	98.4	126.6
Volume/Cap:	0.31	0.22	0.77	0.53	0.53	0.44	0.40	0.69	0.03	0.45	0.74	0.04
Delay/Veh:	64.3	62.8	62.4	75.4	75.4	60.3	82.7	45.3	12.9	77.7	44.4	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	62.8	62.4	75.4	75.4	60.3	82.7	45.3	12.9	77.7	44.4	14.5
LOS by Move:	E	E	E	E-	E-	E	F	D	B	E-	D	B
HCM2k95thQ:	12	8	44	17	17	19	8	53	2	11	57	3

Note: Queue reported is the number of cars per lane.

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	850	380	470	1150	170	300	1190	240
Added Vol:	1	89	0	18	49	56	80	5	1	0	14	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1419	150	368	899	436	550	1155	171	300	1204	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1419	150	368	899	436	550	1155	171	300	1204	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1419	150	368	899	436	550	1155	171	300	1204	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	451	1419	150	368	899	436	550	1155	171	300	1204	267

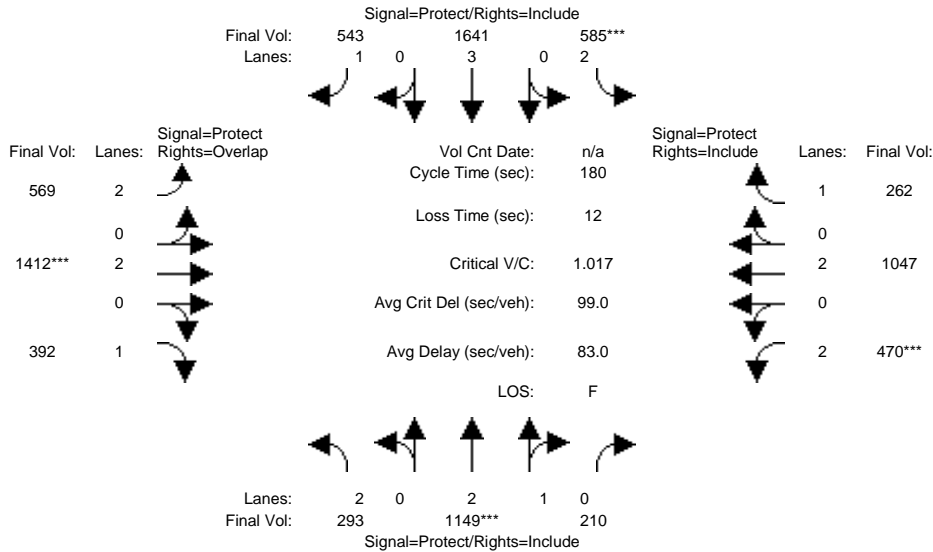
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5064	535	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.16	0.25	0.17	0.30	0.10	0.10	0.32	0.15
Crit Moves:	****			****			****			****		
Green Time:	25.8	49.8	49.8	20.8	44.8	44.8	31.0	66.5	92.3	20.9	56.3	56.3
Volume/Cap:	0.94	0.96	0.96	0.96	0.60	0.94	0.96	0.78	0.18	0.78	0.96	0.46
Delay/Veh:	99.1	72.3	72.3	108.6	55.4	89.7	95.6	47.9	19.8	81.9	71.6	45.4
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:	99.1	72.3	72.3	108.6	55.4	89.7	95.6	47.9	19.8	81.9	71.6	45.4
LOS by Move:	F	E	E	F	E+	F	F	D	B-	F	E	D
HCM2k95thQ:	30	50	50	23	24	43	28	40	9	18	54	21

Note: Queue reported is the number of cars per lane.

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Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1080	210	550	1550	460	500	1400	390	470	1040	230
Added Vol:	3	69	0	35	91	83	69	12	2	0	7	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1149	210	585	1641	543	569	1412	392	470	1047	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1149	210	585	1641	543	569	1412	392	470	1047	262

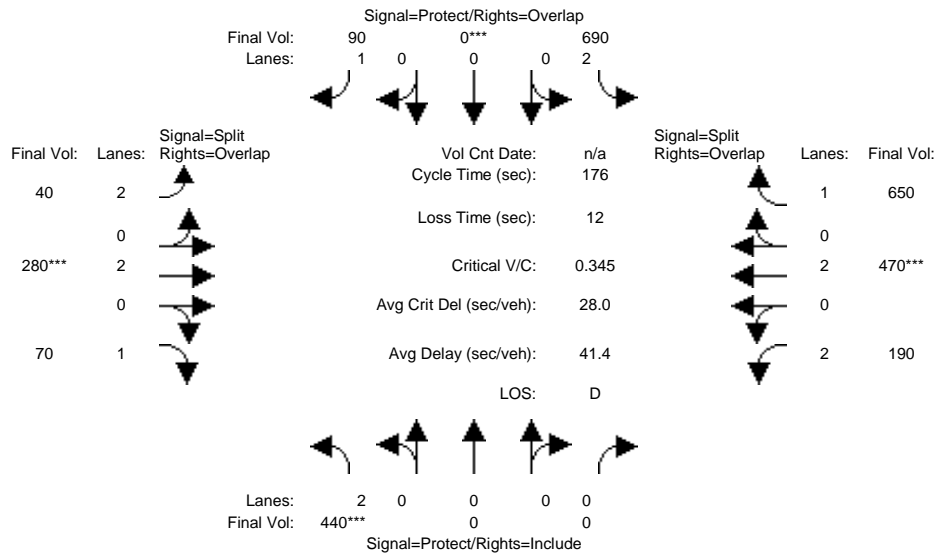
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.52	0.48	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4734	865	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.19	0.29	0.31	0.18	0.37	0.22	0.15	0.28	0.15
Crit Moves:	****			****			****			****		
Green Time:	17.5	43.0	43.0	32.9	58.3	58.3	36.5	65.8	83.3	26.4	55.7	55.7
Volume/Cap:	0.96	1.02	1.02	1.02	0.89	0.96	0.89	1.02	0.48	1.02	0.89	0.48
Delay/Veh:	120.8	97.5	97.5	115.4	63.4	87.0	84.4	85.6	34.0	123.0	68.0	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.8	97.5	97.5	115.4	63.4	87.0	84.4	85.6	34.0	123.0	68.0	51.2
LOS by Move:	F	F	F	F	E	F	F	F	C-	F	E	D-
HCM2k95thQ:	23	50	50	37	47	53	32	67	27	32	47	22

Note: Queue reported is the number of cars per lane.

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	0	70	22	0	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	440	1940	0	690	440	90	40	280	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1940	0	690	440	90	40	280	70	190	470	650
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2015	0	690	468	90	40	280	70	190	470	650
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	0	0	690	0	90	40	280	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	0	690	0	90	40	280	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	440	0	0	690	0	90	40	280	70	190	470	650

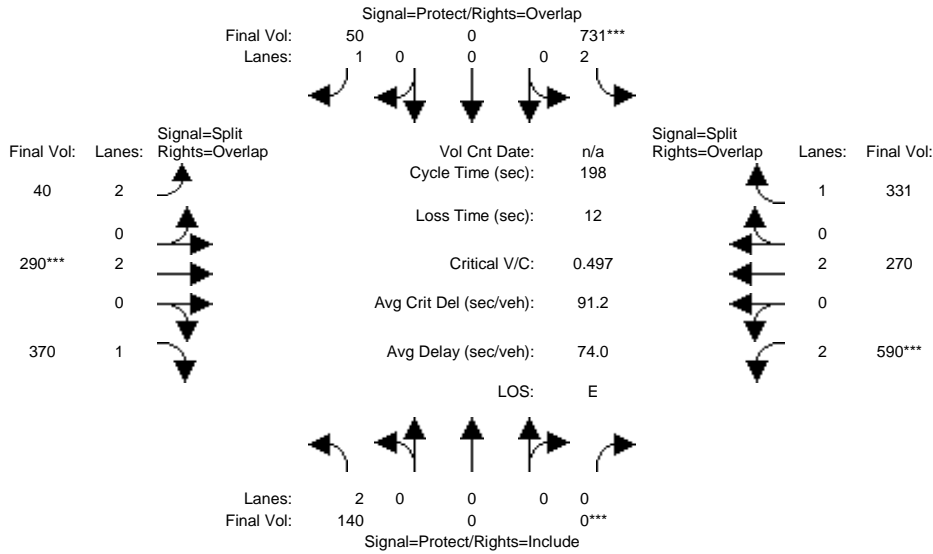
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3562	0	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.19	0.00	0.05	0.01	0.07	0.04	0.06	0.12	0.37
Crit Moves:	****			****			****			****		
Green Time:	48.5	0.0	0.0	48.5	0.0	46.0	46.0	46.0	94.5	69.5	69.5	118.0
Volume/Cap:	0.45	0.00	0.00	0.70	0.00	0.19	0.05	0.28	0.07	0.15	0.31	0.55
Delay/Veh:	53.1	0.0	0.0	59.4	0.0	50.6	48.7	52.0	19.7	34.3	36.9	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.0	0.0	59.4	0.0	50.6	48.7	52.0	19.7	34.3	36.9	15.8
LOS by Move:	D-	A	A	E+	A	D	D	D-	B-	C-	D+	B
HCM2k95thQ:	19	0	0	29	0	7	2	11	4	7	15	32

Note: Queue reported is the number of cars per lane.

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Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	0	51	45	0	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	140	520	30	730	1790	50	40	290	370	590	270	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	30	730	1790	50	40	290	370	590	270	330
Added Vol:	0	35	0	1	63	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	30	731	1853	50	40	290	370	590	270	331
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	0	731	0	50	40	290	370	590	270	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	0	731	0	50	40	290	370	590	270	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	0	0	731	0	50	40	290	370	590	270	331

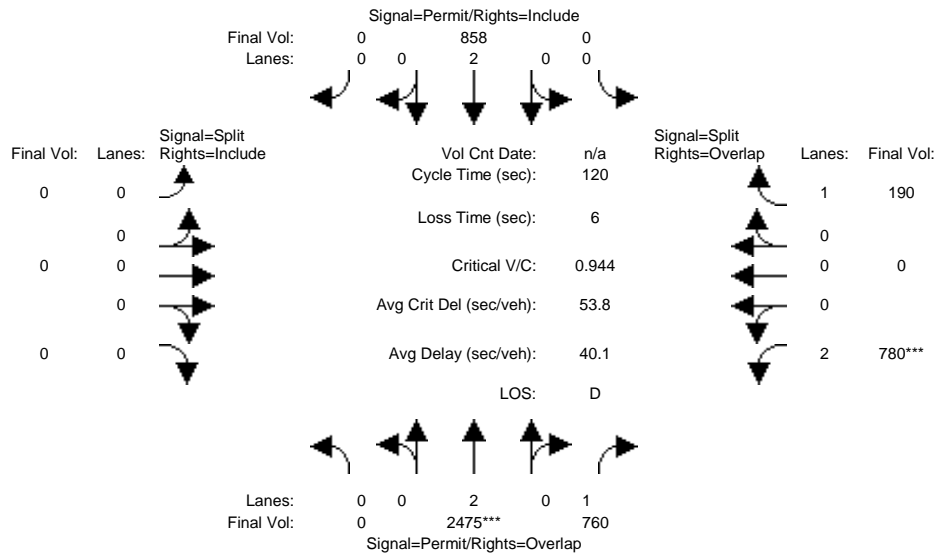
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3500	0	0	3564	0	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.21	0.00	0.03	0.01	0.08	0.21	0.19	0.07	0.19
Crit Moves:			****	****				****		****		
Green Time:	78.7	0.0	0.0	42.2	0.0	100.4	58.2	58.2	136.9	38.5	38.5	80.7
Volume/Cap:	0.10	0.00	0.00	0.96	0.00	0.05	0.04	0.26	0.31	0.96	0.37	0.46
Delay/Veh:	39.9	0.0	0.0	104.7	0.0	26.4	53.3	57.1	12.9	111.8	74.0	46.1
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:	39.9	0.0	0.0	104.7	0.0	26.4	53.3	57.1	12.9	111.8	74.0	46.1
LOS by Move:	D	A	A	F	A	C	D-	E+	B	F	E	D
HCM2k95thQ:	6	0	0	39	0	3	2	13	18	39	13	27

Note: Queue reported is the number of cars per lane.

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	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	2400	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2400	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2475	760	0	858	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2475	760	0	858	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2475	760	0	858	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2475	760	0	858	0	0	0	0	780	0	190

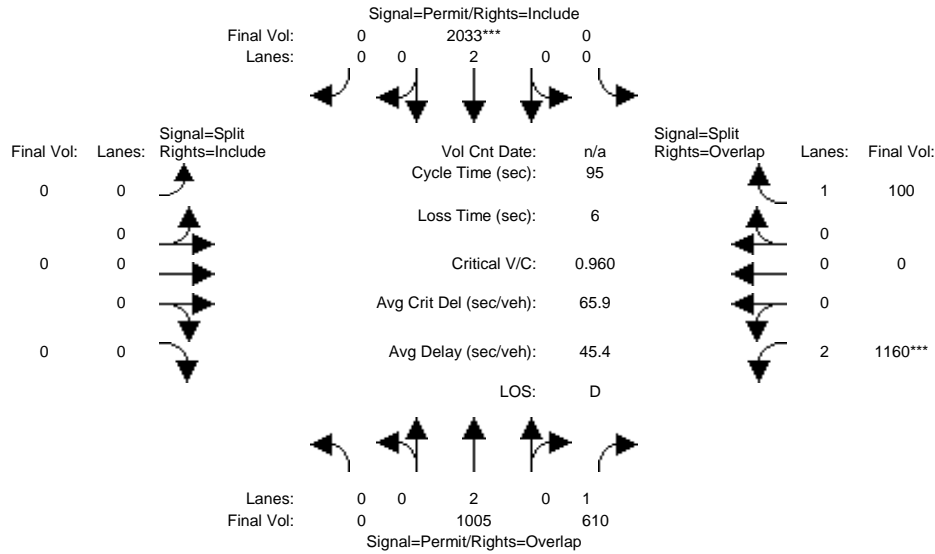
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:	****									****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.05	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	58.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
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	58.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E+	A	A	C	A	A	A	A	D	A	C
HCM2k95thQ:	0	80	6	0	24	0	0	0	0	28	0	11

Note: Queue reported is the number of cars per lane.

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Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	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	970	610	0	1970	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	970	610	0	1970	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1005	610	0	2033	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1005	610	0	2033	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1005	610	0	2033	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1005	610	0	2033	0	0	0	0	1160	0	100

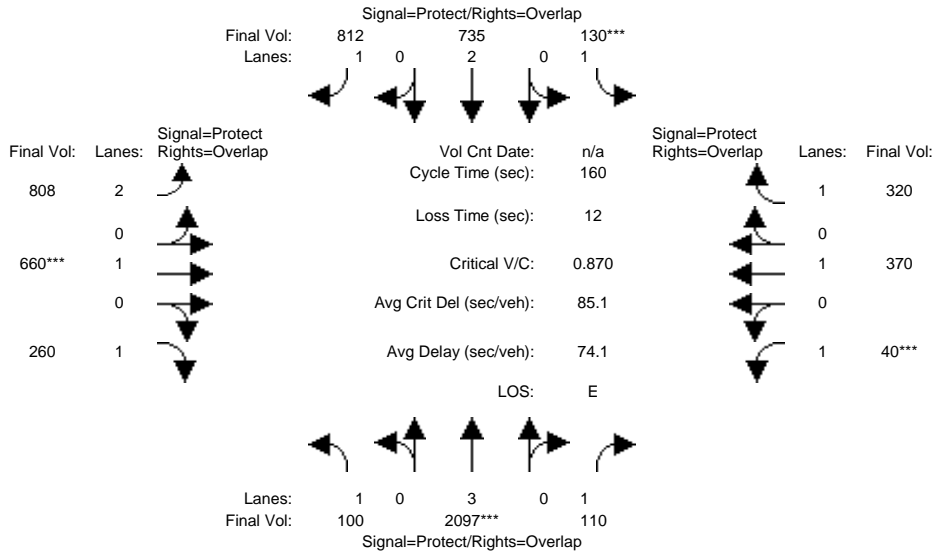
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.00	0.06
Crit Moves:					****						****	
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.42	0.37	0.00	0.86	0.00	0.00	0.00	0.00	1.16	0.00	0.18
Delay/Veh:	0.0	9.8	0.4	0.0	35.7	0.0	0.0	0.0	0.0	118.7	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.4	0.0	35.7	0.0	0.0	0.0	0.0	118.7	0.0	25.2
LOS by Move:	A	A	A	A	D+	A	A	A	A	F	A	C
HCM2k95thQ:	0	15	4	0	51	0	0	0	0	53	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	100	2030	110	130	710	810	800	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	800	660	260	40	370	320
Added Vol:	0	67	0	0	25	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2097	110	130	735	812	808	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2097	110	130	735	812	808	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2097	110	130	735	812	808	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	2097	110	130	735	812	808	660	260	40	370	320

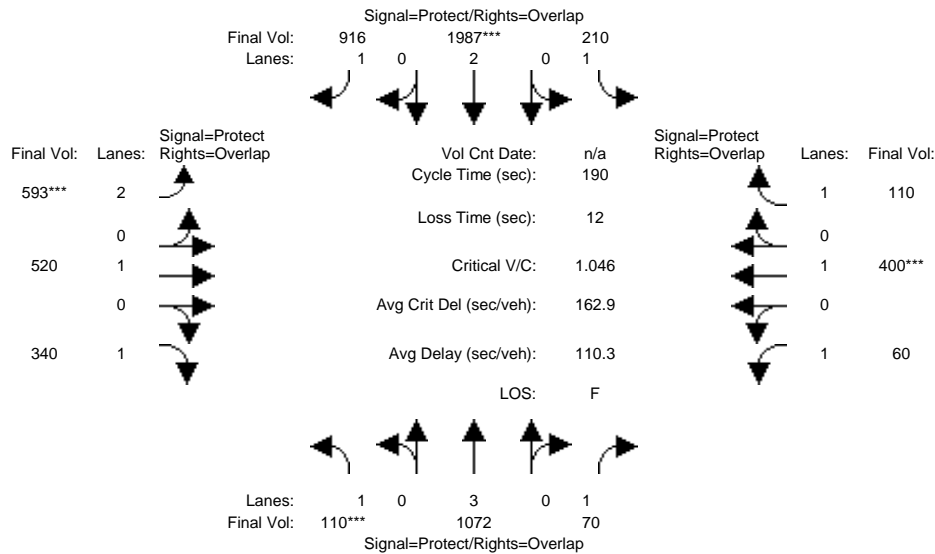
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.19	0.46	0.26	0.35	0.15	0.02	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.0	44.2	65.4	82.2	12.4	33.6	49.5
Volume/Cap:	0.54	1.06	0.15	0.75	0.56	0.75	0.93	0.85	0.29	0.30	0.93	0.59
Delay/Veh:	80.2	93.0	27.7	101.3	65.9	54.0	79.6	57.3	25.3	80.1	97.9	54.6
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:	80.2	93.0	27.7	101.3	65.9	54.0	79.6	57.3	25.3	80.1	97.9	54.6
LOS by Move:	F	F	C	F	E	D-	E-	E+	C	F	F	D-
HCM2k95thQ:	10	64	6	15	32	69	48	55	16	5	39	28

Note: Queue reported is the number of cars per lane.

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Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	1040	70	210	1930	910	590	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1040	70	210	1930	910	590	520	340	60	400	110
Added Vol:	0	32	0	0	57	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1072	70	210	1987	916	593	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1072	70	210	1987	916	593	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1072	70	210	1987	916	593	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1072	70	210	1987	916	593	520	340	60	400	110

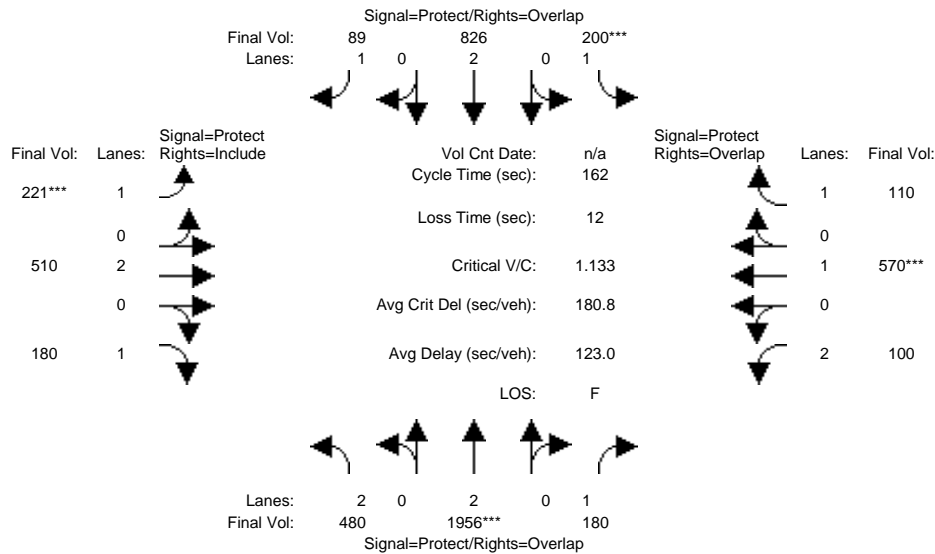
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.12	0.52	0.52	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	***			****			****			****		
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.54	0.10	0.66	1.21	0.85	1.04	0.79	0.44	0.51	0.91	0.15
Delay/Veh:	96.5	50.8	32.0	94.3	189	72.8	131.3	66.9	39.7	95.7	99.9	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:	96.5	50.8	32.0	94.3	189	72.8	131.3	66.9	39.7	95.7	99.9	37.8
LOS by Move:	F	D	C	F	F	E	F	E	D	F	F	D+
HCM2k95thQ:	13	27	4	23	121	87	45	48	27	9	44	9

Note: Queue reported is the number of cars per lane.

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Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	66	66	20	53	53	26	50	50	26	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	480	1920	180	200	810	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	810	80	190	510	180	100	570	110
Added Vol:	0	36	0	0	16	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1956	180	200	826	89	221	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1956	180	200	826	89	221	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1956	180	200	826	89	221	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	1956	180	200	826	89	221	510	180	100	570	110

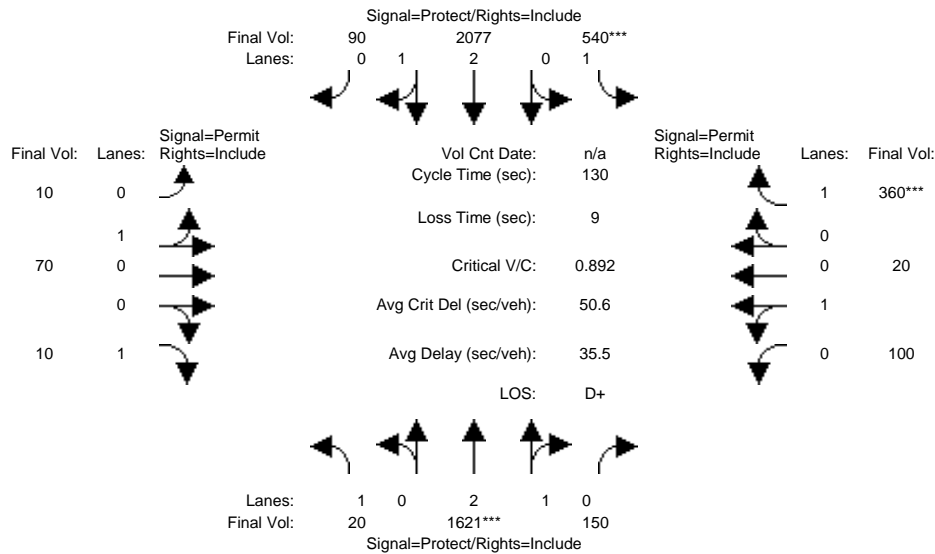
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.10	0.11	0.22	0.05	0.13	0.13	0.10	0.03	0.30	0.06
Crit Moves:	****			****			****			****		
Green Time:	31.5	62.0	86.1	18.5	49.1	73.1	24.1	46.3	46.3	24.1	46.3	64.8
Volume/Cap:	0.78	1.34	0.19	1.00	0.72	0.11	0.85	0.47	0.36	0.21	1.05	0.16
Delay/Veh:	73.6	214	21.5	141.1	56.5	27.8	95.0	51.9	50.2	65.7	115	33.7
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:	73.6	214	21.5	141.1	56.5	27.8	95.0	51.9	50.2	65.7	115	33.7
LOS by Move:	E	F	C+	F	E+	C	F	D-	D	E	F	C-
HCM2k95thQ:	28	124	10	24	33	6	26	20	15	6	60	8

Note: Queue reported is the number of cars per lane.

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East 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:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	31	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1621	150	540	2077	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1621	150	540	2077	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360

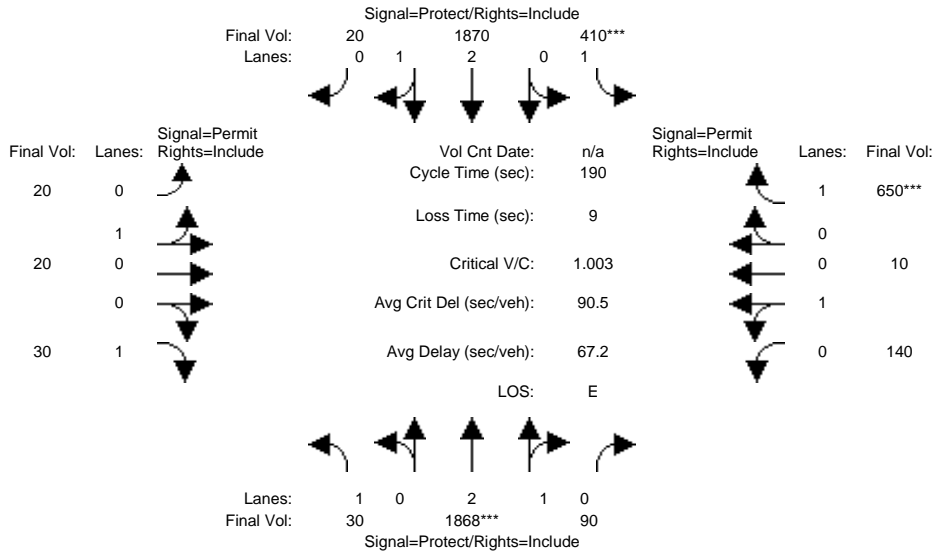
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	5125	474	1750	5367	233	225	1575	1750	1500	300	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:	****			****						****		
Green Time:	11.1	46.1	46.1	45.0	79.9	79.9	30.0	30.0	30.0	30.0	30.0	30.0
Volume/Cap:	0.13	0.89	0.89	0.89	0.63	0.63	0.19	0.19	0.02	0.29	0.29	0.89
Delay/Veh:	55.4	45.2	45.2	55.7	16.1	16.1	40.5	40.5	38.7	41.6	41.6	69.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	45.2	45.2	55.7	16.1	16.1	40.5	40.5	38.7	41.6	41.6	69.7
LOS by Move:	E+	D	D	E+	B	B	D	D	D+	D	D	E
HCM2k95thQ:	2	39	39	42	31	31	5	5	1	8	8	31

Note: Queue reported is the number of cars per lane.

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Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	68	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1868	90	410	1870	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1868	90	410	1870	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650

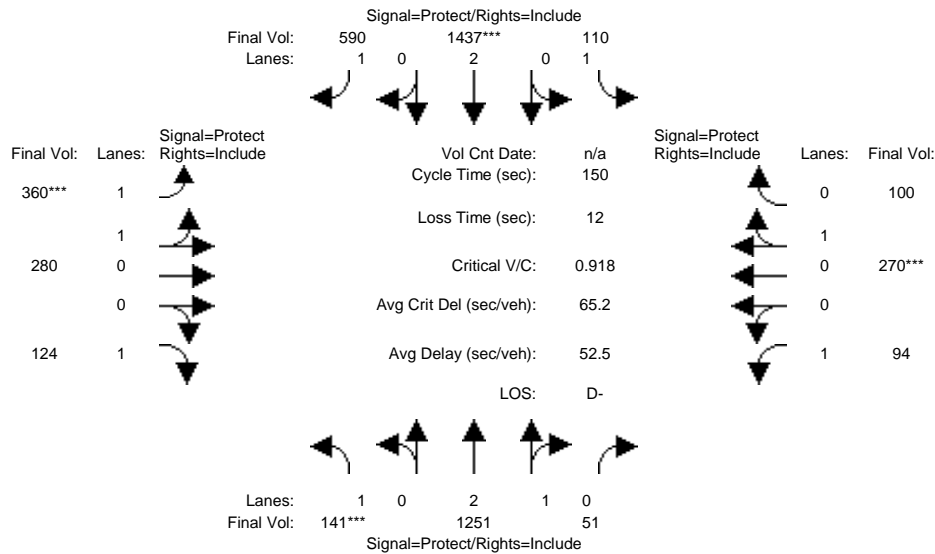
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	5342	257	1750	5541	59	900	900	1750	1680	120	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:	****			****								
Green Time:	10.9	66.2	66.2	44.4	99.7	99.7	70.4	70.4	70.4	70.4	70.4	70.4
Volume/Cap:	0.30	1.00	1.00	1.00	0.64	0.64	0.06	0.06	0.05	0.23	0.23	1.00
Delay/Veh:	87.6	82.9	82.9	118.0	32.9	32.9	38.6	38.6	38.3	41.3	41.3	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:	87.6	82.9	82.9	118.0	32.9	32.9	38.6	38.6	38.3	41.3	41.3	95.9
LOS by Move:	F	F	F	F	C-	C-	D+	D+	D+	D	D	F
HCM2k95thQ:	3	64	64	50	43	43	3	3	2	12	12	72

Note: Queue reported is the number of cars per lane.

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	31	1	0	77	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1251	51	110	1437	590	360	280	124	94	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1251	51	110	1437	590	360	280	124	94	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100

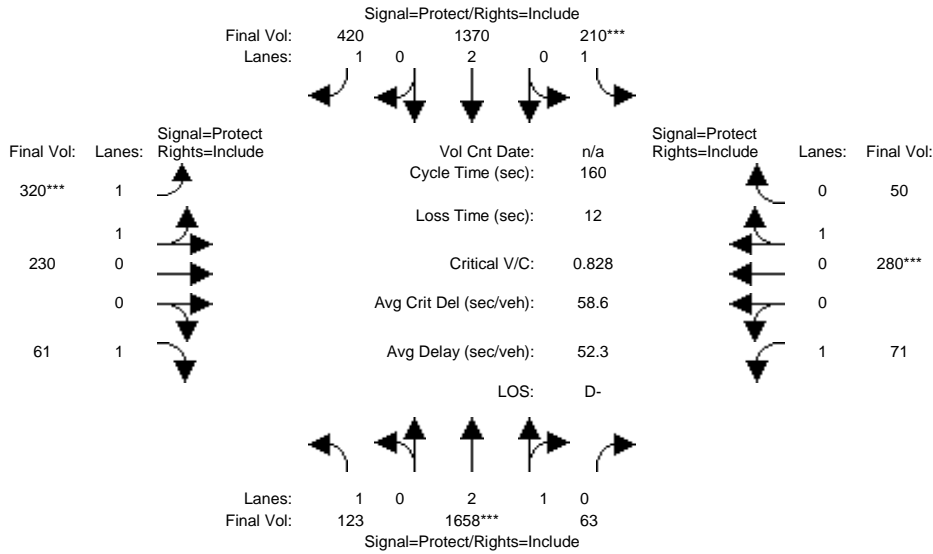
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	5380	219	1750	3800	1750	1997	1553	1750	1750	1314	486

Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	13.2	59.0	59.0	16.0	61.8	61.8	29.5	48.6	48.6	14.5	33.6	33.6
Volume/Cap:	0.92	0.59	0.59	0.59	0.92	0.82	0.92	0.56	0.22	0.56	0.92	0.92
Delay/Veh:	116.9	36.4	36.4	68.9	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
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:	116.9	36.4	36.4	68.9	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
LOS by Move:	F	D+	D+	E	D	D	E-	D	D+	E	F	F
HCM2k95thQ:	15	27	27	10	52	43	32	23	9	10	35	35

Note: Queue reported is the number of cars per lane.

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Intersection #38: El Camino Real / Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	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:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	3	68	3	0	40	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1658	63	210	1370	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1658	63	210	1370	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50

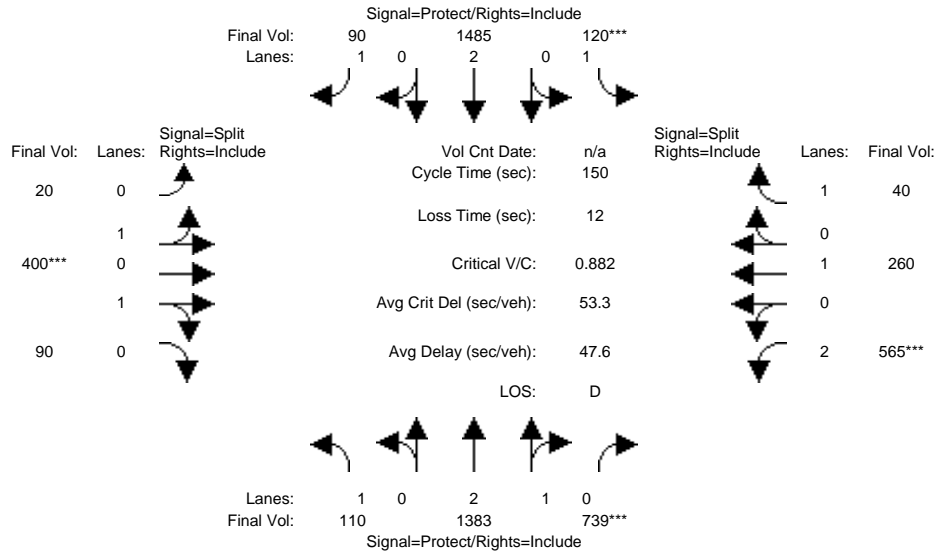
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	5395	205	1750	3800	1750	2065	1484	1750	1750	1527	273

Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.5	59.4	59.4	23.2	69.1	69.1	30.0	51.0	51.0	14.4	35.4	35.4
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.56	0.83	0.49	0.11	0.45	0.83	0.83
Delay/Veh:	103.9	48.6	48.6	86.1	44.2	34.9	71.0	44.3	38.6	71.1	72.8	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	48.6	48.6	86.1	44.2	34.9	71.0	44.3	38.6	71.1	72.8	72.8
LOS by Move:	F	D	D	F	D	C-	E	D	D+	E	E	E
HCM2k95thQ:	13	42	42	20	48	28	28	21	4	8	31	31

Note: Queue reported is the number of cars per lane.

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East 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:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	33	9	0	85	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1383	739	120	1485	90	20	400	90	565	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1383	739	120	1485	90	20	400	90	565	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40

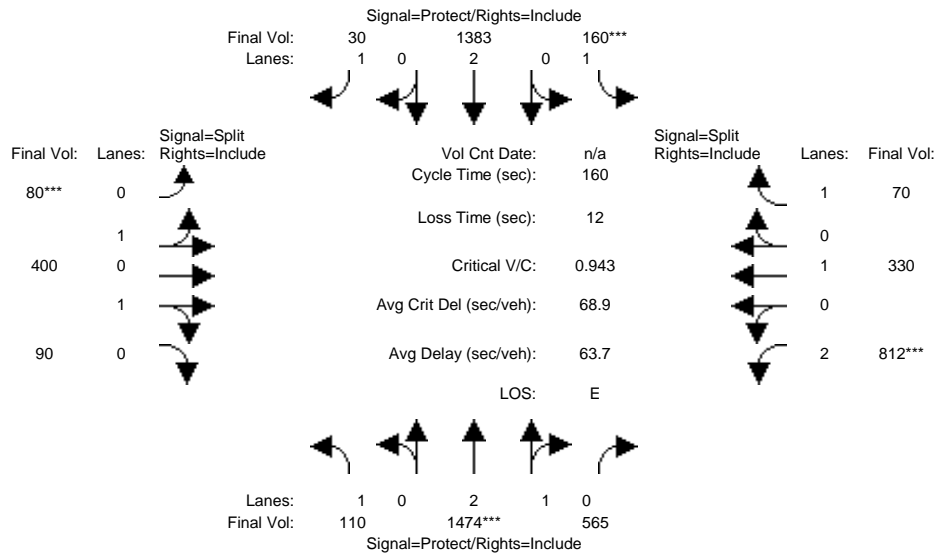
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****			****			****		
Green Time:	11.6	71.8	71.8	11.7	71.9	71.9	24.1	24.1	24.1	30.5	30.5	30.5
Volume/Cap:	0.82	0.76	0.88	0.88	0.82	0.11	0.88	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	98.6	33.3	39.5	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	33.3	39.5	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2k95thQ:	11	42	55	12	47	5	26	26	26	29	20	3

Note: Queue reported is the number of cars per lane.

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Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	110	1400	550	160	1340	30	80	400	90	800	330	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:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	74	15	0	43	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1474	565	160	1383	30	80	400	90	812	330	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:	110	1474	565	160	1383	30	80	400	90	812	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1474	565	160	1383	30	80	400	90	812	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1474	565	160	1383	30	80	400	90	812	330	70

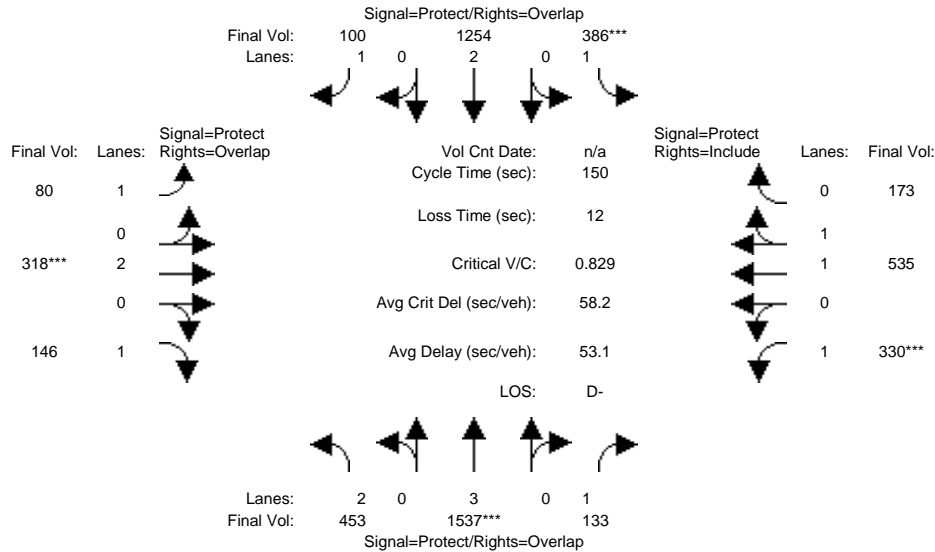
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.14	0.86	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	4046	1551	1750	3800	1750	505	2526	568	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.09	0.36	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.4	61.8	61.8	15.5	66.0	66.0	26.9	26.9	26.9	43.8	43.8	43.8
Volume/Cap:	0.88	0.94	0.94	0.94	0.88	0.04	0.94	0.94	0.94	0.94	0.64	0.15
Delay/Veh:	120.4	56.5	56.5	124.1	49.7	28.1	89.1	89.1	89.1	75.1	53.7	44.1
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:	120.4	56.5	56.5	124.1	49.7	28.1	89.1	89.1	89.1	75.1	53.7	44.1
LOS by Move:	F	E+	E+	F	D	C	F	F	F	E-	D-	D
HCM2k95thQ:	12	56	56	17	50	2	31	31	31	43	25	5

Note: Queue reported is the number of cars per lane.

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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	450	1450	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1450	120	380	1190	100	80	270	140	320	410	170
Added Vol:	3	87	13	6	64	0	0	48	6	10	125	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1537	133	386	1254	100	80	318	146	330	535	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1537	133	386	1254	100	80	318	146	330	535	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1537	133	386	1254	100	80	318	146	330	535	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	1537	133	386	1254	100	80	318	146	330	535	173

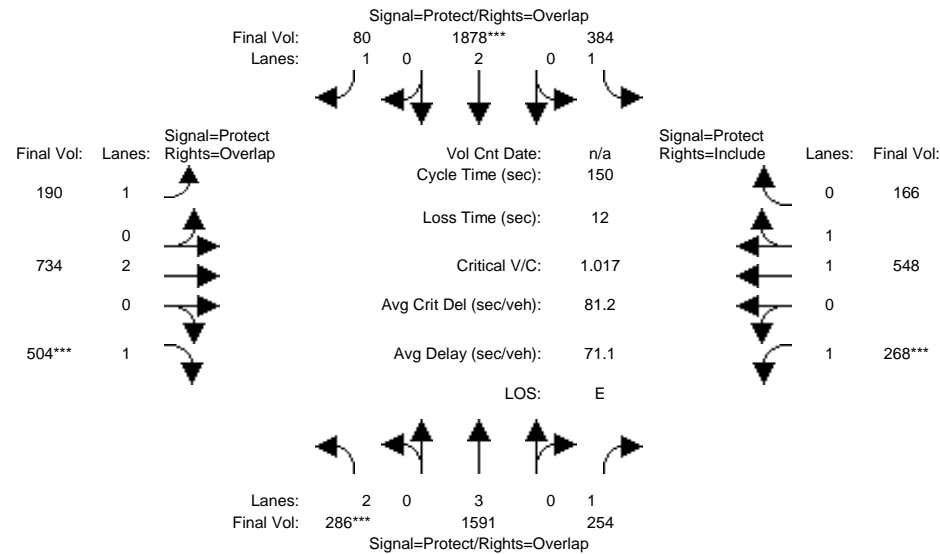
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2795	904

Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.08	0.22	0.33	0.06	0.05	0.08	0.08	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	26.9	48.8	82.9	39.9	61.8	74.5	12.7	15.1	42.1	34.1	36.5	36.5
Volume/Cap:	0.80	0.83	0.14	0.83	0.80	0.12	0.54	0.83	0.30	0.83	0.79	0.79
Delay/Veh:	67.0	50.0	16.3	63.6	41.8	20.2	69.7	80.1	42.7	68.7	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	50.0	16.3	63.6	41.8	20.2	69.7	80.1	42.7	68.7	57.7	57.7
LOS by Move:	E	D	B	E	D	C+	E	F	D	E	E+	E+
HCM2k95thQ:	22	36	6	32	41	5	8	15	11	28	27	27

Note: Queue reported is the number of cars per lane.

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Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez 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	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:	280	1510	230	380	1780	80	190	630	500	240	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1780	80	190	630	500	240	490	160
Added Vol:	6	81	24	4	98	0	0	104	4	28	58	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1591	254	384	1878	80	190	734	504	268	548	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1591	254	384	1878	80	190	734	504	268	548	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1591	254	384	1878	80	190	734	504	268	548	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	1591	254	384	1878	80	190	734	504	268	548	166

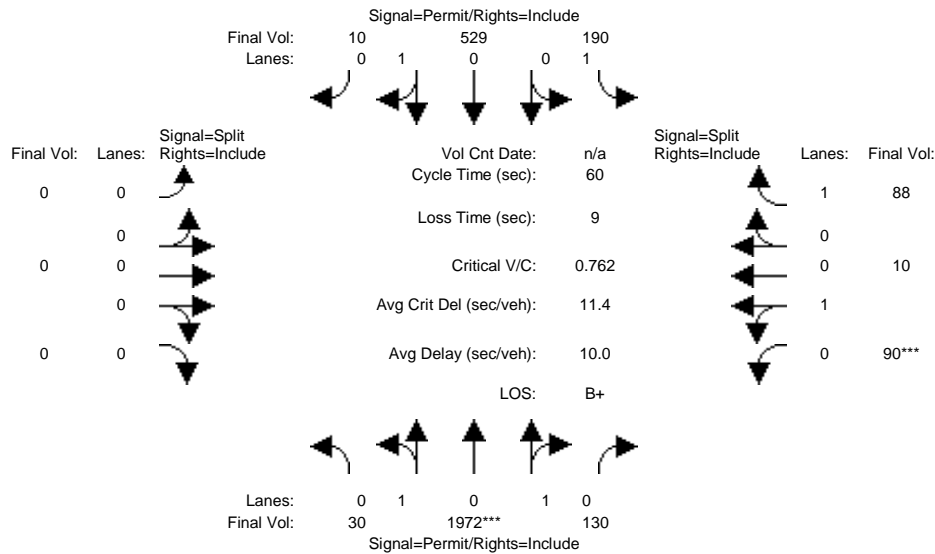
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2839	860

Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.15	0.22	0.49	0.05	0.11	0.19	0.29	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	13.4	48.3	70.9	38.0	72.9	91.5	18.6	29.1	42.5	22.6	33.1	33.1
Volume/Cap:	1.02	0.87	0.31	0.87	1.02	0.07	0.88	1.00	1.02	1.02	0.88	0.88
Delay/Veh:	126.3	52.4	24.6	69.9	63.7	12.0	94.8	92.4	98.4	123.5	66.9	66.9
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:	126.3	52.4	24.6	69.9	63.7	12.0	94.8	92.4	98.4	123.5	66.9	66.9
LOS by Move:	F	D-	C	E	E	B+	F	F	F	F	E	E
HCM2k95thQ:	17	38	14	31	72	3	19	34	48	28	29	29

Note: Queue reported is the number of cars per lane.

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	12	0	20	9	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1972	130	190	529	10	0	0	0	90	10	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1972	130	190	529	10	0	0	0	90	10	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1972	130	190	529	10	0	0	0	90	10	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1972	130	190	529	10	0	0	0	90	10	88

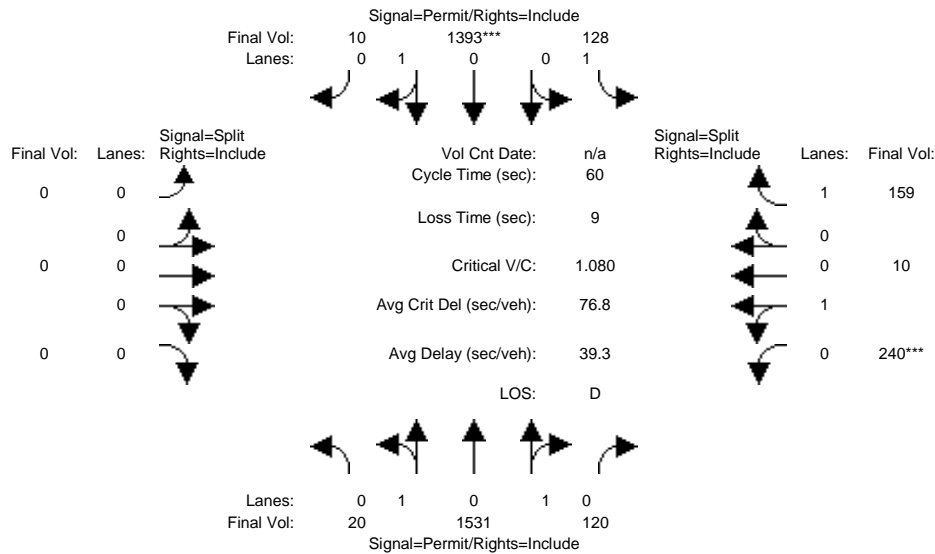
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	51	3330	220	1750	1767	33	0	0	0	1620	180	1750

Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.11	0.30	0.30	0.00	0.00	0.00	0.06	0.06	0.05
Crit Moves:	****						****					
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.16	0.44	0.44	0.00	0.00	0.00	0.33	0.33	0.30
Delay/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	22.7	22.7	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	22.7	22.7	22.5
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C+	C+	C+
HCM2k95thQ:	34	34	34	3	10	10	0	0	0	3	3	3

Note: Queue reported is the number of cars per lane.

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Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	11	0	28	13	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1531	120	128	1393	10	0	0	0	240	10	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1531	120	128	1393	10	0	0	0	240	10	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159

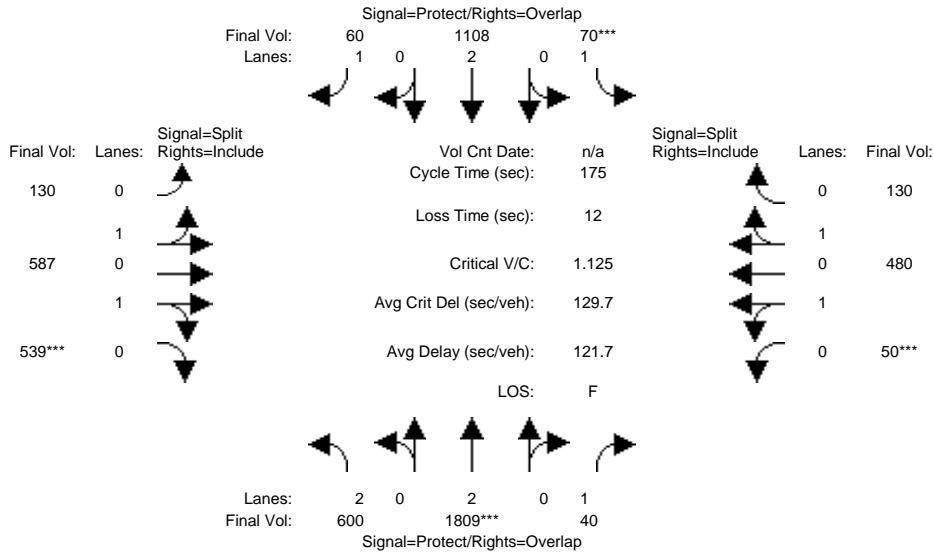
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	43	3298	259	1750	1787	13	0	0	0	1728	72	1750

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.07	0.78	0.78	0.00	0.00	0.00	0.14	0.14	0.09
Crit Moves:					****						****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.68	0.68	0.68	0.11	1.14	1.14	0.00	0.00	0.00	0.83	0.83	0.55
Delay/Veh:	6.4	6.4	6.4	3.3	83.0	83.0	0.0	0.0	0.0	42.0	42.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	3.3	83.0	83.0	0.0	0.0	0.0	42.0	42.0	25.1
LOS by Move:	A	A	A	A	F	F	A	A	A	D	D	C
HCM2k95thQ:	20	20	20	2	82	82	0	0	0	10	10	6

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East 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:	580	1790	40	70	1100	60	130	580	530	50	470	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:	580	1790	40	70	1100	60	130	580	530	50	470	130
Added Vol:	20	19	0	0	8	0	0	7	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1809	40	70	1108	60	130	587	539	50	480	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:	600	1809	40	70	1108	60	130	587	539	50	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1809	40	70	1108	60	130	587	539	50	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	1809	40	70	1108	60	130	587	539	50	480	130

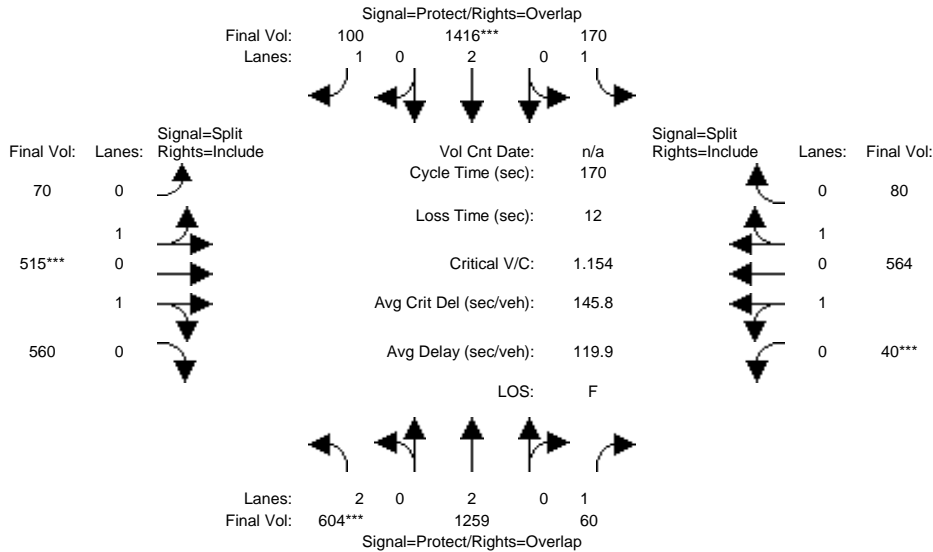
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.21	0.93	0.86	0.15	1.46	0.39
Final Sat.:	3150	3800	1750	1750	3800	1750	373	1682	1545	273	2618	709

Capacity Analysis Module:												
Vol/Sat:	0.19	0.48	0.02	0.04	0.29	0.03	0.35	0.35	0.35	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	31.9	73.7	102.0	7.0	48.8	102.8	54.0	54.0	54.0	28.4	28.4	28.4
Volume/Cap:	1.05	1.13	0.04	1.00	1.05	0.06	1.13	1.13	1.13	1.13	1.13	1.13
Delay/Veh:	121.7	118	15.6	191.6	104	15.5	131.2	131	131.2	152.2	152	152.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.7	118	15.6	191.6	104	15.5	131.2	131	131.2	152.2	152	152.2
LOS by Move:	F	F	B	F	F	B	F	F	F	F	F	F
HCM2k95thQ:	39	95	2	13	58	3	71	71	71	39	39	39

Note: Queue reported is the number of cars per lane.

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Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	590	1250	60	170	1400	100	70	500	540	40	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	170	1400	100	70	500	540	40	550	80
Added Vol:	14	9	0	0	16	0	0	15	20	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1259	60	170	1416	100	70	515	560	40	564	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1259	60	170	1416	100	70	515	560	40	564	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1259	60	170	1416	100	70	515	560	40	564	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	604	1259	60	170	1416	100	70	515	560	40	564	80

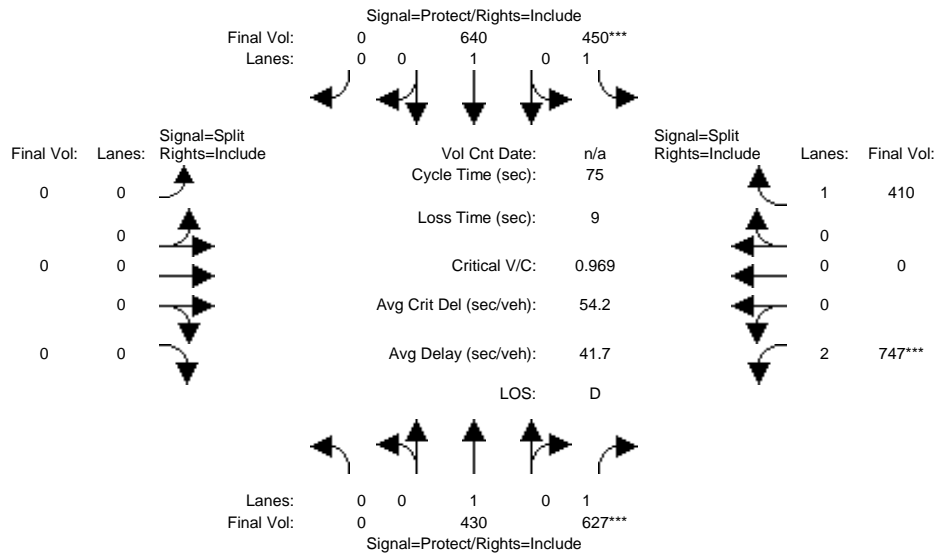
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.12	0.90	0.98	0.12	1.65	0.23
Final Sat.:	3150	3800	1750	1750	3800	1750	220	1619	1761	211	2968	421

Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.03	0.10	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	28.2	64.3	92.3	18.9	54.9	101.8	46.9	46.9	46.9	28.0	28.0	28.0
Volume/Cap:	1.15	0.88	0.06	0.88	1.15	0.10	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	160.1	55.5	18.4	107.4	136	14.6	142.5	142	142.5	158.3	158	158.3
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:	160.1	55.5	18.4	107.4	136	14.6	142.5	142	142.5	158.3	158	158.3
LOS by Move:	F	E+	B-	F	F	B	F	F	F	F	F	F
HCM2k95thQ:	43	51	3	22	77	5	65	65	65	40	40	40

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	7	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	627	450	640	0	0	0	0	747	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	627	450	640	0	0	0	0	747	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	627	450	640	0	0	0	0	747	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	430	627	450	640	0	0	0	0	747	0	410

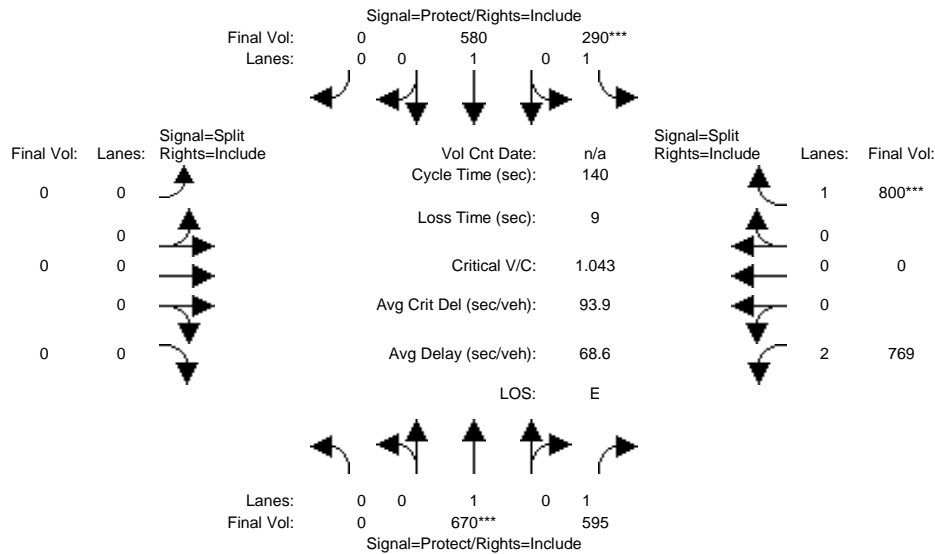
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.24	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	27.7	27.7	19.9	47.6	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.61	0.97	0.97	0.53	0.00	0.00	0.00	0.00	0.97	0.00	0.96
Delay/Veh:	0.0	20.8	50.9	60.9	8.0	0.0	0.0	0.0	0.0	52.9	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	50.9	60.9	8.0	0.0	0.0	0.0	0.0	52.9	0.0	60.5
LOS by Move:	A	C+	D	E	A	A	A	A	A	D-	A	E
HCM2k95thQ:	0	15	33	29	16	0	0	0	0	24	0	23

Note: Queue reported is the number of cars per lane.

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Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	769	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	595	290	580	0	0	0	0	769	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	769	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	670	595	290	580	0	0	0	0	769	0	800

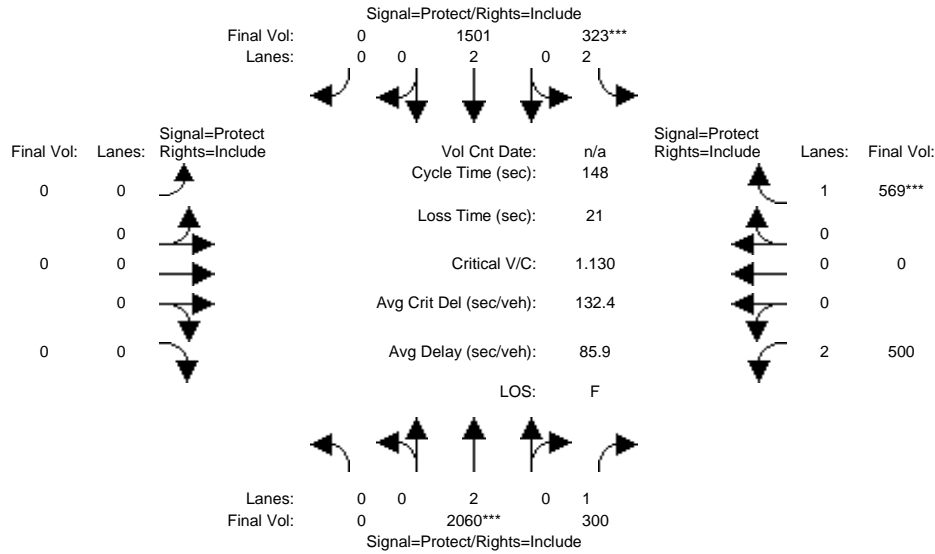
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.46
Crit Moves:	****		****									****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	0.56	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	C	A	F
HCM2k95thQ:	0	55	51	33	31	0	0	0	0	25	0	71

Note: Queue reported is the number of cars per lane.

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	23	67	0	0	0	0	14	0	22
Y+R:	4.0	4.0	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	2040	300	320	1490	0	-1	0	0	500	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2040	300	320	1490	0	-1	0	0	500	0	560
Added Vol:	0	20	0	3	11	0	1	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2060	300	323	1501	0	0	0	0	500	0	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2060	300	323	1501	0	0	0	0	500	0	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2060	300	323	1501	0	0	0	0	500	0	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2060	300	323	1501	0	0	0	0	500	0	569

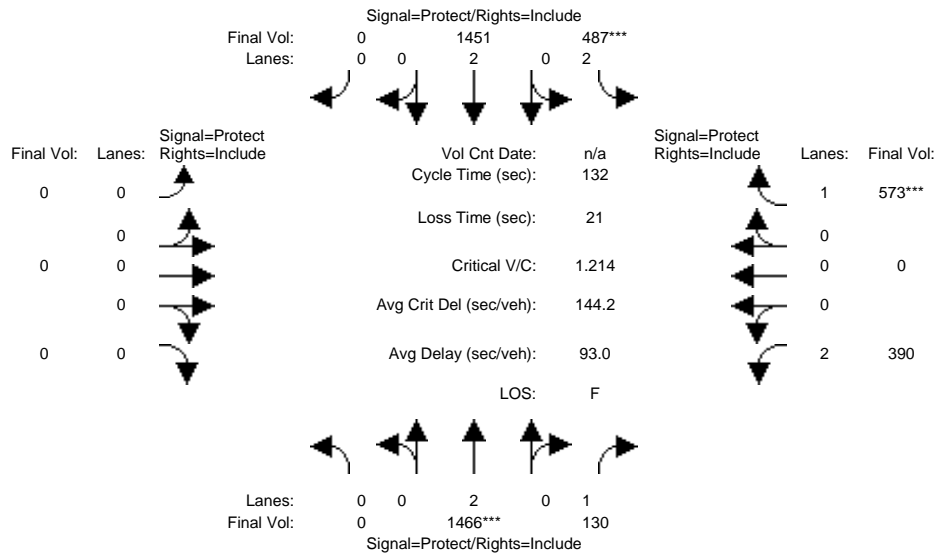
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.17	0.10	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.33
Crit Moves:	****		****				****					
Green Time:	0.0	72.0	72.0	23.0	95.0	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	1.11	0.35	0.66	0.62	0.00	0.00	0.00	0.00	0.73	0.00	1.50
Delay/Veh:	0.0	97.6	23.8	62.1	16.2	0.0	0.0	0.0	0.0	58.2	0.0	298.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	97.6	23.8	62.1	16.2	0.0	0.0	0.0	0.0	58.2	0.0	298.1
LOS by Move:	A	F	C	E	B	A	A	A	A	E+	A	F
HCM2k95thQ:	0	94	17	16	34	0	0	0	0	25	0	83

Note: Queue reported is the number of cars per lane.

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Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	58	58	18	59	0	0	0	0	10	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Central Expressway						Moffett Boulevard					
Base Vol:	0	1450	130	480	1430	-1	0	0	0	390	0	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1450	130	480	1430	-1	0	0	0	390	0	570
Added Vol:	0	16	0	7	21	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1466	130	487	1451	0	0	0	0	390	0	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1466	130	487	1451	0	0	0	0	390	0	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1466	130	487	1451	0	0	0	0	390	0	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1466	130	487	1451	0	0	0	0	390	0	573

Saturation Flow Module:	Central Expressway						Moffett Boulevard					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.70	0.85	0.78	0.78	0.85	0.78	0.70	0.85	0.78
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3230	1488	2677	3230	0	0	0	0	2677	0	1488

Capacity Analysis Module:	Central Expressway						Moffett Boulevard					
Vol/Sat:	0.00	0.45	0.09	0.18	0.45	0.00	0.00	0.00	0.00	0.15	0.00	0.39
Crit Moves:	****			****						****		
Green Time:	0.0	58.0	58.0	18.0	76.0	0.0	0.0	0.0	0.0	35.0	0.0	35.0
Volume/Cap:	0.00	1.03	0.20	1.33	0.78	0.00	0.00	0.00	0.00	0.55	0.00	1.45
Delay/Veh:	0.0	69.8	22.9	224.9	23.8	0.0	0.0	0.0	0.0	42.6	0.0	266.0
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	69.8	22.9	224.9	23.8	0.0	0.0	0.0	0.0	42.6	0.0	266.0
LOS by Move:	A	E	C+	F	C	A	A	A	A	D	A	F
HCM2k95thQ:	0	60	7	36	39	0	0	0	0	16	0	77

Note: Queue reported is the number of cars per lane.

**APPENDIX M:
STREETSCORE+ CALCULATION SHEETS**



2018 INTERSECTION BICYCLE QOS AND PEDESTRIAN QOS RESULTS

ID	Intersection	Jurisdiction /CMP	Mitigation Description	Intersection Leg	2018 With Project Conditions		2018 With Project and Mitigation Conditions	
					Ped QOS ¹	Bike QOS ²	Ped QOS ¹	Bike QOS ²
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	North	N/A	N/A	N/A	N/A
				South	N/A	N/A	N/A	N/A
				East	N/A	N/A	N/A	N/A
				West	N/A	4	N/A	4
13	I-280 SB Ramps / Page Mill Rd	Santa Clara County	Contribute a fair-share toward the installation of a signal.	North	N/A	N/A	N/A	N/A
				South	N/A	3	N/A	3
				East	N/A	4	N/A	4
				West	N/A	4	N/A	4
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (CMP)	Contribute fair-share funding toward installation of an overlap phase for northbound and southbound right-turning vehicles and widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.	North	4	3	4	3
				South	4	4	4	4
				East	4	3	4	3
				West	4	4	4	4
30	Foothill Expy / Arastradero Rd	Santa Clara County	Contribute fair-share funding toward a grade separation project (County Expressway Plan 2040).	North	4	4	1	4
				South	4	4	1	4
				East	4	3	4	3
				West	4	3	4	3
31	Foothill Expy / San Antonio Rd	Santa Clara County (CMP)	Contribute fair-share funding to the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue (County Expressway Plan 2040).	North	N/A	4	N/A	4
				South	N/A	4	N/A	4
				East	N/A	4	N/A	4
				West	N/A	N/A	N/A	N/A
58	Alma St / Charleston Rd	Palo Alto	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	North	4	4	4	4
				South	4	4	4	4
				East	2	3	2	3
				West	N/A	3	N/A	3

Notes:

1. Ped QOS Results are for pedestrians crossing the leg noted.
2. Bike QOS Results are for bicyclists approaching via the leg noted.

Source: Fehr & Peers, August 2017.

2035 INTERSECTION BICYCLE QOS AND PEDESTRIAN QOS RESULTS

ID	Intersection	Jurisdiction /CMP	Mitigation Description	Intersection Leg	2035 With Project Conditions		2035 With Project and Mitigation Conditions	
					Ped QOS ¹	Bike QOS ²	Ped QOS ¹	Bike QOS ²
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	North	N/A	N/A	N/A	N/A
				South	N/A	N/A	N/A	N/A
				East	N/A	N/A	N/A	N/A
				West	N/A	4	N/A	4
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (CMP)	Contribute fair-share funding toward the installation of an overlap phase for northbound and southbound right-turning vehicles and the widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.	North	4	3	4	3
				South	4	4	4	4
				East	4	3	4	3
				West	4	4	4	4
19	Hanover St / Page Mill Rd	Santa Clara CMP	Contribute fair-share funding toward the addition of a second westbound left-turn lane (Page Mill Expressway Corridor Study Report).	North	2	4	2	4
				South	2	4	2	4
				East	4	4	4	4
				West	4	4	4	4
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (CMP)	Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two left-turn lanes, two receiving lanes, and no on-street parking, as well as the extension of the double left-turn lanes (Page Mill Expressway Corridor Study Report).	North	4	4	4	4
				South	4	4	4	4
				East	4	4	4	4
				West	4	4	4	4
21	Middlefield Rd / Oregon Expy	Santa Clara County (CMP)	No feasible mitigation measure.	North	2	3	N/A	N/A
				South	2	4		
				East	4	4		
				West	4	4		
29	Foothill Expy / Hillview Ave	Santa Clara County	No feasible mitigation measure.	North	4	4	N/A	N/A
				South	4	4		
				East	4	4		
				West	4	3		
30	Foothill Expy / Arastradero Rd	Santa Clara County	Contribute fair-share funding toward grade separation (County Expressway Plan 2040).	North	4	4	1	4
				South	4	4	1	4
				East	4	3	4	3
				West	4	3	4	3
31	Foothill Expy / San Antonio Rd	Santa Clara County (CMP)	Contribute fair-share funding to the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue (County Expressway Plan 2040).	North	N/A	4	N/A	4
				South	N/A	4	N/A	4
				East	N/A	4	N/A	4
				West	N/A	N/A	N/A	N/A

2035 INTERSECTION BICYCLE QOS AND PEDESTRIAN QOS RESULTS

ID	Intersection	Jurisdiction /CMP	Mitigation Description	Intersection Leg	2035 With Project Conditions		2035 With Project and Mitigation Conditions	
					Ped QOS ¹	Bike QOS ²	Ped QOS ¹	Bike QOS ²
32	Foothill Expy / El Monte Ave	Santa Clara County (CMP)	Contribute fair-share funding toward the addition of a third northbound through lane and associated receiving lane (County Expressway Plan 2040).	North	4	4	4	4
				South	4	4	4	4
				East	4	4	4	4
				West	4	4	4	4
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County	Contribute fair-share funding toward converting to an eight-phase signal; changing the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane, and changing the west leg to have one left-turn lane, two through lanes, and one right-turn lane (County Expressway Plan 2040).	North	4	4	4	4
				South	4	4	4	4
				East	4	3	4	3
				West	4	3	4	3
37	El Camino Real / Encinal Ave	Menlo Park	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	North	4	4	4	4
				South	N/A	4	N/A	4
				East	2	2	2	2
				West	2	1	2	1
38	El Camino Real / Valparaiso Ave	Menlo Park	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	North	4	4	4	4
				South	4	4	4	4
				East	4	2	4	2
				West	4	3	4	3
41	El Camino Real / Ravenswood Rd	Menlo Park	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	North	4	4	4	4
				South	4	4	4	4
				East	4	3	4	3
				West	2	3	2	3
48	El Camino Real / Embarcadero Rd	Santa Clara CMP	Contribute fair-share funding toward the addition of a second northbound left-turn lane.	North	4	4	4	4
				South	4	4	4	4
				East	4	3	4	3
				West	4	4	4	4
56	Alma St / Hamilton Ave	Palo Alto	Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing a portion of the parking.	North	2	3	2	3
				South	2	3	2	3
				East	2	2	2	2
				West	2	2	2	2
58	Alma St / Charleston Rd	Palo Alto	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	North	4	4	4	4
				South	4	4	4	4
				East	2	3	2	3
				West	N/A	3	N/A	3

2035 INTERSECTION BICYCLE QOS AND PEDESTRIAN QOS RESULTS

ID	Intersection	Jurisdiction /CMP	Mitigation Description	Intersection Leg	2035 With Project Conditions		2035 With Project and Mitigation Conditions	
					Ped QOS ¹	Bike QOS ²	Ped QOS ¹	Bike QOS ²
59	Middlefield Rd / Marsh Rd	Atherton	Contribute fair-share funding toward the addition of a second westbound left-turn lane and the addition of a second receiving lane on the south leg.	North	N/A	2	N/A	2
				South	4	3	4	3
				East	4	3	4	4
				West	N/A	N/A	N/A	N/A
63	Middlefield Rd / Lytton Ave	Palo Alto	No feasible mitigation measure.	North	2	3	N/A	N/A
				South	2	3		
				East	2	2		
				West	2	2		
66	Middlefield Rd / Embarcadero Rd	Palo Alto	No feasible mitigation measure.	North	2	3	N/A	N/A
				South	2	3		
				East	2	3		
				West	2	3		
89	Central Expy / Castro St – Moffett Blvd	Mountain View	The City of Mountain View's planned closure of Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard would mitigate the Project impact (Mountain View Transit Center Master Plan).	North	4	4	N/A	2
				South	4	4	N/A	2
				East	4	4	2	1
				West	4	1	N/A	N/A
90	Foothill Expy / Edith Ave	Los Altos	No feasible mitigation measure.	North	4	4	N/A	N/A
				South	4	4		
				East	N/A	3		
				West	4	3		

Notes:

1. Ped QOS Results are for pedestrians crossing the leg noted.
2. Bike QOS Results are for bicyclists approaching via the leg noted.

Source: Fehr & Peers, August 2017.

**2018 WITH PROJECT CONDITIONS STREETSCORE+ CALCULATION
SHEETS**





Bike Score by Intersection

**Intersection #2: I-280 NB Off-Ramp / Sand Hill Road
2018 with Project Conditions**

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	West-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	I-280 SB Ramps	I-280 SB Ramps
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	No	No
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road 2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	South-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 SB Ramps
at	Page Mill Road
ADT (average daily traffic)	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	No
Number of Total Travel Lanes	2
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	No
Is there a right turn lane?	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	3
Street Score+ LTS Score	3



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Signalized Slip Lane
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian
Score by
Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	2



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <= 75'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4

**2018 WITH PROJECT AND MITIGATIONS CONDITIONS STREETSCORE+
CALCULATION SHEETS**





Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	West-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	I-280 SB Ramps	I-280 SB Ramps
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?		No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road 2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	South-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 SB Ramps
at	Page Mill Road
ADT (average daily traffic)	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	No
Number of Total Travel Lanes	2
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	3
Street Score+ LTS Score	3



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	1	1



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian
Score by
Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	2



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <= 75'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4

**CUMULATIVE (2035) WITH PROJECT CONDITIONS STREETSCORE+
CALCULATION SHEETS**





Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road 2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	West-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	3
Street Score+ LTS Score	4	3



Pedestrian Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Signalized Slip Lane
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <= 75'	Yes, <= 75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	12001-15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	1
Street Score+ LTS Score	2	1



Pedestrian
Score by
Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	El Camino Real
at	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	6
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	3
Street Score+ LTS Score	2	3



Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	2



Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?		Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?		Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	1500-3000	3001-6000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	2
Street Score+ LTS Score	2	2



Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian
Score by
Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	2



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <= 75'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian
Score by
Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd 2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	3
Street Score+ LTS Score	3



Pedestrian
Score by
Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	South-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Marsh Road	Marsh Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	3
Street Score+ LTS Score	2	3



Pedestrian Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	2
Street Score+ LTS Score	2	2



Pedestrian Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	1
Street Score+ LTS Score	4	1



Pedestrian Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian
Score by
Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	West-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	Edith Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
ADT (average daily traffic)	9001-12000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4

**CUMULATIVE (2035) WITH PROJECT AND MITIGATIONS CONDITIONS
STREETSORE+ CALCULATION SHEETS**





Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road 2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	West-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	1	1



Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	12001-15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	1
Street Score+ LTS Score	2	1



Pedestrian
Score by
Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	El Camino Real
at	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	6
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	3
Street Score+ LTS Score	2	3



Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	2



Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?		Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?		Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	4
Street Score+ LTS Score	3	4



Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals	Countdown Signals, Viotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing	West-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	1500-3000	3001-6000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	2
Street Score+ LTS Score	2	2



Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	2	2



Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian
Score by
Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	2



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <= 75'	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	3	3
Street Score+ LTS Score	3	3



Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	North-Leg Crossing	South-Leg Crossing
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	4	4



Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, 76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	4	4
Street Score+ LTS Score	4	4



Pedestrian
Score by
Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd 2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	4
Street Score+ LTS Score	4



Pedestrian
Score by
Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	South-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	4



Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Marsh Road	Marsh Road
ADT (average daily traffic)	> 15000	> 15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, 76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	3
Street Score+ LTS Score	2	3



Pedestrian
Score by
Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	East-Leg Crossing
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Central Expy
at	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPis) or pedestrian scrambles used?	No
Street Score+ LTS Score	2



Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd 2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Central Expy
at	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	1
Street Score+ LTS Score	1



Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	2	2
Street Score+ LTS Score	2	2

**APPENDIX N:
TIRE TABLE**



TIRE INDEX			
Existing Volume Range (Vehicles Per Day)	TIRE Index	Minimum Daily Traffic Volume Increase to Produce	
		a 0.1 Change in the TIRE Index	a 0.2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+32
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+97	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,000-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group, based on curve shapes found in work by Donald Appleyard at the University of California at Berkeley and consideration of earlier thoughts by Buchanan of the Ministry of Transport, England.

**APPENDIX O:
DAILY ROADWAY VOLUME COUNTS**



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 31AM FINAL
Site Code : 00000031
Start Date : 10/6/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks

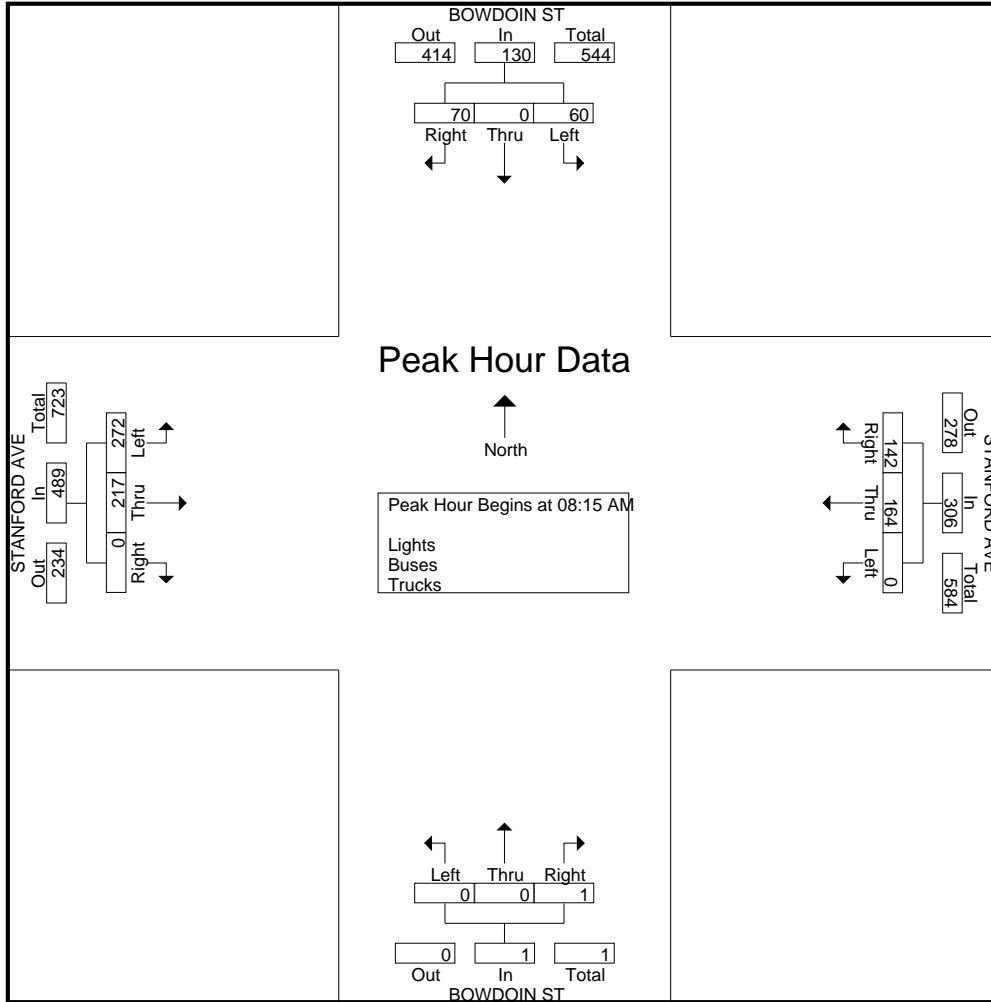
Start Time	BOWDOIN ST Southbound					STANFORD AVE Westbound					BOWDOIN ST Northbound					STANFORD AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	12	0	6	6	24	13	14	0	5	32	0	0	0	10	10	0	27	51	6	84	150
07:15 AM	7	0	9	8	24	22	19	0	0	41	0	0	0	1	1	0	23	49	1	73	139
07:30 AM	14	0	12	14	40	25	38	0	2	65	0	0	0	6	6	0	33	51	5	89	200
07:45 AM	24	0	21	11	56	21	34	0	11	66	0	0	0	7	7	0	33	79	6	118	247
Total	57	0	48	39	144	81	105	0	18	204	0	0	0	24	24	0	116	230	18	364	736
08:00 AM	19	0	11	5	35	25	31	0	10	66	0	0	0	5	5	0	61	72	7	140	246
08:15 AM	17	0	16	6	39	36	41	0	3	80	0	0	0	5	5	0	51	56	6	113	237
08:30 AM	22	0	13	12	47	36	40	0	0	76	0	0	0	6	6	0	57	62	6	125	254
08:45 AM	16	0	14	4	34	37	38	0	1	76	1	0	0	3	4	0	62	85	5	152	266
Total	74	0	54	27	155	134	150	0	14	298	1	0	0	19	20	0	231	275	24	530	1003
09:00 AM	15	0	17	9	41	33	45	0	2	80	0	0	0	4	4	0	47	69	6	122	247
09:15 AM	16	0	12	12	40	34	30	0	2	66	0	0	0	3	3	0	41	55	4	100	209
09:30 AM	19	0	25	5	49	23	18	0	0	41	1	0	0	4	5	0	50	43	4	97	192
09:45 AM	18	0	20	0	38	28	21	0	2	51	1	0	0	8	9	1	36	55	3	95	193
Total	68	0	74	26	168	118	114	0	6	238	2	0	0	19	21	1	174	222	17	414	841
Grand Total	199	0	176	92	467	333	369	0	38	740	3	0	0	62	65	1	521	727	59	1308	2580
Apprch %	42.6	0	37.7	19.7		45	49.9	0	5.1		4.6	0	0	95.4		0.1	39.8	55.6	4.5		
Total %	7.7	0	6.8	3.6	18.1	12.9	14.3	0	1.5	28.7	0.1	0	0	2.4	2.5	0	20.2	28.2	2.3	50.7	
Lights	193	0	173	92	458	322	364	0	38	724	0	0	0	62	62	0	510	717	59	1286	2530
% Lights	97	0	98.3	100	98.1	96.7	98.6	0	100	97.8	0	0	0	100	95.4	0	97.9	98.6	100	98.3	98.1
Buses	1	0	1	0	2	10	2	0	0	12	0	0	0	0	0	0	5	0	0	5	19
% Buses	0.5	0	0.6	0	0.4	3	0.5	0	0	1.6	0	0	0	0	0	0	1	0	0	0.4	0.7
Trucks	5	0	2	0	7	1	3	0	0	4	3	0	0	0	3	1	6	10	0	17	31
% Trucks	2.5	0	1.1	0	1.5	0.3	0.8	0	0	0.5	100	0	0	0	4.6	100	1.2	1.4	0	1.3	1.2

Start Time	BOWDOIN ST Southbound				STANFORD AVE Westbound				BOWDOIN ST Northbound				STANFORD AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	17	0	16	33	36	41	0	77	0	0	0	0	0	51	56	107	217
08:30 AM	22	0	13	35	36	40	0	76	0	0	0	0	0	57	62	119	230
08:45 AM	16	0	14	30	37	38	0	75	1	0	0	1	0	62	85	147	253
09:00 AM	15	0	17	32	33	45	0	78	0	0	0	0	0	47	69	116	226
Total Volume	70	0	60	130	142	164	0	306	1	0	0	1	0	217	272	489	926
% App. Total	53.8	0	46.2		46.4	53.6	0		100	0	0		0	44.4	55.6		
PHF	.795	.000	.882	.929	.959	.911	.000	.981	.250	.000	.000	.250	.000	.875	.800	.832	.915

Traffic Data Service

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Traffic Data Service

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File Name : 31PM FINAL
Site Code : 00000031
Start Date : 10/6/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	BOWDOIN ST Southbound					STANFORD AVE Westbound					BOWDOIN ST Northbound					STANFORD AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	61	0	29	2	92	14	48	0	0	62	0	0	0	4	4	0	42	42	2	86	244
04:15 PM	71	0	43	2	116	25	44	0	2	71	0	0	0	0	0	0	37	34	3	74	261
04:30 PM	89	0	45	4	138	22	52	0	0	74	0	0	0	3	3	0	40	44	0	84	299
04:45 PM	73	0	49	5	127	19	38	0	0	57	0	0	0	2	2	0	44	60	4	108	294
Total	294	0	166	13	473	80	182	0	2	264	0	0	0	9	9	0	163	180	9	352	1098
05:00 PM	82	1	59	10	152	24	38	0	0	62	0	0	0	2	2	0	46	35	0	81	297
05:15 PM	69	0	59	7	135	37	43	0	2	82	0	0	0	2	2	0	52	58	3	113	332
05:30 PM	83	0	45	6	134	33	33	0	3	69	0	0	0	1	1	0	76	44	6	126	330
05:45 PM	41	0	57	6	104	30	40	0	3	73	0	0	0	6	6	0	51	73	6	130	313
Total	275	1	220	29	525	124	154	0	8	286	0	0	0	11	11	0	225	210	15	450	1272
06:00 PM	61	0	66	9	136	32	36	0	0	68	0	0	0	6	6	0	69	45	4	118	328
06:15 PM	59	0	33	11	103	20	32	0	0	52	0	0	0	4	4	0	42	43	3	88	247
06:30 PM	50	0	28	12	90	29	38	0	0	67	0	0	0	1	1	0	51	50	5	106	264
06:45 PM	61	0	35	8	104	27	27	0	0	54	0	0	0	2	2	0	35	47	2	84	244
Total	231	0	162	40	433	108	133	0	0	241	0	0	0	13	13	0	197	185	14	396	1083
Grand Total	800	1	548	82	1431	312	469	0	10	791	0	0	0	33	33	0	585	575	38	1198	3453
Apprch %	55.9	0.1	38.3	5.7		39.4	59.3	0	1.3		0	0	0	100		0	48.8	48	3.2		
Total %	23.2	0	15.9	2.4	41.4	9	13.6	0	0.3	22.9	0	0	0	1	1	0	16.9	16.7	1.1	34.7	
Lights	797	0	543	81	1421	299	465	0	10	774	0	0	0	33	33	0	580	572	38	1190	3418
% Lights	99.6	0	99.1	98.8	99.3	95.8	99.1	0	100	97.9	0	0	0	100	100	0	99.1	99.5	100	99.3	99
Buses	2	0	2	0	4	13	3	0	0	16	0	0	0	0	0	0	1	1	0	2	22
% Buses	0.2	0	0.4	0	0.3	4.2	0.6	0	0	2	0	0	0	0	0	0	0.2	0.2	0	0.2	0.6
Trucks	1	1	3	1	6	0	1	0	0	1	0	0	0	0	0	0	4	2	0	6	13
% Trucks	0.1	100	0.5	1.2	0.4	0	0.2	0	0	0.1	0	0	0	0	0	0	0.7	0.3	0	0.5	0.4

Start Time	BOWDOIN ST Southbound				STANFORD AVE Westbound				BOWDOIN ST Northbound				STANFORD AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	69	0	59	128	37	43	0	80	0	0	0	0	0	52	58	110	318
05:30 PM	83	0	45	128	33	33	0	66	0	0	0	0	0	76	44	120	314
05:45 PM	41	0	57	98	30	40	0	70	0	0	0	0	0	51	73	124	292
06:00 PM	61	0	66	127	32	36	0	68	0	0	0	0	0	69	45	114	309
Total Volume	254	0	227	481	132	152	0	284	0	0	0	0	0	248	220	468	1233
% App. Total	52.8	0	47.2		46.5	53.5	0		0	0	0		0	53	47		
PHF	.765	.000	.860	.939	.892	.884	.000	.888	.000	.000	.000	.000	.000	.816	.753	.944	.969

Traffic Data Service

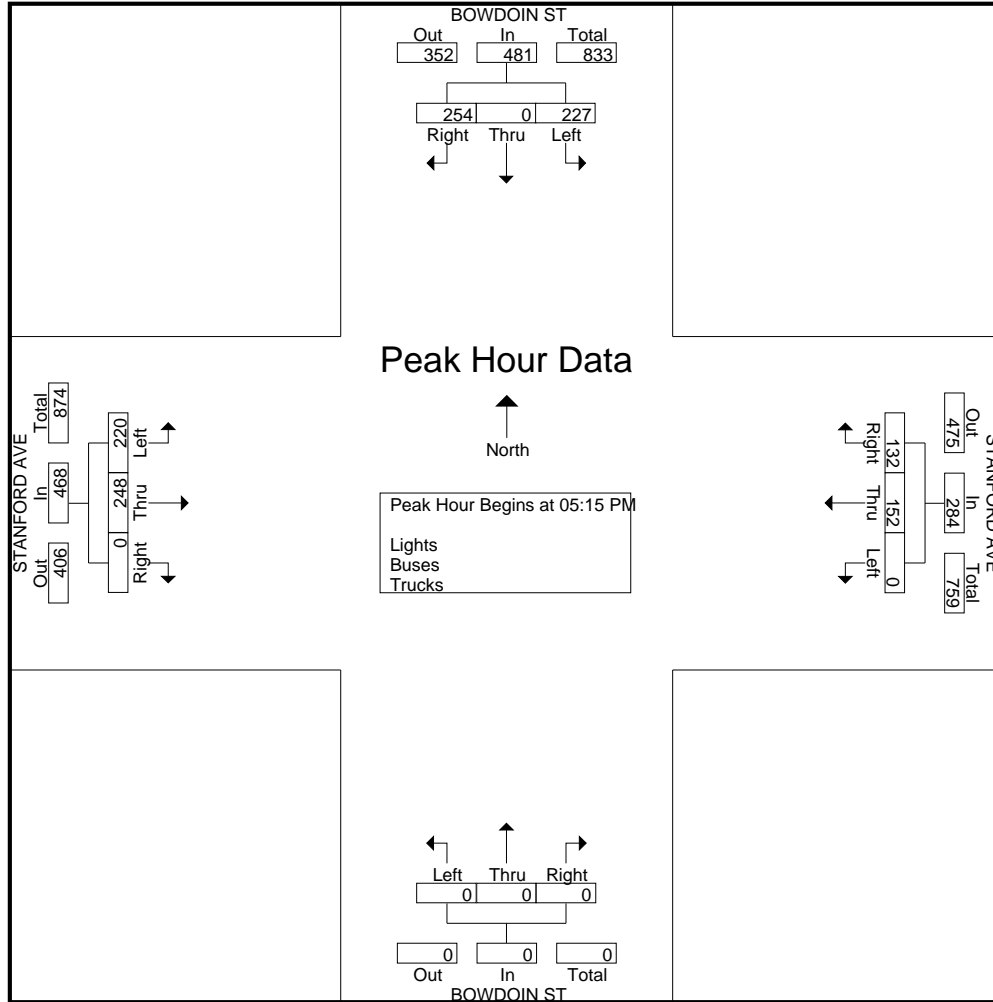
San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 31PM FINAL

Site Code : 00000031

Start Date : 10/6/2016

Page No : 2



Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13941 -- English (ENU)

Datasets:

Site: [12] COLUM IA ST N OF CALIFORNIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=307, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	1	4	5	18	10	15	18	19	22	23	27	27	26	28	21	14	17	8	3	
0	0	1	0	0	0	1	3	2	5	2	2	2	6	5	6	8	4	3	5	2	3	4	1	0
0	0	0	0	0	0	1	1	8	3	7	6	6	4	5	6	8	10	9	7	3	9	3	0	0
0	0	0	0	0	1	1	1	4	2	4	4	4	6	6	8	8	8	10	5	4	2	0	2	0
0	0	0	0	0	0	1	0	4	0	2	6	7	6	7	7	3	4	6	4	5	3	1	0	0

AM Peak 0815 - 0915 (21), AM PHF=0.66 PM Peak 1530 - 1630 (31), PM PHF=0.97

*** Wednesday, November 02, 2016 - Total=277, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	2	1	8	12	12	9	20	24	11	12	21	20	31	42	14	15	9	10	4	
0	0	0	0	0	0	0	2	5	5	2	7	4	3	4	7	6	10	3	4	1	3	2	1	1
0	0	0	0	0	0	0	1	3	2	3	3	6	2	3	4	7	8	10	4	4	3	3	1	0
0	0	0	0	0	2	1	4	2	2	1	4	5	2	2	2	3	5	14	1	6	3	3	2	0
0	0	0	0	0	0	1	2	3	3	6	9	4	4	3	8	4	8	15	5	4	0	2	0	0

AM Peak 1145 - 1245 (21), AM PHF=0.88 PM Peak 1815 - 1915 (43), PM PHF=0.72

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13940 -- English (ENU)

Datasets:

Site: [12] COLUM IA ST N OF CALIFORNIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=343, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	5	8	26	46	34	26	16	15	25	24	20	30	22	18	10	6	6	3	3	
0	0	0	0	0	1	1	2	15	13	10	3	3	6	4	7	5	4	6	7	3	2	0	1	0
0	0	0	0	0	0	2	3	16	6	5	8	3	10	11	6	11	5	4	1	1	2	3	2	0
0	0	0	0	0	2	2	7	6	7	5	2	4	4	4	6	4	5	5	0	2	2	0	0	0
0	0	0	0	0	2	3	14	9	8	6	3	5	5	5	1	10	8	3	2	0	0	0	0	0

AM Peak 0730 - 0830 (52), AM PHF=0.81 PM Peak 1600 - 1700 (30), PM PHF=0.68

*** Wednesday, November 02, 2016 - Total=343, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	1	0	3	9	35	42	33	20	23	16	26	19	16	20	20	21	20	5	8	3	3	
0	0	0	0	0	0	1	3	11	8	9	4	3	3	5	1	3	7	8	4	2	2	2	1	0
0	0	0	0	0	0	3	6	13	14	4	9	2	9	7	4	7	7	4	3	1	2	0	0	0
0	0	0	0	0	1	2	9	10	2	3	6	6	6	1	8	3	2	3	6	1	1	1	2	0
0	0	0	1	0	2	3	17	8	9	4	4	5	8	6	3	7	4	6	7	1	3	0	0	0

AM Peak 0745 - 0845 (51), AM PHF=0.75 PM Peak 1315 - 1415 (28), PM PHF=0.78

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13929 -- English (ENU)

Datasets:

Site: [9] HANOVER ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=539, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	1	0	1	6	5	39	64	49	31	31	23	28	46	37	42	51	39	15	18	5	6	0	
0	0	0	0	0	0	0	4	22	13	9	3	5	7	6	6	10	8	10	4	5	0	1	0	0
2	0	1	0	0	2	0	7	16	14	9	8	5	4	14	11	14	16	11	4	5	3	2	0	0
0	0	0	0	0	3	1	9	14	8	7	10	6	8	9	10	8	18	8	6	5	1	2	0	0
0	0	0	0	1	1	4	19	12	14	6	10	7	9	17	10	10	9	10	1	3	1	1	0	0

AM Peak 0745 - 0845 (71), AM PHF=0.81 PM Peak 1715 - 1815 (53), PM PHF=0.74

*** Wednesday, November 02, 2016 - Total=545, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	3	0	0	5	7	36	67	55	35	29	33	46	26	36	31	57	33	17	12	8	5	3	
0	0	2	0	0	1	0	3	21	7	10	8	8	10	6	8	8	14	11	7	2	3	0	3	1
0	1	0	0	0	2	0	5	11	19	6	8	12	15	7	8	8	13	9	1	5	5	1	0	0
0	0	0	0	0	0	4	11	20	16	12	6	6	13	6	12	7	14	6	4	3	0	3	0	1
0	0	1	0	0	2	3	17	15	13	7	7	7	8	7	8	8	16	7	5	2	0	1	0	0

AM Peak 0745 - 0845 (69), AM PHF=0.82 PM Peak 1700 - 1800 (57), PM PHF=0.89

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13931 -- English (ENU)

Datasets:

Site: [9] HANOVER ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=605, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	0	0	3	2	25	48	42	25	22	31	37	47	41	54	85	60	26	20	17	10	7	
0	0	0	0	0	1	0	2	23	12	4	5	2	11	9	10	12	15	25	8	8	6	2	2	1
0	1	1	0	0	0	1	7	12	10	13	5	13	5	13	14	7	26	17	4	4	6	1	3	0
1	0	0	0	0	1	0	4	3	12	6	8	3	11	13	5	18	26	11	9	1	3	5	0	0
0	0	0	0	0	1	1	12	10	8	2	4	13	10	12	12	17	18	7	5	7	2	2	2	1

AM Peak 0730 - 0830 (51), AM PHF=0.55 PM Peak 1715 - 1815 (95), PM PHF=0.91

*** Wednesday, November 02, 2016 - Total=639, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	1	0	1	2	20	49	48	20	31	37	52	34	59	46	85	64	35	20	18	10	4	
1	1	0	0	0	0	2	3	12	10	6	9	7	15	12	15	11	15	19	7	6	6	3	2	1
0	0	0	0	0	0	0	1	16	17	7	5	9	8	4	10	17	24	13	12	5	3	0	2	2
0	0	0	1	0	0	0	8	7	6	4	9	8	18	12	21	6	23	20	8	5	5	3	0	1
1	0	0	0	0	1	0	8	14	15	3	8	13	11	6	13	12	23	12	8	4	4	4	0	0

AM Peak 0800 - 0900 (49), AM PHF=0.77 PM Peak 1715 - 1815 (89), PM PHF=0.93

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13932 -- English (ENU)

Datasets:

Site: [10] HARVARD ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=219, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	2	5	23	18	19	11	15	15	7	14	16	20	19	10	9	7	3	0	5	
1	0	0	0	0	1	0	2	7	8	4	9	4	2	4	2	8	3	1	2	0	1	0	2	0
0	0	0	0	0	1	1	3	5	6	3	2	3	1	3	5	4	6	4	3	1	0	0	1	0
0	0	0	0	0	0	1	6	2	0	2	2	6	0	3	7	7	4	1	2	4	0	0	1	0
0	0	0	0	0	0	3	12	4	5	2	2	2	4	4	2	1	6	4	2	2	2	0	1	0

AM Peak 0730 - 0830 (30), AM PHF=0.63 PM Peak 1515 - 1615 (22), PM PHF=0.69

*** Wednesday, November 02, 2016 - Total=216, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	0	2	15	28	13	12	12	14	17	12	6	25	17	18	10	2	5	4	3	
0	0	0	0	0	0	0	2	7	3	6	5	3	2	4	1	7	6	4	2	0	3	1	0	0
0	0	0	0	0	0	0	1	5	3	2	4	1	5	3	3	6	6	5	2	1	1	0	2	0
0	0	0	0	1	0	1	3	7	3	2	2	6	4	1	1	6	2	8	4	0	1	2	1	0
0	0	0	0	0	0	1	9	9	4	2	1	4	6	4	1	6	3	1	2	1	0	1	0	0

AM Peak 0745 - 0845 (28), AM PHF=0.78 PM Peak 1600 - 1700 (25), PM PHF=0.89

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13934 -- English (ENU)

Datasets:

Site: [10] HARVARD ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=208, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	0	1	3	3	17	14	11	10	13	13	18	22	11	20	16	13	11	4	3	3	
1	0	0	0	0	0	0	0	5	4	3	2	4	3	3	10	2	4	4	3	5	1	1	1	0
0	0	0	0	0	0	0	0	3	1	3	2	4	5	3	4	2	6	5	2	2	1	0	1	1
1	0	0	0	0	0	0	2	4	4	2	3	4	2	3	4	3	7	5	6	0	2	1	0	0
0	0	0	0	0	1	3	1	5	5	3	3	1	3	9	4	4	3	2	2	4	0	1	1	0

AM Peak 0800 - 0900 (17), AM PHF=0.85 PM Peak 1445 - 1545 (27), PM PHF=0.68

*** Wednesday, November 02, 2016 - Total=224, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	3	2	6	18	14	7	6	12	26	18	15	14	33	20	11	8	5	2	3	
0	0	0	0	0	1	0	1	3	5	1	0	3	2	8	4	2	10	2	4	1	2	2	1	1
1	0	0	0	0	0	0	1	7	3	1	2	3	7	3	3	6	8	7	3	4	2	0	1	0
0	0	0	0	0	1	0	1	5	4	4	1	1	10	4	5	6	12	7	2	0	1	0	0	0
0	0	0	0	0	1	2	3	3	2	1	3	5	7	3	3	0	3	4	2	3	0	0	1	0

AM Peak 0815 - 0915 (20), AM PHF=0.71 PM Peak 1700 - 1800 (33), PM PHF=0.69

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13935 -- English (ENU)

Datasets:

Site: [11] O ERLIN ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=444, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	1	3	5	31	48	34	21	22	26	27	34	36	43	29	27	25	16	7	6	1	
0	0	0	0	1	1	3	4	16	7	7	6	7	8	5	11	14	3	9	10	5	2	3	0	1
1	1	0	0	0	1	0	2	9	11	7	5	7	5	10	7	9	9	3	8	2	1	1	0	0
0	0	0	0	0	0	0	5	16	11	4	6	5	1	11	5	13	7	7	5	5	1	1	0	0
0	0	0	0	0	1	2	20	7	5	3	5	7	13	8	13	7	10	8	2	4	3	1	1	0

AM Peak 0745 - 0845 (61), AM PHF=0.76 PM Peak 1545 - 1645 (49), PM PHF=0.88

*** Wednesday, November 02, 2016 - Total=460, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	0	0	1	3	39	47	35	24	29	34	37	27	32	23	44	27	25	10	12	5	3	
1	1	0	0	0	0	0	3	22	11	4	6	11	9	8	3	3	7	8	7	1	2	2	2	1
0	0	0	0	0	0	0	7	9	13	9	7	8	15	6	12	10	16	7	5	2	3	2	0	0
0	0	1	0	0	0	0	8	5	7	7	10	10	9	3	9	4	8	7	5	4	5	0	1	1
0	0	0	0	0	1	3	21	11	4	4	6	5	4	10	8	6	13	5	8	3	2	1	0	1

AM Peak 0730 - 0830 (60), AM PHF=0.68 PM Peak 1715 - 1815 (45), PM PHF=0.70

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13937 -- English (ENU)

Datasets:

Site: [11] O ERLIN ST S OF STANFORD AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=413, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	2	2	11	46	59	24	15	24	14	19	38	34	36	26	27	7	17	9	2	
0	0	0	0	0	0	0	1	16	21	9	6	5	5	5	14	9	11	6	7	3	4	3	1	2
0	0	0	0	0	0	0	1	9	20	7	4	4	5	3	11	11	13	11	7	0	2	4	1	0
0	0	0	0	0	1	0	2	9	8	3	4	8	3	4	7	6	2	5	7	2	7	1	0	1
1	0	0	0	0	1	2	7	12	10	5	1	7	1	7	6	8	10	4	6	2	4	1	0	0

AM Peak 0830 - 0930 (62), AM PHF=0.74 PM Peak 1445 - 1545 (39), PM PHF=0.70

*** Wednesday, November 02, 2016 - Total=385, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	1	0	1	2	2	17	46	53	17	23	17	24	20	18	17	40	25	19	14	15	8	2	
2	1	1	0	0	0	0	2	18	23	6	2	7	6	4	1	3	6	11	6	5	9	5	2	0
0	0	0	0	0	1	1	2	15	14	6	7	3	3	2	4	3	12	6	3	2	2	1	0	0
1	0	0	0	1	0	0	1	7	10	4	6	3	9	7	6	5	8	2	5	3	3	1	0	0
0	0	0	0	0	1	1	12	6	6	1	8	4	6	7	7	6	14	6	5	4	1	1	0	0

AM Peak 0845 - 0945 (53), AM PHF=0.58 PM Peak 1715 - 1815 (45), PM PHF=0.80

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13944 -- English (ENU)

Datasets:

Site: [13] PRINCETON ST N OF CALIFORNIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=237, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	1	12	15	13	11	13	14	19	14	16	22	29	24	13	11	5	3	1	
0	0	0	0	0	0	0	0	4	7	3	7	3	5	2	3	5	1	9	4	2	2	1	1	1
0	0	0	0	0	0	0	1	2	1	2	2	4	1	7	5	8	9	5	6	2	3	0	0	0
0	0	0	0	0	0	0	4	7	5	4	3	2	6	3	3	2	6	6	2	2	0	0	0	1
0	1	0	0	0	0	1	7	2	0	2	1	5	7	2	5	7	13	4	1	5	0	2	0	0

AM Peak 0745 - 0845 (20), AM PHF=0.71 PM Peak 1715 - 1815 (37), PM PHF=0.71

*** Wednesday, November 02, 2016 - Total=246, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	0	1	3	13	19	11	16	12	13	15	18	19	19	34	13	19	6	7	3	3	
1	0	0	0	0	0	1	0	6	3	7	5	5	7	9	5	5	11	3	4	3	1	1	0	1
0	0	0	0	0	0	0	3	4	1	3	3	1	4	4	4	4	6	3	12	1	1	2	1	0
1	0	0	0	0	1	1	4	5	2	3	3	2	3	1	5	2	8	4	3	0	4	0	2	1
0	0	0	0	0	0	1	6	4	5	3	1	5	1	4	5	8	9	3	0	2	1	0	0	0

AM Peak 0745 - 0845 (21), AM PHF=0.88 PM Peak 1700 - 1800 (34), PM PHF=0.77

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13946 -- English (ENU)

Datasets:

Site: [13] PRINCETON ST N OF CALIFORNIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 01, 2016 - Total=381, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	6	9	22	55	56	23	23	12	16	20	25	27	32	24	10	8	6	4	2	0
0	0	0	0	0	0	2	1	15	18	8	8	1	1	6	7	11	8	4	3	0	2	0	1	0
0	0	0	0	0	0	2	1	13	16	7	5	6	3	4	7	7	16	11	6	5	3	2	1	0
0	0	0	0	0	2	1	6	13	11	4	2	1	7	4	6	4	1	8	0	1	1	1	0	0
1	0	0	0	0	4	4	14	14	11	4	8	4	5	6	5	5	7	1	1	2	0	1	0	0

AM Peak 0830 - 0930 (61), AM PHF=0.85 PM Peak 1630 - 1730 (33), PM PHF=0.52

*** Wednesday, November 02, 2016 - Total=352, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	6	8	31	47	49	18	12	19	22	21	25	17	32	20	13	6	5	1	0	0
0	0	0	0	0	0	2	4	16	17	5	2	3	7	5	4	5	4	8	5	0	2	0	0	0
0	0	0	0	0	0	3	7	14	12	8	5	6	3	3	6	4	14	5	1	2	1	0	0	0
0	0	0	0	0	5	0	6	6	13	3	2	5	4	9	4	5	6	3	5	2	2	1	0	0
0	0	0	0	0	1	3	14	11	7	2	3	5	8	4	11	3	8	4	2	2	0	0	0	0

AM Peak 0845 - 0945 (53), AM PHF=0.78 PM Peak 1715 - 1815 (36), PM PHF=0.64

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13928 -- English (ENU)

Datasets:

Site: [8] HAMILTON AVE E OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=2293, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	7	0	0	1	4	14	61	72	43	52	67	64	77	136	276	366	437	327	138	45	44	37	18	
3	4	0	0	0	0	2	5	16	8	8	16	19	13	32	59	74	100	70	59	8	13	9	5	2
1	1	0	0	0	0	3	10	22	12	20	17	16	18	25	67	96	114	106	36	18	10	11	2	3
2	1	0	0	0	0	3	16	20	10	8	17	13	22	36	76	103	110	67	22	13	10	10	6	0
1	1	0	0	1	4	6	30	14	13	16	17	16	24	43	74	93	113	84	21	6	11	7	5	0

AM Peak 0745 - 0845 (88), AM PHF=0.73 PM Peak 1700 - 1800 (437), PM PHF=0.96

*** Wednesday, November 09, 2016 - Total=2017, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	3	2	0	1	1	11	51	64	57	44	54	59	78	151	240	323	348	242	134	48	52	30	19	
2	2	2	0	0	1	0	5	16	12	14	10	14	21	28	49	76	84	65	61	11	13	9	5	2
3	0	0	0	1	0	5	13	13	15	10	9	14	20	34	58	94	99	65	40	16	11	7	5	2
0	0	0	0	0	0	2	9	15	13	7	19	12	21	40	56	70	94	48	24	14	17	5	4	0
0	1	0	0	0	0	4	24	20	17	13	16	19	16	49	77	83	71	64	9	7	11	9	5	0

AM Peak 0745 - 0845 (68), AM PHF=0.71 PM Peak 1645 - 1745 (360), PM PHF=0.91

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13926 -- English (ENU)

Datasets:

Site: [8] HAMILTON AVE E OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=1325, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	0	3	8	34	121	150	80	76	66	55	50	76	73	111	159	167	39	18	19	15	2	
0	1	0	0	0	2	1	18	41	21	25	10	17	8	13	15	24	37	41	12	9	5	3	1	0
0	0	0	0	1	1	8	24	47	19	11	21	13	17	24	13	26	36	60	9	3	6	7	1	1
1	0	0	0	0	1	8	40	31	21	15	24	13	9	17	28	22	31	24	6	3	6	4	0	0
1	0	0	0	2	4	17	39	31	19	25	11	12	16	22	17	39	55	42	12	3	2	1	0	0

AM Peak 0730 - 0830 (167), AM PHF=0.89 PM Peak 1730 - 1830 (187), PM PHF=0.78

*** Wednesday, November 09, 2016 - Total=1163, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	5	2	0	1	4	27	93	154	109	75	66	82	54	54	71	89	118	82	30	22	18	4	2	
0	3	0	0	0	0	4	16	57	31	21	13	17	15	13	18	17	41	21	12	3	6	0	0	0
1	2	0	0	1	1	8	16	29	26	20	20	21	14	10	19	24	31	23	6	9	5	2	1	0
0	0	2	0	0	2	7	32	39	22	22	13	21	15	13	18	26	25	17	6	6	4	0	1	0
0	0	0	0	0	1	8	29	29	30	12	20	23	10	18	16	22	21	21	6	4	3	2	0	0

AM Peak 0745 - 0845 (154), AM PHF=0.68 PM Peak 1630 - 1730 (120), PM PHF=0.73

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13919 -- English (ENU)

Datasets:

Site: [6] HAMILTON AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=3238, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	6	1	2	4	7	39	76	118	109	130	151	157	210	254	349	372	382	332	188	120	110	74	39	
1	3	1	1	1	1	3	15	33	23	25	27	42	45	59	72	87	99	101	62	34	33	17	11	7
2	1	0	1	0	2	3	18	32	20	31	29	35	45	51	78	100	101	86	35	39	23	19	12	8
3	1	0	0	2	2	11	20	30	32	33	52	39	61	66	103	95	105	69	51	23	25	21	8	2
2	1	0	0	1	2	22	23	23	34	41	43	41	59	78	96	90	77	76	40	24	29	17	8	2

AM Peak 1130 - 1230 (172), AM PHF=0.83 PM Peak 1645 - 1745 (395), PM PHF=0.94

*** Wednesday, November 09, 2016 - Total=3197, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	7	2	0	3	2	24	71	98	111	127	130	171	212	273	348	389	369	276	200	139	119	70	37	
7	3	2	0	0	0	3	9	30	20	31	33	51	47	59	71	119	89	80	54	38	29	28	10	11
8	2	0	0	1	1	4	14	21	32	27	27	45	47	69	76	84	116	57	63	41	31	16	13	6
2	0	0	0	1	1	7	20	28	23	32	40	34	52	77	91	97	87	66	51	32	29	11	6	2
2	2	0	0	1	0	10	28	19	36	37	30	41	66	68	110	89	77	73	32	28	30	15	8	3

AM Peak 1130 - 1230 (166), AM PHF=0.81 PM Peak 1545 - 1645 (410), PM PHF=0.86

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13917 -- English (ENU)

Datasets:

Site: [6] HAMILTON AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=2332, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	2	0	2	6	16	58	193	259	215	185	178	147	109	166	163	168	164	122	67	36	34	25	12	
2	1	0	1	2	1	7	35	70	61	56	42	34	29	40	31	42	45	32	17	17	9	5	8	2
1	1	0	0	1	4	9	37	66	50	33	47	31	23	43	35	36	41	38	22	12	9	8	2	7
1	0	0	0	2	3	14	59	74	54	55	47	34	27	38	54	39	31	22	12	4	6	7	1	0
1	0	0	1	1	8	28	62	49	50	41	42	48	30	45	43	51	47	30	16	3	10	5	1	1

AM Peak 0745 - 0845 (272), AM PHF=0.92 PM Peak 1630 - 1730 (176), PM PHF=0.86

*** Wednesday, November 09, 2016 - Total=2398, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	4	2	0	3	13	62	190	254	210	191	183	152	148	184	150	138	177	129	82	49	38	18	11	
2	2	0	0	0	0	10	31	74	58	45	39	44	32	51	35	37	51	40	28	13	7	2	5	1
7	1	0	0	2	5	8	37	53	45	53	40	34	38	39	33	41	45	32	20	13	15	5	4	1
0	1	1	0	1	6	17	57	68	46	60	48	34	35	50	33	28	42	33	17	7	9	6	2	0
1	0	1	0	0	2	27	65	59	61	33	56	40	43	44	49	32	39	24	17	16	7	5	0	0

AM Peak 0745 - 0845 (260), AM PHF=0.88 PM Peak 1400 - 1500 (184), PM PHF=0.90

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13925 -- English (ENU)

Datasets:

Site: [7] HAMILTON AVE W OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=2341, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	7	0	0	1	4	15	69	94	57	61	78	72	98	160	252	340	400	295	158	56	53	42	21	
3	4	0	0	0	0	3	9	27	11	13	18	16	21	40	55	77	90	62	65	9	11	10	7	4
1	1	0	0	0	0	2	14	24	13	20	17	20	19	31	63	87	103	86	42	20	13	12	4	3
2	1	0	0	0	0	4	20	25	16	12	22	19	30	44	71	89	107	69	24	15	11	11	5	1
2	1	0	0	1	4	6	26	18	17	16	21	17	28	45	63	87	100	78	27	12	18	9	5	0

AM Peak 0745 - 0845 (102), AM PHF=0.94 PM Peak 1700 - 1800 (400), PM PHF=0.93

*** Wednesday, November 09, 2016 - Total=2237, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	3	2	0	2	2	16	52	81	72	66	68	97	99	165	265	296	341	256	157	65	61	40	23	
4	2	2	0	0	1	4	6	22	17	20	12	25	27	37	55	79	92	64	66	17	15	10	7	4
3	0	0	0	1	0	4	14	22	16	13	13	25	24	38	64	84	87	69	48	16	13	9	5	5
1	0	0	0	1	0	2	12	19	14	15	23	20	29	45	61	55	94	54	27	21	22	9	6	1
0	1	0	0	0	1	6	20	18	25	18	20	27	19	45	85	78	68	69	16	11	11	12	5	0

AM Peak 1130 - 1230 (93), AM PHF=0.93 PM Peak 1645 - 1745 (351), PM PHF=0.93

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-13923 -- English (ENU)

Datasets:

Site: [7] HAMILTON AVE W OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=1464, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	0	3	9	36	116	168	100	87	65	76	55	86	91	120	159	177	45	24	23	18	3	
1	1	0	0	0	2	1	19	42	26	34	12	24	12	15	22	22	42	41	15	8	4	3	2	1
0	0	0	0	1	1	9	27	51	20	13	20	14	17	21	14	30	36	63	12	7	9	7	1	1
1	0	0	0	1	1	11	36	39	26	18	24	21	7	29	35	26	26	29	8	5	6	6	0	0
0	0	0	0	1	5	15	34	36	28	22	9	17	19	21	20	42	55	44	10	4	4	2	0	0

AM Peak 0800 - 0900 (168), AM PHF=0.82 PM Peak 1745 - 1845 (188), PM PHF=0.75

*** Wednesday, November 09, 2016 - Total=1365, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	2	0	1	7	32	102	171	122	87	76	107	65	73	87	102	130	106	40	22	18	7	5	
1	0	0	0	0	0	5	18	58	35	27	16	26	14	20	21	21	45	29	17	3	6	0	2	0
1	1	0	0	1	2	9	18	35	25	22	19	25	19	12	24	30	31	26	7	7	5	3	1	0
0	0	2	0	0	4	12	29	44	27	23	15	25	19	22	16	25	30	28	6	6	3	1	2	0
0	0	0	0	0	1	6	37	34	35	15	26	31	13	19	26	26	24	23	10	6	4	3	0	0

AM Peak 0745 - 0845 (174), AM PHF=0.75 PM Peak 1645 - 1745 (132), PM PHF=0.73

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13904 -- English (ENU)

Datasets:

Site: [1] LYTTON AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=1782, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	3	3	0	0	2	8	44	53	58	56	58	68	84	117	205	242	264	231	91	55	65	43	16	
3	1	0	0	0	0	1	8	20	16	11	7	13	20	34	33	56	72	68	28	8	15	12	5	4
7	1	1	0	0	0	2	10	10	10	13	16	11	20	24	44	57	81	53	24	18	18	12	4	3
3	0	2	0	0	1	3	8	8	13	12	13	25	18	27	65	59	58	52	20	13	17	9	4	2
3	1	0	0	0	1	2	18	15	19	20	22	19	26	32	63	70	53	58	19	16	15	10	3	1

AM Peak 1145 - 1245 (71), AM PHF=0.71 PM Peak 1630 - 1730 (282), PM PHF=0.87

*** Wednesday, November 09, 2016 - Total=1780, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	2	4	0	0	3	6	34	58	51	41	55	84	97	107	228	258	253	198	97	65	68	36	25	
4	0	2	0	0	0	1	7	16	12	10	17	23	17	23	51	57	74	46	32	18	20	15	7	3
3	0	0	0	0	1	2	7	13	8	7	20	14	23	28	56	67	74	47	29	21	13	9	6	5
2	1	1	0	0	0	2	12	12	16	15	6	23	29	24	48	74	57	61	23	11	17	6	8	3
1	1	1	0	0	2	1	8	17	15	9	12	24	28	32	73	60	48	44	13	15	18	6	4	1

AM Peak 1145 - 1245 (72), AM PHF=0.78 PM Peak 1630 - 1730 (282), PM PHF=0.95

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13902 -- English (ENU)

Datasets:

Site: [1] LYTTON AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=1151, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	12	41	101	142	111	81	53	52	58	93	81	72	108	83	28	21	7	4	1	
0	0	0	0	0	1	8	15	42	36	19	6	15	12	20	18	22	22	22	11	5	1	2	0	0
0	0	0	0	1	1	7	19	34	33	20	14	11	10	20	19	10	36	15	7	8	4	0	0	0
0	0	0	0	0	3	10	28	31	20	23	15	12	23	30	23	15	27	19	6	3	1	1	0	0
1	0	0	0	0	7	16	39	35	22	19	18	14	13	23	21	25	23	27	4	5	1	1	1	1

AM Peak 0745 - 0845 (146), AM PHF=0.87 PM Peak 1645 - 1745 (110), PM PHF=0.76

*** Wednesday, November 09, 2016 - Total=1166, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	1	0	11	32	116	132	121	102	71	57	68	61	77	78	98	67	31	19	9	7	5	
0	1	0	1	0	1	7	24	31	39	25	16	16	10	17	21	16	18	16	9	5	5	2	1	0
0	0	0	0	0	2	9	26	31	31	30	17	16	20	15	18	17	27	16	9	5	2	2	2	0
0	0	1	0	0	4	6	34	34	23	27	21	13	18	17	20	21	22	19	6	4	2	1	1	1
1	0	0	0	0	4	10	32	36	28	20	17	12	20	12	18	24	31	16	7	5	0	2	1	0

AM Peak 0815 - 0915 (140), AM PHF=0.90 PM Peak 1700 - 1800 (98), PM PHF=0.79

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13910 -- English (ENU)

Datasets:

Site: [3] UNIVERISTY AVE W OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=8512, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	65	48	25	27	59	160	401	499	508	539	571	683	711	731	495	238	185	137	512	568	568	420	274	
32	21	13	2	10	10	32	76	111	106	124	139	176	210	218	144	56	56	40	76	125	150	112	89	43
20	17	12	12	3	13	30	107	125	117	141	134	158	177	184	118	61	29	31	146	178	152	103	79	55
18	14	17	5	4	15	39	98	127	145	151	164	167	162	182	123	55	58	38	118	131	133	103	60	22
18	13	6	6	10	21	59	120	136	140	123	134	182	162	147	110	66	42	28	172	134	133	102	46	20

AM Peak 1145 - 1245 (635), AM PHF=0.90 PM Peak 1345 - 1445 (746), PM PHF=0.86

*** Wednesday, November 09, 2016 - Total=9501, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
140	78	59	28	39	58	166	411	517	519	519	627	648	778	735	595	328	172	186	587	738	734	496	343	
43	21	19	7	9	11	24	82	138	123	113	176	144	190	204	175	116	40	46	73	203	176	147	106	48
55	27	10	5	6	16	42	86	157	123	140	136	146	192	182	149	91	38	40	160	190	184	151	73	48
22	15	18	5	10	12	45	124	117	147	138	160	177	193	190	132	72	58	43	184	175	191	85	86	31
20	15	12	11	14	19	55	119	105	126	128	155	181	203	159	139	49	36	57	170	170	183	113	78	18

AM Peak 1100 - 1200 (627), AM PHF=0.89 PM Peak 1315 - 1415 (792), PM PHF=0.97

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13908 -- English (ENU)

Datasets:

Site: [3] UNIVERISTY AVE W OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=10039, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	31	26	37	145	434	656	724	797	799	779	740	708	671	635	485	362	352	337	372	309	260	227	111	
10	10	9	2	17	71	130	194	206	214	209	167	184	179	176	124	93	98	88	86	89	75	52	40	28
16	5	10	9	21	116	157	165	225	199	187	185	165	185	178	109	91	74	74	92	77	80	62	26	19
3	7	5	12	47	113	166	172	187	200	194	200	177	160	152	144	80	87	81	94	77	55	58	26	25
13	9	2	14	60	134	203	193	179	186	189	188	182	147	129	108	98	93	94	100	66	50	55	19	15

AM Peak 0745 - 0845 (811), AM PHF=0.90 PM Peak 1230 - 1330 (723), PM PHF=0.98

*** Wednesday, November 09, 2016 - Total=10953, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	46	30	32	159	403	629	822	876	783	822	837	716	702	599	526	423	431	432	503	443	311	219	122	
28	15	6	2	17	71	108	213	228	189	198	193	189	173	155	154	108	85	116	134	139	50	47	35	16
19	13	9	4	30	103	164	219	201	204	176	217	177	163	153	110	119	99	114	120	107	95	58	34	23
25	12	6	12	45	103	176	188	222	180	242	201	165	180	138	132	95	124	113	127	99	91	51	27	10
15	6	9	14	67	126	181	202	225	210	206	226	185	186	153	130	101	123	89	122	98	75	63	26	9

AM Peak 0800 - 0900 (876), AM PHF=0.96 PM Peak 1200 - 1300 (716), PM PHF=0.95

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13913 -- English (ENU)

Datasets:

Site: [4] UNIVERSITY AVE E OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=9233, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	70	48	26	27	72	187	442	618	582	579	635	719	769	793	550	228	163	152	556	594	608	444	279	
33	22	12	2	10	12	35	83	144	128	123	157	190	218	231	156	62	41	44	81	139	155	119	88	47
23	18	12	12	3	16	43	109	154	137	151	147	164	200	217	134	64	37	29	156	177	165	106	81	55
16	14	18	5	4	18	46	113	151	158	168	185	175	174	186	139	55	51	45	134	141	142	111	62	23
20	16	6	7	10	26	63	137	169	159	137	146	190	177	159	121	47	34	34	185	137	146	108	48	20

AM Peak 1130 - 1230 (685), AM PHF=0.90 PM Peak 1345 - 1445 (811), PM PHF=0.88

*** Wednesday, November 09, 2016 - Total=10121, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
145	79	60	28	47	83	189	458	577	556	566	663	702	802	779	669	332	149	200	636	778	755	519	349	
47	21	19	7	11	15	30	85	148	137	129	185	167	197	215	193	117	25	45	83	212	175	157	103	53
55	28	10	5	9	21	52	99	167	129	152	143	169	185	207	156	114	37	49	176	188	196	151	82	51
23	15	18	5	11	18	44	136	144	151	150	172	185	212	187	158	67	49	45	190	195	195	88	87	31
20	15	13	11	16	29	63	138	118	139	135	163	181	208	170	162	34	38	61	187	183	189	123	77	19

AM Peak 1145 - 1245 (684), AM PHF=0.92 PM Peak 1330 - 1430 (842), PM PHF=0.98

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13911 -- English (ENU)

Datasets:

Site: [4] UNIVERSITY AVE E OF LINCOLN AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=10813, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	31	22	32	145	435	700	840	910	908	856	827	762	739	697	481	381	381	331	405	328	260	207	97	
12	10	5	2	16	70	135	223	237	230	225	197	198	193	204	118	102	108	94	94	93	69	48	39	22
11	6	10	7	22	114	161	191	248	226	212	201	180	197	180	121	93	91	80	105	79	82	51	23	18
4	6	6	11	48	114	175	207	216	240	208	227	180	166	181	134	95	89	87	104	82	55	58	23	22
11	9	1	12	59	137	229	219	209	212	211	202	204	183	132	108	91	93	70	102	74	54	50	12	12

AM Peak 0745 - 0845 (920), AM PHF=0.93 PM Peak 1230 - 1330 (774), PM PHF=0.95

*** Wednesday, November 09, 2016 - Total=11675, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
74	38	27	31	159	402	662	914	995	875	918	918	798	758	631	546	405	412	478	530	455	323	213	113	
22	11	6	2	16	75	110	230	256	209	216	214	210	191	186	163	99	84	120	142	143	49	49	35	13
18	9	6	4	32	100	162	240	224	233	196	251	202	177	158	121	109	97	121	137	102	99	59	32	15
22	10	7	13	45	105	194	212	259	204	273	208	186	195	138	139	103	111	121	117	111	97	50	23	10
12	8	8	12	66	122	196	232	256	229	233	245	200	195	149	123	94	120	116	134	99	78	55	23	8

AM Peak 0800 - 0900 (995), AM PHF=0.96 PM Peak 1200 - 1300 (798), PM PHF=0.95

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13907 -- English (ENU)

Datasets:

Site: [2] UNIVERSITY AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=10904, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
100	80	55	45	110	324	436	590	625	613	581	593	644	616	748	625	564	495	501	607	611	597	447	297	
34	28	17	4	17	60	91	141	145	144	141	151	150	170	211	155	156	119	123	135	150	157	117	98	44
22	17	17	13	11	84	122	146	164	155	157	150	172	144	186	159	143	126	107	150	168	165	110	84	63
19	19	16	12	35	92	98	145	172	176	143	156	160	149	201	153	139	142	134	140	152	143	122	72	29
25	16	5	16	47	88	125	158	144	138	140	136	162	153	150	158	126	108	137	182	141	132	98	43	21

AM Peak 0745 - 0845 (639), AM PHF=0.93 PM Peak 1345 - 1445 (751), PM PHF=0.89

*** Wednesday, November 09, 2016 - Total=12077, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
157	100	64	44	139	312	457	658	652	628	648	693	605	700	719	716	598	502	544	686	794	754	547	360	
44	25	17	8	16	65	93	157	183	169	138	187	124	171	208	188	176	124	142	145	221	177	156	112	54
63	32	13	5	32	78	114	150	175	166	173	176	143	158	175	178	135	115	126	154	194	193	156	72	45
29	25	21	13	37	83	118	182	144	157	173	177	171	192	165	180	145	124	133	188	196	209	104	102	37
21	18	13	18	54	86	132	169	150	136	164	153	167	179	171	170	142	139	143	199	183	175	131	74	20

AM Peak 0730 - 0830 (709), AM PHF=0.97 PM Peak 1945 - 2045 (810), PM PHF=0.92

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13905 -- English (ENU)

Datasets:

Site: [2] UNIVERSITY AVE E OF MIDDLEFIELD RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=8766, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	22	16	31	138	405	595	621	676	633	626	614	600	538	519	443	401	399	362	382	263	203	162	86	
10	6	5	2	14	66	114	176	158	159	163	137	139	139	143	109	97	101	90	102	82	62	32	34	18
9	4	7	5	21	101	147	144	183	157	158	145	142	144	133	109	92	86	71	104	63	56	45	21	15
2	6	3	13	40	109	148	147	175	174	159	165	168	127	136	111	102	130	91	85	67	46	42	21	19
10	6	1	11	63	129	186	154	160	143	146	167	151	128	107	114	110	82	110	91	51	39	43	10	13

AM Peak 0815 - 0915 (677), AM PHF=0.92 PM Peak 1230 - 1330 (602), PM PHF=0.90

*** Wednesday, November 09, 2016 - Total=9534, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	30	21	29	151	380	573	674	685	677	670	679	616	570	516	492	413	444	505	451	389	246	165	93	
18	7	3	2	15	73	100	174	185	171	161	168	156	157	133	138	98	94	121	126	134	47	41	29	15
15	7	9	4	30	87	153	175	164	179	157	190	166	117	129	121	108	98	130	131	87	67	45	24	10
19	10	5	10	41	106	149	160	170	164	183	157	136	150	132	113	101	121	124	99	92	71	37	24	7
13	6	4	13	65	114	171	165	166	163	169	164	158	146	122	120	106	131	130	95	76	61	42	16	8

AM Peak 1030 - 1130 (710), AM PHF=0.93 PM Peak 1215 - 1315 (617), PM PHF=0.93

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13916 -- English (ENU)

Datasets:

Site: [5] UNIVERSITY AVE W OF WOODLAND AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=11839, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
102	73	52	26	42	114	245	569	747	693	684	733	862	835	936	829	485	448	503	743	668	667	480	303	
37	26	15	2	13	18	48	102	175	161	152	181	220	232	269	227	105	116	136	166	157	176	140	95	49
22	18	12	12	4	23	55	151	207	157	181	172	211	215	249	200	128	92	137	190	191	175	109	84	54
22	15	18	5	8	30	63	136	176	179	192	212	213	188	214	211	125	131	99	176	163	165	119	72	27
21	14	7	7	17	43	79	180	189	196	159	168	218	200	204	191	127	109	131	211	157	151	112	52	20

AM Peak 1145 - 1245 (812), AM PHF=0.92 PM Peak 1400 - 1500 (936), PM PHF=0.87

*** Wednesday, November 09, 2016 - Total=12382, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
150	84	67	28	54	124	256	554	721	647	633	749	815	929	942	911	533	408	385	795	859	816	542	380	
49	22	19	7	11	24	43	98	204	163	162	191	189	216	246	253	181	82	114	145	229	187	165	116	54
54	29	14	5	9	32	54	125	210	146	169	158	195	237	254	216	175	107	71	223	202	207	156	96	54
27	18	20	4	15	32	74	156	168	171	159	200	219	239	228	234	85	101	113	218	229	221	96	91	31
20	15	14	12	19	36	85	175	139	167	143	200	212	237	214	208	92	118	87	209	199	201	125	77	18

AM Peak 1145 - 1245 (803), AM PHF=0.92 PM Peak 1330 - 1430 (976), PM PHF=0.96

Traffic Data Service -- Campbell, CA Vehicle Counts

VehicleCount-13914 -- English (ENU)

Datasets:

Site: [5] UNIVERSITY AVE W OF WOODLAND AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Fremont Speed
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, November 08, 2016 - Total=12344, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	31	21	32	146	422	706	997	1018	965	937	902	871	850	862	681	521	485	457	461	324	293	216	107	
9	12	7	3	16	70	129	238	266	248	253	194	212	217	228	149	128	138	117	109	97	79	53	43	27
12	6	9	7	21	112	163	221	271	252	239	230	200	237	231	185	129	124	94	123	78	84	52	27	15
7	6	4	11	49	106	183	243	251	247	213	253	211	180	214	169	136	106	130	115	80	66	57	25	21
11	7	1	11	60	134	231	295	230	218	232	225	248	216	189	178	128	117	116	114	69	64	54	12	13

AM Peak 0745 - 0845 (1083), AM PHF=0.92 PM Peak 1230 - 1330 (913), PM PHF=0.92

*** Wednesday, November 09, 2016 - Total=13220, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
76	41	27	34	161	381	674	1079	1115	992	991	1006	889	873	778	641	534	561	580	604	482	351	231	119	
27	13	6	3	16	73	114	246	292	237	234	219	229	210	212	174	124	110	165	170	148	63	55	40	15
15	9	6	6	32	96	155	269	260	274	223	270	214	223	209	150	149	148	130	160	119	96	66	30	16
21	11	8	12	46	96	195	276	284	225	293	236	216	203	150	149	135	146	148	126	110	109	61	24	9
13	8	7	13	67	116	210	288	279	256	241	281	230	237	207	168	126	157	137	148	105	83	49	25	10

AM Peak 0715 - 0815 (1125), AM PHF=0.96 PM Peak 1200 - 1300 (889), PM PHF=0.97